

Maine Coastal News

Volume 32 Issue 7

July 2019

FREE

Boothbay and Rockland Lobster Boat Races in the Books



Dean Beal's MISS NORMA running up the course with Chris Smith's MISTY, both getting first in their respective classes.

BOOTHBAY-ROCKLAND – Some of the rumours and questions about the upcoming lobster boat racing season that had been circulating this winter and spring were soon answered. We have heard of new boats, some brand new and some new to their owners, and several boats that had repowered. What their effect would be was anyone's guess and the best thing was not to perpetuate the rumour, but wait for it to play out and see it for yourself. To do that, you just needed to attend the first two races of the season, Boothbay Harbor on 15 June and Rockland the following day.

Many have been following Facebook and seen Steve Johnson's and Jeremy Beal's posts. Steve, who lives on Long Island, had his 1,100-hp Chevrolet engine gone over for the upcoming season. Jeremy Beal's timeline over the winter was a lot more involved. The boat he was racing last year MISS MARINA & MARIE [Crowley 28; 1000+-hp Chevrolet] did not have a good season, mostly due to engine issues. The engine went, was sold west and the boat was finished off and went further Downeast. Over the winter he obtained a Wayne Beal 28 hull and over the spring he and his crew at Wayne Beal's Boat Shop in Jonesport finished off the hull and named her MARIA'S NIGHTMARE. The question now was what would she be powered with? We had heard it could be diesel, but several weeks ago that was answered when it was learned that he had purchased a big Chevrolet engine. Three days before the Boothbay races the engine was expected to arrive Friday morning, which

would have allowed them time to install the engine and sea trial it. However, when Friday rolled around the engine was not going to arrive until mid-afternoon and they hoped they could install the engine and run it in the shop, but sea trials were out. As Friday evening progressed reports showed they were on schedule and would be there Saturday morning for their first race. Shawn Alley spent the winter rebuilding the bottom of LITTLE GIRL [28' Calvin Beal Jr.; 514 Ford], which meant straightening, refastening and adding a strengthening piece on top of the keel. Friday night on the dock it was learned that Bruce Engert's THUNDERBOLT [South Shore 30; 621 Chevrolet] would not be racing as she still needs some engine work. He named off a number of parts he wants to change out, but would not give a time frame when he would be ready to race.

So what was new in the Diesel Classes? Launched last year from AJ Enterprises in Winter Harbor was Dan Sawyer's HIGH VOLTAGE [AJ-28; 400-hp Yanmar], which would compete in Diesel Class E. Robert Alley, Jr.'s HANNAH LOUISE [Calvin Beal 42; 750-hp John Deere] was launched over the winter and would be competing in Diesel Class M(B). From North Haven, Ryan Haskell's DECADENCE [Lowell 46; 850-hp Baudouin] would be running in Diesel Class N.

We had several boats that were not new but either had never been racing or had not been out in a while. The end of last fall Ed

Shirley sold MISS KARLEE [Mitchell Cove 32, 1,000-hp Caterpillar] to Marshall Spear of Yarmouth, who in turn sold her engine and hull separately. He then purchased, through Steve Johnson a Holland 32, which was for sale on Cliff Island. Steve took it to his yard on Long Island and stored her for the winter and then got her ready for the water. Ed renamed her MISS KYLEE [Holland 32; 148-hp Volvo] and he would be entered in Diesel Class B. Also in this class was Bradley Simmon of East Boothbay in his DON'T ASK [Holland 32; 210-hp Cummins], already for harpooning; and Phil Page's NICK & ANDY [Duffy 35; 220-hp John Deere] of Boothbay who had not raced since 2005. Over the winter Kyle Look decided to refurbish a Crowley 36 named RISKY BUSINESS [550-hp John Deere]. This was done at Wayne Beal's Boat Shop in Jonesport and the engine work was done by Toppin's Diesel & Marine in Columbia Falls. She would be in Diesel Class H. Not really new and did race last year, but if you did not look closely you might not realize Nick Wiberg's MISS KATIE had grown. Last year Andy Gove decided to retire from lobstering and sold his well-known racer UNCLE'S UFO [Northern Bay 36; 700-hp Volvo] to Nick. Over the winter she was renamed MISS KATIE and repainted in the colours of Nick's last MISS KATIE [Holland 31; 355 hp Cummins].

Friday at Brown's Wharf on the east side of Boothbay Harbor there were about 25 boats already tied up for the evening. With

a great forecast for Saturday we expected a good turnout. When sign-ups were done we had 47 entrants, one more than last year and not having more could be explained by the late arrival of summer and that a number of boats are not in the water.

There were just two boats in Work Boat Class A (Skiffs 16 feet and under, Outboard up to 30 hp, operators up to 16 years old), which was won by William Tierney of Long Island in Cameron Murphy's NUGGET [Holland 14; 30-hp].

Last year I was informed that a boat in Work Boat Class B (Inboard, Outboard or Outdrive, 31 to 90 hp) was coming with a 48-hp outboard by her owner. The builder of this boat explained that this was way too much power and that she could easily flip. I was prepared to not allow this boat to race, but during sign up the owner stated that the boat was very stable and since it was calm his son would not have a problem running the course. When we got out on the float the wind had picked up and there was a small chop running. When this boat did not show up I thought they decided not to race. Now the rest of the story is that after the races were over, I headed for Dunton's Dogs over by the Shipyard in Boothbay Harbor and met someone from the Coast Guard Auxiliary. We were talking and I said at least there were no problems today and he said with the exception of the boat that flipped, which I said, "What boat flipped?"

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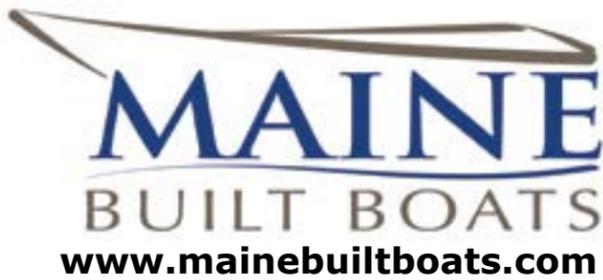
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Maine Coastal News is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news and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

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Publisher Jon B. Johansen
Editor-in-Chief Rachel Elward

Advertising Deadlines: The deadline for the August issue is July 12.
The deadline for the September issue is August 9.

Publisher's Note

Just as some predicted we went right from winter to summer. It was almost the typical spring, cold with lots of rain. This type of weather really causes problems for the boat yards, especially the ones who do not have inside heated space to work on their storage customers. One can understand why some opt not to have heated storage as the cost is significant, but if marketed correctly it can also be very profitable. Like every other year this has happened they work through the unhappy customers, who for the most part understand the issue.

With the warm weather also comes lobster boat racing and already two are in the books and another four will be done when the next issue hits the press. I was debating giving up all the extra things I do to focus on entering data, but it is hard giving up things that are enjoyable, do not take up very much time, and helps the industry. Last weekend I headed for the Tugboat Inn in Boothbay Harbor and had a good time wondering the town, finding the book stores and eating at Dunton's Dogs by the Shipyard. The racers stay over at Brown's Wharf, which are very accommodating allowing the boats dock space as most have rooms and for the race committee to sign up those competing. When we got out on the race course I was surprised to see few spectator boats. This was attributed to the poor spring and that many boats are not in the water. I cannot say too much as my wife's race boat CINDY JEN is still on her mooring at Kittery Point Yacht Yard at Kittery Point waiting for some minor engine work and paint before she heads north. I really wanted to get her to Boothbay and then Jonesport, where

she was built in 1964, but that is going to have to wait for next year. I am still hoping to get her up to Winterport Boat Yard for a time before we head south to Harpswell for three or four lobster boat races. I want to cruise around Penobscot Bay and take photographs from the water. It is all about a lack of time a logistics, which at times is hard to work around.

I am pushing hard on the Library's website, but things are not getting done fast enough. I crashed a couple of lists together, one from the "List of Merchant Vessels of the United States" from the late 1800s and then all the vessels listed as built here in the State of Maine. I ended up with over 53,000 vessels, which I now need to go through to make sure the duplicates are eliminated. The website person is ready, but I am feeling I have a good month or two before I am done with this first phase. Once I am done with this I can add other lists, fill in more blanks, which means this list will have to be consistently uploaded to the website. The website person says this will not take too long to do, but my end will. I am thinking I should have almost everything up by the end of the year. Unfortunately this is only the ships, still need to address several other databases and get them functional. I am also forcing myself to go up to UMO and work in their microfilm department. I was looking around at the titles that need to be gone through and they will have planted me before I am done just with what is there. Too enjoyable to get frustrated with, the last issue I worked on was the announcement of Lord Nelson's victory at Trafalgar. What can be better than that?

MCN's Calendar of Waterfront Events

<p>On-going Exhibits Whales Today New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046</p> <p>Capt. Paul Cuffe: His Work, Vision and Living Legacy New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046</p> <p>Frederick Douglass Bicentennial 1818-1918 New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046</p> <p>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</p> <p>After Ryder - Photographs by Nicholas Whitman New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046</p> <p>Enlightened Encounters: The Two Nations of Manjiro Nakahama New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046</p>	<p>The East Unlocks its Gates: American Whalers and Trade in Asia New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046</p> <p>O'er the Wide and Tractless Sea: Original Art of the Yankee Whale Hunt New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046</p> <p>Thou' Shall Knot: Clifford W. Ashley New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046</p> <p>"The SPRAY will Come Back": Sole Circumnavigator Captain Joshua Slocum New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046</p> <p>Energy and Enterprise: Industry and the City of New Bedford New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046</p> <p>When this You See, Remember Me: The Photography of Everett Scholfield and George Tingley Mystic Seaport Mystic, CT Info: mysticseaport.org</p> <p>Voyaging in the Wake of the Whalers Mystic Seaport Mystic, CT Info: mysticseaport.org</p>	<p>Death in the Ice: The Mystery of the Franklin Expedition Mystic Seaport Mystic, CT Info: mysticseaport.org</p> <p>Monument Man Mystic Seaport Mystic, CT Info: mysticseaport.org</p> <p>[Opens 15 June] Streamlined: From Hull to Home Mystic Seaport Mystic, CT Info: mysticseaport.org</p> <p>[Opens 3 August] Homer at the Beach: A Marine Painter's Journey, 1869-1880 Cape Ann Museum Gloucester, MA</p>	<p>7 Round Southport Race Boothbay Harbor Yacht Club Boothbay Harbor</p> <p>13-14 PHRF Maine State Championships Front Street Shipyard Belfast</p> <p>14 Hospice of Hancock County Regatta Southwest Harbor</p> <p>20 Seguin Island Trophy Race Southport Yacht Club Southport</p> <p>21 Friendship Lobster Boat Races Town Dock Friendship Info: Robin Reed (207) 975-9821</p> <p>25-27 Camden Classic Cup Camden</p> <p>27-28 Boothbay Regatta Boothbay Harbor Yacht Club Boothbay Harbor</p> <p>28 Harpswell Lobster Boat Races Harpswell Info: Larry Ward (207) 798-1725</p> <p>31-1 August Castine Classic Yacht Race Symposium Nathaneal G. Herreshoff Maine Maritime Academy Castine</p>
<p>JUNE</p> <p>28-30 WoodenBoat Show Mystic Seaport Mystic, CT</p> <p>29 Moosabec Reach Lobster Boat Races U. S. Coast Guard Station Jonesport Info: Jay Mills (207) 598-6347</p>			
<p>JULY</p> <p>7 Stonington Lobster Boat Races Town Dock Stonington Info: Cory McDonald (207) 664-4525 Genevieve McDonald (207) 266-5113</p>			
<p>AUGUST</p> <p>3 Eggemoggin Reach Regatta WoodenBoat Waterfront Facility Brooklin</p>			

MODEL OF CHARLES W. MORGAN RELEASED

SEARSPORT – It is no secret one of my favorite places to stop on the coast is at BlueJacket Shipcrafters in SearSPORT, which is slightly east across the street from Hamilton Marine. They produce wooden model kits of various boats and supply modelers with fittings and other supplies. These kits are not like those that were produced several decades ago, which contained a number of pieces of wood, some fittings and a set of plans. Now they come with laser cut pieces of wood, fittings and very detailed plans, both on paper or video making the project much easier to build.

Several years ago they asked the modeling public for input as to what they want to see in the way of models. One of the suggestions was a cross-section of the whale ship CHARLES W. MORGAN, which is at the Mystic Seaport Museum, in Mystic, CT. Modeler Al Ross said, “When you are dealing with the general public, have to go with something they would recognize as opposed to the ESSEX or WANDERER (two other whale ships). The MORGAN is a museum ship and it is preserved so people at least have a general knowledge of it.”

Al was given the task of producing the model so he purchased the plans from Mystic Seaport and then took a lot of photographs, which he could refer to when creating the plans for the model. The plans from Mystic were interesting as they are not the way the original ship was built as the between deck was lowered so people could walk around much easier and Al made the model as she would have been originally.

Al added, “The cross-section is at the tri-works and is about 20 feet of the hull and the frames start to change a little bit as you go forward. Given the size of the model and the way it was being made, it became problematic so all the frames are the same. It was a very small amount of change, but if somebody wants to go crazy, go for it. If you include the bricks, there is something like 1,200 laser cut pieces. I took a different approach on the plans because it is so big and to use regular, single sheets didn't work. It is all on 11 x 17 pages and is about 25 pages of plans at full scale and half scale. There is no measuring involved because everything is pre-cut.”

“There is 800 bricks for the tri-works, individual bricks,” continued Al, “and basically it is a box, a wooden box all laser cut. You make the box and on the outside of the box all the courses of brick are lasered on the face of it so what you do is you just line the bricks with the drawing on the side of the box and you lay the first course all around. You are given

1/64 by about 1/8-inch wide plywood strips and you lay those down on top of the bricks and you just lay the second course on those so you have always got consistent spacing on the bricks. It builds actually quite quickly, despite there being 800 bricks. You take the bricks, which are laser cut cork, put a little puddle of carpenter's glue down, and dip them in it. Once you have got all the bricks laid out then you just take a sanding block and clean them off a little bit, make sure everything is pretty consistent. Spray the bricks with red automotive primer, spackle them, and then wipe the spackle off so it looks like mortar on bricks.”

There are about 150 copper plates that will need to be placed on the bottom. Al explained, “You just have to be careful. The plates are about 5/8 x 2 inches. You lay the first course then you overlap the next course. The way it is set up you have got all those nails across the top and across the bottom so you just line up the next one, you are actually lapping them like they were originally. You just have to be careful. In this case, I used masking tape and I would mask off where I had to go and then just carefully make sure that the copper plates are staying in line as you go up.”

This is not classified as a difficult model, but having some experience would be a help. Al said, “You have to shape two pieces of wood, the waterways and they just have a 45 degree angle on them, but everything else is shaped. So you are gluing stuff together. It is built on a jig and the frames have seven pieces, so you have this plywood jig that you build and the keelson is glued to it. There are slots for those and then each half frame has two pieces and they have a laser cut joint so that you can't get them off kilter. The frames in the MORGAN are not evenly spaced based on the plans and that is reflected in the model. It is designed for success and there is a limited probably you could make a mistake. This is an impressive kit when it is done and ultimately looks more impressive than the perceived difficulty. Typically cross-sections are for the really experienced modeler because they are intricate. I won't say this is every person's model but a relatively skilled person should have no problem.”

There are some interesting things included in this model like the chicken coop, with chickens that come from the tug SEGUIN model. Looking inside the hull you will note the bolt heads on the knees, which there are about 350 of. You have to drill the knees using a jig so the holes are spaced properly



The cross-section model of the whale ship CHARLES W. MORGAN offered by BlueJackets.

and then glue the bolt heads in place. Some will be happy that there is no rigging to do, but other might want to add a small section to the hull and put in the foremast. They are also selling the tri-works separately as some modelers want to build it as is or include it in another model.

When completed this model was taken to the Nautical Research Guild's annual meeting at Connecticut in April and was well received.

Al is now working on several other projects. One is revising the 207 lobster boat kit, which he is making easier to build, but not diminishing the quality. There is very little shaping in this model and by laser cutting more of the pieces it will make building much easier. The hull is constructed plank on bulkheads. The old model had a carved piece

of bass wood at the bow that the planks were fitted to. Al is changing this so that the planks go right to the stem and this also gives a larger gluing surface so it is unlikely the planks will come unglued. Al has also changed the traps, which are now all laser cut and very easy to build.

Coming up Al will be creating a model of the battleship OREGON, which will be about 31 or 32 inches long. One interesting aspect of this project is that he wants to show the interior of one of the 13-inch turrets. The ironclad CAIRO is still on the to-do list and will be a cut-away model showing the interior. Al added, “They look like they were built by house builders because it is all 45 degree angles with a flat bottom and the paddle wheel is amidships in a tunnel.”





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The Shipwreck that Changed the Coast Guard Forever



The Marine Electric, a 605-foot cargo ship, as seen underway before its capsizing and sinking on Feb. 12, 1983. The converted WWII-era ship foundered 30 miles off the coast of Virginia and capsized, throwing most of its 34 crew into 37-degree water, where 31 of them drowned or succumbed to hypothermia. (U.S. Coast Guard photo)

Story and artwork by Petty Officer 2nd Class Corinne Zilnicki

When the clock tolled 12 a.m. on Feb. 12, 1983, the 605-foot cargo ship Marine Electric trekked northward 30 miles off Virginia's Eastern Shore, plowing slowly through the gale-force winds and waves stirred up by a winter storm.

An able-bodied seaman relieved the watch and peered forward, noticing for the first time that the ship's bow seemed to be riding unusually low in the water. Dense curls of green ocean rushed over the bow, some of them arching 10 feet over the deck before crashing back down. The crew had been battling 25-foot waves for hours, but until now, the bow had bucked and dipped as normal.

Now it seemed only to dip.

Over the next two hours, the waves intruded with increasing vigor. The entire foredeck was swallowed in 6 feet of water. The main deck was completely awash.

At 2:30 a.m., the ship's master, Phillip Corl, summoned his chief mate, Robert Cusick, to the bridge and shared his fears: the bow was settling, they were taking on too much water, and the crew was in real trouble.

At 2:51 a.m., the captain made the first radio distress call to the Coast Guard.

"I seem to be taking on water forward," Corl said. "We need someone to come out and give us some assistance, if possible."

By the time assistance arrived, the Marine Electric had listed, rolled violently to starboard, and capsized, hurling most of its 34 crew into the 37-degree water. Chaos ensued.

Chief mate Cusick surfaced with a gasp, managed to get his bearings, and spotted a partially-submerged lifeboat nearby. After swimming through towering waves for 30 minutes, he pulled himself into the swamped boat and started thrashing his legs to stay warm.

"All the time I kept looking out and yelling out, 'lifeboat here,' just continually yelling out to keep myself going," the chief mate said. "Then I waited and prayed for daylight to come."

The Coast Guard had long since dispatched an HH-3F Pelican helicopter crew from Air Station Elizabeth City, North Carolina, and directed the crews of several cutters to the Marine Electric's position, but the tumultuous weather conditions slowed the rescuers' progress.

Naval Air Station Oceana had to recall available personnel before launching a helicopter crew, including rescue swimmer Petty Officer 2nd Class James McCann.

At 5:20 a.m., the Coast Guard helicopter crew was the first to arrive on scene. They had expected to find the Marine Electric's sailors tucked into lifeboats and rafts, but instead, they found a blinking sea of strobe lights, empty lifeboats, and bodies strewn below.

The Navy aircrew arrived and deployed McCann, who tore through the oil-slicked waves, searching for survivors. He managed to recover five unresponsive sailors before hypothermia incapacitated him.

The Coast Guard crew scoured the southern end of the search area and discovered one man, Paul Dewey, alone in a life raft. They dropped the rescue basket so he could clamber inside, then hoisted him into the helicopter. About 30 yards away, they spotted Eugene Kelly, the ship's third mate, clinging to a life ring, and lowered the basket to retrieve him.

Cusick remained huddled in his lifeboat until the sailors aboard the Berganger, a Norwegian merchant vessel whose crew was helping search the area, sighted him and notified the Coast Guard. The helicopter crew retrieved him in the rescue basket, then took off for Salisbury, Maryland, to bring the three survivors to Peninsula Regional Medical Center.

Meanwhile, more Coast Guard and Navy rescue crews converged on the scene to search for survivors.

Coast Guard Capt. Mont Smith, the operations officer at Air Station Elizabeth City, had piloted a second Pelican helicopter through turbulent headwinds for over an hour in order to reach the site.

He and his crew scanned the debris field below for signs of life. The people they saw were motionless, and it was difficult to determine whether they were simply too hypothermic to move, or deceased. Smith spotted one man and hovered over him, squinting through the whipping snow, trying to decide what to do.

"We all felt helpless," Smith said. "There was no way to know if the man was dead or alive. We had to try something."

Petty Officer 2nd Class Greg Pesch, the avionics electrical technician aboard the helicopter, volunteered to go down on the hoist cable. After some deliberation, Smith agreed.

Pesch's descent in the rescue basket was a harrowing one.

"The whole world seemed to be churning," Smith said. "I struggled to maintain a smooth hoist, but I know it was erratic."

Once in the water, Pesch grappled with the basket, trying to hold it steady as he guided the unresponsive man inside. It took several attempts, and then he scrambled into the basket himself and ascended back to the

helicopter alongside the victim.

The aircrew spotted another potential survivor, and although Pesch attempted to descend again, the hoist cable spooled back on itself on the drum. The crew was forced to abort their mission and departed for nearby Salisbury Airport, where the man they had pulled from the water was pronounced dead on arrival by paramedics.

Dewey, Kelly and Cusick were the only men pulled from the ocean alive that morning. Their 31 shipmates had either succumbed to hypothermia or drowned.

All told, Coast Guard, Navy, and merchant vessel crews recovered 24 bodies from the scene of the capsizing. Seven were never found. It is likely the ship's engineers were trapped belowdecks when the vessel capsized.

"Throughout Coast Guard history, the missions of the service have been written in blood," said Dr. William Thiesen, historian, Coast Guard Atlantic Area. "Such was the case with the loss of the Marine Electric. This tragic event led to stricter marine safety regulations and the establishment of the Coast Guard's premiere rescue swimmer program."

While the incident itself served as the catalyst for the major changes to the Coast Guard and maritime community at large, the rigorous efforts of Coast Guard Capt. Domenic Calicchio brought the necessity for such changes into sharper focus.

Calicchio was one of the three marine safety officers charged with investigating the capsizing and sinking of the Marine Electric. The board of inquiry launched their investigation on July 25, 1984, and examined every aspect of the WWII-era cargo ship, its upkeep, the events leading up to its demise, and the Coast Guard's rescue efforts on that morning.

The investigation revealed that although the Marine Electric had been recently inspected several times by both the American Bureau of Shipping and the Coast Guard, marine inspectors had failed to note several discrepancies or recommend needed repairs. Investigators concluded that the casualty had most likely been caused by inadequate cargo hatches and deck plating, which allowed the crashing waves to flood the vessel's forward spaces.

Calicchio felt the Coast Guard needed to revamp its marine safety procedures and demand more of maritime companies, but more importantly, that the Coast Guard needed to demand more of itself.

His push for reform resulted in several additions to the Coast Guard's marine safety protocol, including guidance on hatch cover inspections, and new requirements for enclosed lifeboats and their launching systems, for ships' owners to provide crews with cold water survival suits, and for flooding alarms to be installed in unmanned spaces on vessels.

The Coast Guard also tightened its inspections of 20-year or older ships, which led to the near-immediate scrapping of 70 similar WWII-era vessels.

"Calicchio embodied the service's core values of honor, respect, and devotion to duty," said Thiesen. "He championed marine safety and pursued the truth even at the risk of his career of a Coast Guard officer."

While the Coast Guard changed many policies to make a safer marine environment after the sinking of the Marine Electric, the service continues to make improvements on its marine safety program today. By 2025, it is estimated that the demand for waterborne commerce worldwide will more than double. The Coast Guard has published its

Continued on Page 25.

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U. S. NAVY NEWS

Remembering the attack on the USS Stark

By Samantha Crane, Supervisor of Shipbuilding Gulf Coast Public Affairs
 PASCAGOULA, MS (NNS) -- On May 17, 1987, 37 sailors died and 21 were wounded when the USS Stark (FFG 31) was struck by two Iraqi missiles while on patrol in the Persian Gulf.

For Pete Christman, Supervisor of Shipbuilding (SUPSHIP) Gulf Coast production controller, the act of remembrance is much more personal.

Then a Radioman 2nd Class Petty Officer, Christman was with the ship on a six-month deployment during the Iran-Iraq War. As part of a seven-ship complement, he and his fellow sailors were charged with safeguarding the Persian Gulf's merchant shipping with the Navy's Middle East Force in Manama, Bahrain.

On the morning of the attack, the USS Stark was sailing through the Persian Gulf's war-free zone during a two-day exercise. That evening, as the majority of the 222 sailors were asleep or relaxing, the worst happened just after 9 p.m.

The ship's crew noted that an Iraqi Dassault Mirage F1 jet was passing much nearer to the ship than normal. Though the pilot was queried twice for identification, no response was received. Minutes later, the pilot released two Exocet air-to-ground missiles at what he believed to be an Iranian oil tanker.

The first missile struck the ship's forward port side, just above the waterline. Though it did not detonate, it left a flaming path of rocket fuel and severed the firefighting water lines to the forward part of the ship. Only about 25 second later, the second missile followed an almost identical path and detonated, the fuel from the first missile

feeding the flames. Because of the quick action of the sailors onboard that fateful night, the ship did not sink and many lives were saved. With the assistance of firefighting crews from nearby sister ships, the crew battled the fire over the next 24 hours. After the flames were extinguished, USS Waddell (DDG 24) and USS Conyngham (DDG 17) escorted USS Stark to the Manama port in Bahrain the next day.

"After the initial repairs needed to make the journey, I sailed back from Bahrain as one of the 100 crewmembers that volunteered to say onboard," Christman said.

The ship was repaired at Huntington Ingalls Shipbuilding in Pascagoula for 15 months.

"While the ship was here for repair, I met my future wife. Once the ship was repaired here at Ingalls, I sailed back to the homeport, finished my US Naval service, got married and came to work at SUPSHIP," Christman said. I've been here at SUPSHIP for 31 years."

After repairs, the USS Stark conducted missions for another eleven years before being decommissioned in 1999 and scrapped in 2006.

"Yes, they were heroes," said President Ronald Reagan at a memorial held just days after the attack. In a further statement to the press, Reagan said "The hazards to our men and women in uniform in the defense of freedom can never be understated. The officers and crew of the U.S.S. Stark deserve our highest admiration and appreciation."

Future John F. Kennedy (CVN 79) Reaches Key Milestone
 From Program Executive Office, Aircraft Carriers Public Affairs

WASHINGTON (NNS) -- The future John F. Kennedy (CVN 79) reached a key milestone on May 29, when the island house was lowered onto the nuclear-powered aircraft carrier at the Huntington Ingalls Industries Newport News Shipbuilding division.

Weighing in at 588 tons, the 56-foot-long, 33-foot-wide island will sit atop the flight deck and serve as the command center for flight deck operations aboard the second aircraft carrier in the Gerald R. Ford class. It will house the navigation bridge, primary flight control, radar and other systems.

The landing of the island on an aircraft carrier is analogous to "stepping the mast" aboard a sailing ship or the topping out of a skyscraper.

"With the island landing, John F. Kennedy takes on that distinctive and unmistakable profile of an aircraft carrier," said Rear Adm. Brian Antonio, program executive officer for Aircraft Carriers. "It symbolizes nearing the end of structural work and the start of bringing the ship to life, transitioning steel and cable to a living ship and crew."

The May 29th ceremony date marks the 102nd birthday of the late President Kennedy, and is also the date that the carrier's name

was officially announced in 2011. Caroline Kennedy, former U.S. ambassador to Japan, is the Ship's sponsor for both aircraft carriers named after her father. The first (CV 67), was a conventionally-powered carrier that served from 1968 to 2007.

While USS Gerald R. Ford (CVN 78) was the heaviest and most complete carrier at launch, Kennedy is projected to be even heavier before she is floated off the blocks for her next phase of construction.

"Improvements in build strategy and material procurement are enabling John F. Kennedy to be constructed with approximately 18% fewer production hours than those needed for CVN 78," said Capt. Phil Malone, program manager for the CVN 79/80/81 program office (PMS 379).

USS Pittsburgh (SSN 720) Arrives in Bremerton for Decommissioning
 From Commander, Submarine Group 9 Public Affairs

BREMERTON, Wash. (NNS) -- The Los Angeles-class fast-attack submarine USS Pittsburgh (SSN 720) arrived at Naval

Continued on Page 8.

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U. S. NAVY NEWS



BREMERTON, Wash. (May 28, 2019) " The Los Angeles-class fast-attack submarine USS Pittsburgh (SSN 720), arrives at Naval Base Kitsap-Bremerton to commence the inactivation and decommissioning process. Pittsburgh conducted its first arctic transit from Groton, Connecticut, to Bremerton, Washington, for its final underway and homeport change. Commissioned in 1985, Pittsburgh has fired two tomahawk missiles and supported numerous missions vital to national security during her 35 years of service. (U.S. Navy photo by Mass Communication Specialist 1st Class Amanda R. Gray/Released)

Continued from Page 7.

Base Kitsap-Bremerton to commence the inactivation and decommissioning process, May 28.

Under the command of Cmdr. Jason Deichler, a Pittsburgh native, the submarine departed Naval Submarine Base New London in Groton, Connecticut, and made its first arctic transit for its final homeport change.

"We are the first second flight 688 to complete an arctic an arctic transit from Groton to Bremerton for an inactivation," said Deichler. "It was an amazing transit, one that is unique to submarines. There aren't too many people in the history of the world, let alone the submarine force, let alone the Navy, that have done that transit under the ice."

Pittsburgh completed their most recent deployment Feb. 25, 2019. During the deployment, the boat and her crew steamed more than 39,000 nautical miles and conducted three foreign port visits.

"All I heard from the crew during the transit was 'this is the last'," said Deichler. "This is the last meal; this is the last time we are going to eat Pittsburgh steak on Pittsburgh; this is the last turn; this is the last shut down. So the pride that they have in the ship is amazing, the best I have ever seen on any ship I have ever served."

The submarine's ability to support a multitude of missions, including anti-submarine warfare, anti-surface ship warfare, strike warfare, surveillance and reconnaissance, made Bremerton one of the most capable submarines in the world.

"It is a bittersweet feeling to be the last operational commanding officer of Pittsburgh," said Deichler. "I am a native of Pittsburgh, Pennsylvania, so the boat has a special meaning to me. It is bittersweet to see Pittsburgh come for a final mooring here in Bremerton, but I know it will help the Navy in her future mission as we bring more Virginia-class submarines out online and we get our technology upgraded."

During the inactivation process, Puget Sound Naval Shipyard and Intermediate Maintenance Facility will de-fuel the submarine, with the hull retained in safe storage until decommissioning.

"The 35 years of USS Pittsburgh has been an amazing 35 years," said Deichler. "We have been involved in two tomahawk strike exercises and a multitude of missions vital to national security. What I really hope that the public remembers of our ship and our

crew is the hard working men and women that helped build the submarine, utilizing materials from Pittsburgh, companies from Pittsburgh, and the support I got from the citizens of Pittsburgh; and then the crew itself, as they supported the ship and conducted operations over these 35 years."

Commissioned Nov. 23, 1985, Pittsburgh is the fourth U.S. Navy vessel to be named for the city of Pittsburgh, Pennsylvania. The boat's mission is to seek out and destroy enemy ships and submarines and to protect U.S. national interests. At 360-feet-long and 6,900 tons, Pittsburgh can be armed with sophisticated MK48 advanced capability torpedoes and Tomahawk cruise missiles.

Shipyard notches seventh consecutive on-time carrier overhaul

From PSNS & IMF Public Affairs
BREMERTON, Washington (NNS) -- Declaring the massive overhaul of USS Nimitz (CVN 68) complete May 27, Puget Sound Naval Shipyard & Intermediate Maintenance Facility celebrated its seventh consecutive early or on-time completion of an aircraft carrier availability.

Nimitz's docking planned incremental availability (DPIA) ended four days ahead of schedule, completing sea trials on Memorial Day.

"Congratulations to team Nimitz," said Capt. Howard Markle, PSNS & IMF commander. "You have done a tremendous job in returning Nimitz to the fleet ahead of schedule and within budget. The Nimitz project team, ship's force and our private sector partners should be incredibly proud of this accomplishment. Completing this challenging and intricately complex task on time is an incredible feat all on its own. Doing it for the seventh time in a row – that's exceeding all expectations, and it speaks volumes about the professionalism and dedication of our entire shipyard team."

Prior to the Nimitz availability, PSNS & IMF and its Japan and San Diego detachments completed these six carriers on time or early:

USS Theodore Roosevelt (CVN 71) planned incremental availability, completed on time in San Diego in December 2016.

USS Ronald Reagan (CVN 76) selected restricted availability, completed one day early in Japan in May 2017.

USS John C. Stennis (CVN 74) planned incremental availability, completed five days early in Bremerton in August 2017.

Ronald Reagan selected restricted

availability, completed on time in Japan in May 2018.

Theodore Roosevelt planned incremental availability, completed 25 days early in San Diego in December 2018.

Ronald Reagan selected restricted availability, completed on time in Japan in May 2019.

The oldest carrier in its class, Nimitz's DPIA began on March 1, 2018, with an ambitious plan of upgrades and renovations to systems across the ship, including steering components, hull preservation, combat systems equipment, aircraft elevator doors and berthing areas. In all, the team of PSNS & IMF personnel, ship's force and contractors invested more than 770,000 man-days of work in the project.

Shipyard officials say the Nimitz project success is largely attributable to careful planning that started months before the availability and fully embracing innovative technological solutions. They add that the pace of operations on the Nimitz project, which resulted in the ship departing dry dock in only nine months, permitted USS Carl Vinson (CVN 70) to move into Dry Dock 6 on Feb. 28. Carl Vinson is currently undergoing its own DPIA at PSNS & IMF.

"This team has rocked it from start to finish, and I am proud to have worked with such great folks," said Jerry Moore, PSNS & IMF's non-nuclear assistant superintendent for the project.

Norfolk Naval Shipyard Supported D-Day with Building, Modernizing Five Different Types of Ships

By Michael Brayshaw, Lead Public Affairs Specialist, Norfolk Naval Shipyard Public Affairs

PORTSMOUTH, VA (NNS) -- A 50-mile stretch of beaches determined the fate of the western world.

Many know the fundamental facts about D-Day, marking its 75th anniversary June 6, 1944. It was the day more than 155,000 American, British and Canadian forces stormed five beaches along 50 miles of heavily fortified coast in France's Normandy region. D-Day spurred the critical domino effect of liberating Europe from the control of Germany beginning that summer.

Ensuring this pivotal day was a success took thorough preparation, far-ranging support and committed execution, with the ships of Norfolk Naval Shipyard (NNSY) helping in all of those phases of battle. From the NNSY-built minesweepers USS Raven (AM-55), USS Osprey (AM-56) and USS Auk (AM-57) clearing the way for invading ships, to its constructed destroyers USS Shubrick (DD-639) and USS Herndon (DD-638) providing fire support, to 10 tank landing ships and several mechanized landing craft each delivering up to 30 tons of cargo ashore, the nation's oldest continuously operating shipyard supported the invasion with a remarkable variety of vessels. Moreover, while NNSY did not construct the battle-ships USS Arkansas (BB-33), USS Texas (BB-35) or USS Nevada (BB-36), they were either modernized or extensively repaired by the shipyard in advance of supporting Normandy.

Prior to NNSY ceasing ship construction in the early 1950s, the shipyard built more than 100 vessels for World War II, from 230-ton barges to 34,800-ton aircraft carriers. The first of its completed ships to participate in D-Day were Raven and Osprey, which had a simultaneous launching in August 1940. As the only two ships of the Raven-class minesweeper, they faced the treacherous task of neutralizing underwater minefields. This formidable duo was launched at a highly opportune time on the

eve of war, as the Allies of World War II (as well as the Axis Powers) would rely heavily on minesweepers. While Raven survived that deadly June to support other invasions, its twin ship was not so fortunate. Osprey was sunk June 5, 1944 on the way to Normandy after striking a mine in the English Channel, with six men perishing. According to NNSY Historian Marcus W. Robbins, "These were the first casualties of the D-Day invasion. This obscure fact has never been widely reported, that a Norfolk ship was the first to pay the ultimate sacrifice supporting Normandy including some of its crewmembers." Launched a year after Raven and Osprey, USS Auk was one of 95 minesweepers built for the Auk-class that served both the U.S. and Royal Navies. Not only supporting the invasion of Normandy, Auk spent much of that summer minesweeping off the coast of France.

The year 1942 proved particularly crucial to NNSY's construction of ships supporting D-Day. The shipyard built 50 50-foot landing craft, mechanized (LCM) that summer. Among the largest landing craft carried by transports and cargo ships, LCMs could transport 30 tons of cargo ashore. LCM construction was a high priority to support amphibious invasions carried out not only at Normandy, but also North Africa, southern France, Italy and the Pacific islands. NNSY also built its 20 tank landing ships (LSTs), numbered LST-333 through LST-352, beginning that summer and launched its final LSTs the following February. With each weighing in around 1,625 tons, these ships could traverse the ocean's depths and also navigate shallow draft for moving troops, tanks and other equipment ashore. While LSTs and LCMs were similar to one another in form and function, they were in many ways peerless—as well as pierless. Their unique design featured a large door at the bow of the ship for the convenient unloading of vehicles, with no dock or pier required to engage in full assaults. Another distinguishing characteristic was their flat keels so they wouldn't capsize on land. LSTs took part in the full range of World War II's amphibious operations in Europe and the Pacific.

Among its two D-Day destroyers, USS Herndon became NNSY's first completed ship following the Pearl Harbor attack. Launched in February 1942 and commissioned that December, Herndon's early service included supporting General George Patton's 7th Army and escorting troopships across the Atlantic in preparation for D-Day. On June 6, Herndon was ahead of the first wave of troops raining a volley of shells upon enemy targets on Omaha Beach. Despite drawing heavy fire, Herndon not only remained intact but stayed another two weeks shoring up the Allied grip on the region. The 1,630-ton destroyer Shubrick was also constructed at NNSY in 1942. The first thing it destroyed was the shipyard's former record of 163 days from Herndon's keel laying to ship launching—Shubrick was constructed in just 60 days. Named for an earlier shipyard commandant, this warship didn't trade sturdiness for its speedy construction. Hit by a 500-pound bomb at Palermo, Italy in August 1943, killing nine and wounding 20 of its crewmembers, the ship underwent emergency repairs at Malta and returned to the U.S. using one screw. Mere months after completing its repairs, Shubrick was supporting Normandy clearing the beach at Belfast so troops could hit the sand running. Shubrick stayed in the region well into July, serving as escort, providing fire support, and conducting an-

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U. S. COAST GUARD NEWS

13 May

Coast Guard completes installation of Mariner Radio Activated Sound Signals in Northeast

BOSTON — The Coast Guard has completed the installation of Mariner Radio Activated Sound Signal (MRASS) devices at 82 lighthouses across the Northeast.

The Coast Guard began updating the sound signal devices in 2015 and will complete the final two installations this spring.

The purpose of the modernization was to replace the less reliable and less efficient VM-100 fog detectors with a Coast Guard-designed, radio-controlled system. The process also eliminated several 24/7 continuously sounding horns.

Mariners needing foghorn assistance must now activate the sound signal by using a marine VHF-FM radio. The MRASS device will allow mariners to energize the sound signal, on demand, by keying a standard VHF-FM radio five times consecutively on VHF channel 83A. The sound signal will then sound for 45-60 minutes following each activation.

The MRASS is an efficient and economical part of the Nation's aid to navigation system that provides a sound signal precisely when the mariner requires it.

All changes have been announced via Broadcast Notice to Mariners and in the Local Notice to Mariners.

6 June

Coast Guard Cutter Campbell returns to Maine after 87-day patrol

BOSTON — Coast Guard Cutter Campbell returned to its homeport in Kittery, Tuesday after an 87-day patrol in the North Atlantic Ocean.

Campbell's crew executed a fast-paced patrol, including search and rescue missions, enforcement of federal fisheries regulations, international training exercise with United States and Canadian Navy, and Fleet Week in New York City.

During the patrol, Campbell's crew safely towed two disabled vessels. Campbell's crew towed the 72-foot fishing vessel Sea Rambler, carrying over 25,000 pounds of fish, was adrift 40 miles southeast of Portland, Maine. Campbell's crew also towed sailing vessel Reflection, in distress 280 miles off the coast of Nantucket after suffering a rudder casualty, to Buzzard's Bay, Massachusetts.

The crew of the Campbell also conducted 57 living marine resources boardings and identified nine vessel safety & fishing violations.

As part of Operation Frontier Sentinel, Campbell conducted joint military operations in Canadian waters with the USS Jason Dunham and HMCS Ville De Quebec.

Near the end of the patrol, the cutter and crew participated in New York City's Fleet

Week celebration. Campbell led the Parade of Ships into New York Harbor, and provided tours for over 1,000 visitors during a three-day visit in Staten Island.

"I am incredibly proud of the crew for their outstanding performance during our 87-day patrol in the North Atlantic Ocean," said Commander Mark McDonnell, commanding officer of Coast Guard Cutter Campbell. "They Safeguarded mariners and protected our vital New England fisheries. We thoroughly enjoyed participating in Operation Frontier Sentinel and Fleet Week in New York City."

The Campbell crew navigated 10,039 nautical miles throughout the patrol.

Campbell is a 30-year-old Famous-Class cutter homeported in Kittery, Maine, with a crew complement of 100.

US Coast Guard exercises construction option for lead Offshore Patrol Cutter, long lead-time materials for second Offshore Patrol Cutter

WASHINGTON — Today, the Coast Guard exercised contract options with Eastern Shipbuilding Group to begin construction of the lead offshore patrol cutter (OPC), Argus, and to acquire long lead-time materials for the second OPC, Chase. This milestone, which begins the construction of the lead OPC, is another major step in replacing the Coast Guard's aging fleet of medium endurance cutters. The OPC will provide the nation with renewed capabilities in the fight against transnational organized crime and the effort to secure our maritime zones and borders.

The total value of the options exercised is \$317.5 million. In addition to covering production of the lead OPC, this contract action also covers the initial order of components and materials necessary to support the future construction of the second OPC by acquiring propeller and steering components, marine diesel engines, the ship integrated control system, switchboards, and generators.

"Recapitalization of the Coast Guard's aging fleet of vessels, aircraft, systems and support infrastructure remains one of my highest priorities as commandant," said Adm. Karl Schultz, commandant of the Coast Guard. "Today's actions are a critical step towards delivering a fleet of offshore patrol cutters that will provide Coast Guard men and women with the tools to enforce our laws, secure our maritime borders, and execute the full range of Coast Guard missions for decades to come."

The OPC meets the service's long-term need for cutters capable of deploying independently or as part of task groups and is essential to stopping smugglers at sea, interdicting undocumented migrants, rescuing mariners, enforcing fisheries laws, responding to disasters and protecting our ports. The acquisition of 25 OPCs will complement the capabilities of the service's national security

cutters, fast response cutters and polar security cutters as an essential element of the Department of Homeland Security's layered security strategy.

Delivery of the lead OPC is currently planned for 2021.

7 June

U.S. Navy names future destroyer in honor of U.S. Coast Guard, World War II Navy Cross recipient

Cherbourg, France (NNS) -- Secretary of the U.S. Navy Richard V. Spencer named a future Arleigh Burke-class guided-missile destroyer, DDG 132, in honor of U.S. Coast Guard Capt. Quentin Walsh, who was awarded the Navy Cross for his service during World War II.

"Capt. Walsh was a hero whose efforts during World War II continue to inspire, and his leadership in securing the French port of Cherbourg had a profound effect on the success of the amphibious operations associated with Operation Overlord," Spencer said.

"For over two centuries, the Navy and Marine Corps team and the Coast Guard have sailed side by side, in peacetime and war, fair weather or foul. I am honored the future USS Quentin Walsh will carry Capt. Walsh's legacy of strength and service throughout the world, and I am proud that for decades to come, this ship will remind friends and adversaries alike of the proud history of our services and the skill and professionalism of all those who stand the watch today."

Spencer made the announcement alongside Adm. Karl Schultz, the commandant of the U.S. Coast Guard, in a ceremony aboard the U.S. Coast Guard Cutter Eagle in Cherbourg, France.

"We are grateful to the U.S. Navy and Sec. Spencer for honoring one of our Coast Guard heroes, Capt. Quentin Walsh," Schultz said. "Naming a future Navy destroyer after

Capt. Walsh, the first Arleigh Burke-class ship to be named after a Coast Guard legend, highlights not only his courageous actions but the bravery of all U.S. service members involved in the D-Day Invasion of Normandy.

"The U.S. Navy and Coast Guard legacies are interwoven as reflected in the heroic actions of Capt. Walsh and the Navy Sailors under his command during the liberation of Cherbourg," the commandant continued. "We will remain always ready to stand with our brothers and sisters in the U.S. Navy and Marine Corps."

During World War II, while serving on the staff of the Commander, U.S. Naval Forces, Europe, then Cmdr. Walsh was given command of a 53-man special task force assigned to capture the vital port of Cherbourg. Despite heavy casualties, his small force seized the port facilities and took control of the harbor the day after they entered the city.

After he discovered that the remaining German garrison at Fort du Homet held 52 U.S. Army paratroopers as prisoners, Walsh, under a flag of truce, exaggerated the strength of the forces under his command and persuaded the commanding officer of the remnants of the German garrison to surrender. These actions earned him the Navy Cross and, all told, he accepted the surrender of over 700 German soldiers. Walsh died May 18, 2000.

Arleigh Burke-class destroyers conduct a variety of operations, from peacetime presence and crisis response to sea control and power projection. The future USS Quentin Walsh (DDG 132) will be capable of fighting air, surface and subsurface battles simultaneously and will contain a combination of offensive and defensive weapon systems to support maritime warfare, including integrated air and missile defense and vertical launch capabilities.

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IMOCA News

What we have learnt from the Bermudes 1000 Race

There is still one competitor still at sea in the second edition of the Bermudes 1000 Race, the Belgian skipper, Denis Van Weynbergh, who is expected to finish on Thursday afternoon in Brest. The race was won on Friday by Sébastien Simon (in 7 days, 17 hours and 34 minutes) ahead of Yannick Bestaven and Giancarlo Pedote. This 2000-mile race which is on the IMOCA Globe Series calendar with a weighting of two, was very instructive for the 17 solo sailors competing, none of whom were forced to retire. We look back at the major lessons from this race, which took the skippers from Douarnenez to Brest via the Fastnet Rock and a virtual mark off the Azores.

Light airs, strong winds... conditions that were tactical at times and tough at others with transition zones, periods when they had to search hard to find the slightest puff of air, while at others they were drenched with water out on deck... The 2000 miles of the Bermudes 1000 Race were certainly extremely varied, which allowed the 17 competitors to learn a lot about solo sailing, and that was particularly the case for the six sailors, who were discovering what that is like aboard an IMOCA for the first time.

Sébastien Simon, who was one of the rookies gave a strong impression, leading the race from start to finish and finishing first in Brest more than three hours ahead of his nearest rivals. "It wasn't all perfect, but in any case, we found the right trajectories," commented Sébastien at the finish. "I did lose control a few times and I used up a lot of energy. It was a great experience. I'm not afraid of carrying out manoeuvres or trying to be a bit ambitious. This was my first and last race sailing solo on this boat. I think now I deserve my brand new IMOCA!"

Behind him, the battle was on for the other places on the podium, but the favourites were there. After more than a week of racing, the four skippers chasing Sébastien Simon completed the course with just six minutes between them. A nail-biting finish, which pleased Yannick Bestaven, who came second: "It was an incredible finish. Last night, there were lights everywhere and boats moving in from every direction. I was pulling my hair out! It was a pity we lost sight of Seb Simon, who quickly made his getaway. Behind him, however, we really had to fight it out." Giancarlo Pedote took the remaining place on the podium, 2 minutes and 37 seconds ahead of Sam Davies. For a long time, Boris Herrmann looked like making it to the podium, but something hit his boat 24 hours from the finish damaging his hull and leading to an ingress of water. It was therefore at slow speed that the German skipper completed the course in sixth place. These racers took advantage of all their hard

work during the preparation, having sailed a lot before the start of the Bermudes 1000 Race. Sam Davies was the exception, as she relaunched her IMOCA late, after her new foils were fitted. But the British sailor made up for that with the wealth of experience that she had already acquired.

Maxime Sorel and Clément Giraud both newcomers to the IMOCA class, performed exceptionally well. Finishing fifth, just 4 minutes off the podium, Maxime held out against the best foilers in his IMOCA with straight daggerboards. "I settled in quietly. Gradually, I put my foot down on the pedal. I soon found myself trying to compete. At the end, I even thought I might get third place. In any case, I never imagined I'd finish in the first five, so that is a nice surprise," declared Maxime. As for Clément, he finished in a fine eighth place and felt at one with his IMOCA: "Whether in light airs or in stronger conditions, she behaves well. We have covered 7000 miles together in two and a half months, which is quite a lot, and I'm starting to appreciate when I'm pushing her too hard. It's great to finish feeling in harmony with the boat."

Apart from the incredible fight for those ranked between second and fifth place, there were tight battles throughout the fleet with the gaps down to a few minutes for some. Fabrice Amedeo (7th) finished two minutes ahead of Clément Giraud (8th). The two sailors were neck and neck when they rounded the Fastnet. The duel between Arnaud Boissières (9e) and Stéphane Le Diraison (10e) finished with just 35 minutes between them, while Damien Seguin (11th) finished just eleven minutes ahead of Manuel Cousin (12th). Damien Seguin's climb up his mast after damage to his mainsail will remain one of the lasting memories of this race.

Out of the seventeen competitors that set sail, none have retired. Apart from the skippers already mentioned, three women and one other man have also completed the demanding Bermudes 1000 Race: Miranda Merron (13th), Alexia Barrier (14th), Pip Hare (15th) and Ari Huusela (16th). Having been very unlucky with the weather, Belgian skipper, Denis Van Weynbergh has been struggling in light winds since rounding the Azores waypoint. Based on the latest routing, he is expected to finish in Brest on Thursday. If he does manage to finish, all of the competitors will have completed the race. Things are looking very positive for the IMOCA class in terms of reliability, as all of those registered for the 2017 Transat Jacques Vabre (13/13) completed that race and that was also the case for the Monaco Globe Series in 2018 (9/9), while 75% made it all the way in the 2018 Route du Rhum (15/20), in spite of some very tricky weather conditions.

Winner of the 2018 Route du Rhum,

Paul Meilhat remains at the top of the Globe Series, even though he did not take part in the Bermudes 1000 Race. But Boris Herrmann is now just four points behind him. Consistency is important, as Stéphane Le Diraison (5th in the Monaco Globe Series, 8th in the Route du Rhum and 10th in the Bermudes 1000 Race) is in third place in the provisional rankings in the championship. We can see too that Damien Seguin (5th) and Fabrice Amedeo (6th) have leapt up the rankings, which remain close, as there are only 14 points between third-placed Stéphane Le Diraison and tenth-placed Alan Roura. The next event in the Globe Series will be the Rolex Fastnet Race, which starts on 3rd August. Twenty-five double-handed IMOCA crews are due to compete in this event.

Rankings in the Bermudes 1000 Race

1. Sébastien Simon (Arkéa Paprec) in 7 days 17 hrs 34 mins
2. Yannick Bestaven (Maître CoQ) 3 hrs 13 mins and 20 secs after the winner
3. Giancarlo Pedote (Prysmian Group) 3 hrs 15 mins and 45 secs after the winner
4. Samantha Davies (Initiatives Cœur) 3 hrs 18 mins and 22 secs after the winner
5. Maxime Sorel (VandB-Sailing Together) 3 hrs 19 mins and 45 secs after the winner
6. Boris Herrmann (Malizia-Yacht Club de Monaco) 3 hrs 54 mins and 15 secs after the winner
7. Fabrice Amedeo (Newrest-Art&Fenêtres) 7 hrs 29 mins and 9 secs after the winner
8. Clément Giraud (Envol by Fortil) 7 hrs 31 mins and 36 secs after the winner
9. Arnaud Boissières (La Mie Câline-Artipôle) 8 hrs 38 mins and 49 secs after the winner
10. Stéphane Le Diraison (Time For Oceans) 9 hrs 13 mins and 11 secs after the winner
11. Damien Seguin (Groupe Apicil) 14 hrs 48 mins after the winner
12. Manuel Cousin (Groupe Sétin) 14 hrs 59 mins and 37 secs after the winner
13. Miranda Merron (Campagne de France) 1 day 5 hrs 31 mins and 47 secs after the winner
14. Alexia Barrier (4myplanet) 1 day 10 hrs 19 mins and 24 secs after the winner
15. Pip Hare (Superbigou) 1 day 22 hrs 13 mins and 48 secs after the winner
16. Ari Huusela (Ariel 2) 2 days 9 hrs 32 mins and 32 secs after the winner
17. Denis Van Weynbergh, still racing

The top 10 in the Globe Series

1. Paul Meilhat : 98 points
2. Boris Herrmann : 94 points
3. Stéphane Le Diraison : 78 points
4. Yann Eliès : 76 points
5. Damien Seguin : 74 points
6. Fabrice Amedeo : 72 points
7. Alex Thomson : 72 points
8. Vincent Riou : 68 points

9. Arnaud Boissières : 66 points
10. Alan Roura : 64 points

The IMOCA class shows its commitment alongside Ocean As Common

As every year on 8th June, it is World Ocean Day, which stresses the key role the oceans play in our existence, the fundamental place they occupy in our ecosystem and the threats that human activities represent...

In the context of this day supported by the IMOCA class, the latter has just signed an agreement showing their support for the Appeal for the ocean to be seen as a common good of mankind (Ocean As Common) launched a year ago by the French sailor, Catherine Chabaud.

The IMOCA class, some of the skippers of which have signed up personally to measures in support of environmental causes, will shortly be issuing a programme of concrete measures, involving many people involved in acting more responsibly and showing greater respect for the environment/.

For a year now, the IMOCA class has been supporting the Appeal for the Ocean to be seen as a common good for mankind (www.OceanAsCommon.org), which was launched on 8th June 2018 during the Monaco Globe Series. To make this partnership official, the Class has just signed an agreement with Ocean As Common expressing their support of its message and carrying out concrete policies at IMOCA events. As during the Guyader Grand Prix that was held in May, the measures within the Ocean As Common programme will be stepped up this year and will be seen at various events, including the exhibition "The Sea XXL" in Nantes, the Azimut Challenge in Lorient, and the Transat Jacques Vabre in Le Havre. Next year, Ocean As Common will be involved in several major IMOCA events including The Transat, the New York-Vendée and the Vendée Globe.

Sailors, particularly when sailing around the world relying on wind power, have been able to witness for themselves the impact of man on his environment. They are vital observers and legitimate ambassadors for the preservation of the oceans and the sustainability of the natural environment in which they live and work. Some of them have developed sustainable development programmes and go even further placing the protection of the oceans at the heart of their projects, whether they are scientific or educational.

With his project "Time For Oceans," Stéphane Le Diraison wants to stress that the preservation of the oceans should concern everyone. He invites us all to take part on our own level (citizens, businesses, leaders). Winner of the 2018 Route du Rhum, Paul Meilhat is at the vanguard of the movement underlining what is at stake in terms of the environment, particularly in his role as ambassador for the Surfrider Foundation Europe. German sailor, Boris Herrmann has fitted solar panels and very efficient hydrogenerators which should supply him with 100% of the energy required without ever using his engine. "It is a great symbol trying to complete the round the world voyage without using a drop of diesel," declared Boris, who is also taking a mini oceanographic lab aboard with him and has come up with an educational programme, "My Ocean Challenge," which is aimed at children between the ages of 8 and 12. As for Alexia Barrier, she set up the 4myplanet project, which has made available an educational kit about the oceans (for primary and secondary schools) and is also committed to working on scientific and technological schemes linked to environmental protection.



Travis Beal's DESIGNER'S DAUGHTER grounded out at his wharf on Beals Island.

Commercial Fishing News

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

From the Director -

The boats are starting to hit the water and the inshore lobstering season is about to begin. This year is going to be a much bigger challenge to our lobster industry as we are facing whale rules, trying to decide how to reduce lines in the water and the bait price has gone through the rafters due to a shortage of herring.

The Commissioner, Pat Keliher, is having Zone Meetings throughout the Coast to give us all up-to-date information concerning the whale information. He is also giving us the opportunity to ask questions and voice any suggestions that we have to offer solutions for this situation. We attended the Zone C meeting on June 6th at the Deer Isle/Stonington Elementary School. He said

there are no final decisions being made at these meetings. The meetings are for information and an opportunity to be heard.

The proposal is for a 60% reduction goal for vertical lines. We need a plan in place for the National Marine Fisheries Service by September. They are asking for 1700 pounds of breaking strength for the rope that we use. For toppers in Federal waters, they are asking for 10% reduction. The data that has been used for our information has been from 100% dealer reporting and 10% harvester reporting.

Carl Wilson gave his report on the Department of Marine Resource findings and said there is a proposed ¼ mile buffer zone for small boats and students that are just learning the trade.

One of the suggestions was for 100% reporting, which would give us a much better picture of where we stand. The biggest push appeared to be asking for more data. It was also stated that Maine should have its own color for gear marking. One person asked how many licenses there are now, with an answer of 4500 active licenses. This number is down from when I first came into my position in 2006. The exemption line has not changed for sinking and float rope.

Pat also stated that to “do nothing” would mean that NOAA will decide for us what the ruling will be, so please send in your suggestions and input! We still have the opportunity to offer knowledge to help save our own industry. This is rare in this day and age.

D.E.L.A. has received calls from very concerned members asking for us to be sure and call and write to our Representatives and Senators, such as Sen. Susan Collins and Sen. Chellie Pingree. It wouldn't hurt to even send a letter to President Trump. Every little bit can count and we are stronger in larger numbers. We are also online to contacting these government representatives. Please continue to stay in touch with us, your calls and suggestions are very important to us and we are passing the knowledge along.

In our area, as of yesterday, June 17th, the price for a barrel of herring is \$400 and it is Canadian herring. A barrel of salted porgies goes for around \$190. So you decide if that is what you want to use or try alternative baits. Our bait dealers are offering price

sheets for other sources of bait, with most of it available. I told them that at this point in time, we are just starting out lobstering, so our catch doesn't match the price of this overhead.....not yet anyway. This is definitely going to be a challenge to our lobster industry, but we are pretty versatile, we will survive this challenge! We just want to be sure that before you try something really different, to be sure it is approved by the DMR. We do not want to bring an invasive specie bait and have it not be healthy. We recommend approved baits to keep our product the top of the line.

On a lighter note, the Lobster Boat Racing has begun! There is a schedule in this issue of Maine Coastal News if you'd like to participate or just go and watch. Seems that there is a race every weekend for most of the summer. We have to be able to “kick back” and enjoy a little fun during all of these challenges.

We are also always accepting new members, which is a big help with the challenges that we are facing. Please consider joining D.E.L.A., which includes receiving the Maine Coastal News in the mail, among other membership discounts. There is a form in this paper to fill out and mail in we hope that you do! We are a full non-profit association and can really use all of the support that larger numbers can offer right now!

I hope to see you around the dock, and please be safe!

Sheila



The dragger MADISON KATE heading into New Bedford Harbor.



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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Northeast 2019 Sea Scallop Survey Underway

HabCam lost & recovered, survey should complete on June 15

The 2019 Northeast sea scallop survey has been underway since May 15 aboard the R/V Hugh R. Sharp surveying at stations in the Mid-Atlantic and on Georges Bank. This survey uses both a dredge and a towed vehicle known as the HabCam, which is fitted with a number of sampling instruments including cameras that photograph the ocean bottom.

On June 6, the HabCam was being towed in the Great South Channel and hit an uncharted object in about 130 feet of water. The weak link in the tow cable broke, as intended when tension is too great. This limits damage to both the instrument and the ship's tow winch. The HabCam was separated from the ship, but a sound-emitting locator attached to it signaled its location.

The vessel, crew, and researchers continued dredge sampling while planning HabCam recovery operations. On June 10 commercial divers arrived at the scene. The object struck was a rock, estimated to be about 25 feet high and about 40 feet wide. The divers and ship's crew attached a recovery line to the vehicle and hauled it safely back onto the Sharp.

The vehicle was inspected and minor repairs made, before deploying this morning. The HabCam initially operated as usual, but soon encountered power problems.

Dredge operations will continue today, taking advantage of good weather ahead of the storms in the forecast for Thursday. The Sharp will come shoreside tomorrow to make HabCam repairs. We plan to complete as much of the remaining survey as we can after the repair.

This third and final leg of the 2019 survey is scheduled to conclude on June 15, and a summary of the cruise results will be released soon after.

UPDATE: Northeast 2019 Sea Scallop Survey Ends

The 2019 Northeast sea scallop survey has ended a day earlier than initially planned, terminating operations today instead of tomorrow. This survey uses both a dredge and a towed vehicle known as the HabCam, which is fitted with a number of sampling instruments including cameras that photograph the ocean bottom.

All dredge stations were completed. However, owing to foul weather and loss of the HabCam vehicle for several days in the past week, portions of the survey planned for HabCam in the Great South Channel were

not completed. The NEFSC is looking into alternatives with other researchers in the region for surveying the area missed.

A more comprehensive summary of cruise results will be issued shortly.

The survey got underway May 15 aboard the R/V Hugh R. Sharp surveying at stations from the Mid-Atlantic and on Georges Bank. On the night of June 6, the HabCam hit a very large boulder while under tow and was separated from the ship. Dredging operations continued over the next 3 days while a commercial dive team was contracted to assist with recovery of the HabCam, which occurred on June 10.

The HabCam was redeployed on June 12, but encountered an electrical problem after a few hours. Operations were back on track today, but high winds expected through tomorrow forced an end the survey.

Construction Begins on New Regional Class Research Vessel WHOI takes part in keel-laying ceremony for R/V Resolution to be operated by the East Coast Oceanographic Consortium beginning in 2022

Officials from the Woods Hole Oceanographic Institution (WHOI) took part in a keel-laying ceremony this week to mark the start of construction of the R/V Resolution, a new \$125 million Regional Class Research Vessel (RCRV) funded by the National Science Foundation (NSF). The new ship will support a range of scientific studies aimed at providing a better understanding of regional ocean currents, ocean-atmosphere interactions, climate-induced changes in the oceans, fish migrations, seafloor structure, marine mammal populations, and the food web dynamics in the deep ocean.

The Resolution will be operated by the East Coast Oceanographic Consortium (ECOC), which is led by the University of Rhode Island Graduate School of Oceanography (URI) and co-founded by WHOI, URI, and the University of New Hampshire School of Marine Science and Ocean Engineering (UNH). The ship is the second in a series of three Regional Class Research Vessels funded by NSF and will provide the ECOC founding members—along with 12 associate member organizations—access to cutting-edge technologies and new opportunities for oceanographic and geophysical exploration in the eastern North Atlantic.

“A state-of-the-art research vessel is an essential, complex, and expensive resource,” said Robert Munier, Vice President for Marine Facilities and Operations at WHOI. “Operating a research vessel within a consortium provides two distinct benefits:

broad access to the sea for scientists and engineers; and higher utilization at lower costs. WHOI's strengths in science and engineering will be additive to those of our partners, and will be available to the ECOC to help ensure the highest utility, quality, and reliability of the consortium's vessel to the user community.”

According to URI President David M. Dooley, the ship continues the university's rich tradition of oceanographic research and education. “The R/V Resolution will play a central role in building on that important research legacy and in enhancing the educational and research experience of our students for generations to come,” he said.

Munier and WHOI President and Director Mark Abbott joined officials from URI, Gulf Island Shipyards, and NSF for the ceremony in Houma, Louisiana, during which Rhode Island Governor and ship's sponsor Gina Raimondo welded her name onto a steel plate that will be installed in the ship. “The National Science Foundation is pleased to welcome Resolution to the new Taani-class of research vessels,” said Terrence Quinn, Director of NSF's Division of Ocean Sciences. “This is an exciting time as we enhance and update the nation's Academic Research Fleet and create new opportunities for research, education and outreach in ocean science and exploration.”

Regional Class Research Vessels will conduct operations in the coastal ocean ranging from near-shore environments to the outer continental rise, as well as the open ocean. The 199-foot Resolution will have a range of more than 5,000 nautical miles, berths for 16 scientists and 13 crew members, a cruising speed of 11.5 knots, and a maximum speed of 13 knots. Its endurance, draft, ice classification, and science mission equipment are tailored to meet the needs of scientific research conducted throughout the Atlantic Ocean and adjoining waters. The ship will be able to stay at sea for about 21 days and will routinely send streams of data to shore via satellite.

Resolution is scheduled for delivery to the ECOC in January 2022 and to arrive at its home port at the URI Narragansett Bay Campus that summer. After an additional six months of outfitting and testing, the ship will become fully operational. At that time, with the approval of NSF, Resolution will receive a University-National Oceanographic Laboratory System (UNOLS) Research Vessel Designation and begin conducting funded science expeditions starting January 2023.

New Stock Assessment Process Underway in the Northeast

After more than two years of development and planning, a better and more collaborative fishery stock assessment process is debuting in New England and the Mid-Atlantic. The new process puts stock assessments on a regular schedule. It also

makes assessments more flexible, with more opportunities for research. It allows more input from industry, and will help continue to provide the best possible scientific advice to managers to ensure the long-term health of fisheries.

As Mike Simpkins, chief of the Northeast Fisheries Science Center's Resource Evaluation and Assessment Division says, “Longer term assessment planning gives us more opportunities to communicate with our partners, both external researchers and industry.” Simpkins' division leads fishery stock assessments for NOAA Fisheries in the Northeast.

What's New?

The improved process has two types of assessments: management and research. The former updates or enhances current assessments, the latter is more comprehensive and can involve new research and extensive changes in the assessment. Both types will be reviewed by an independent panel of experts to ensure that they deliver high-quality science.

By agreeing years, rather than months, ahead on a long-term schedule of assessments, there is now time to develop research specifically for that assessment, and to involve more external researchers and fishermen in that work. There is also more flexibility to include new information during management assessments.

Management Assessments

Management assessments provide routine, scheduled, updated advice to directly inform management actions. They are designed to be simple, quick efficient and flexible. They will be able to incorporate new information on a regular cycle. This ensures that our understanding of the health of each stock is updated on a regular and predictable basis.

Research Assessments

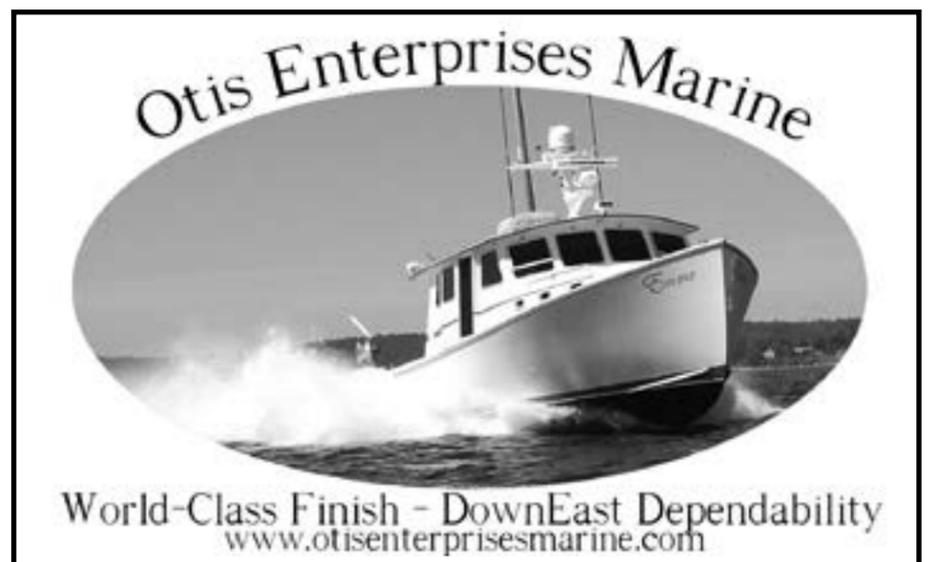
Research assessments could examine one or two individual stocks or can evaluate an issue or new model that could apply to many stocks. They are complex scientific efforts focused on research topics or individual stocks. These assessments can consider extensive changes in data, model, or stock structure, and are designed to be carried out over several years. They can provide the basis for future management assessments. More Fishing Industry Engagement in the Process

The relatively short assessment turnaround times of the past limited meaningful fishing industry engagement in an assessment. Now, there is not only opportunity but also the time needed to develop and conduct relevant research with industry and others. Opportunities for communication and input can occur through NOAA Fisheries' programs in the Northeast for cooperative research, research set-aside projects, and collaborative groups like the Northeast Trawl Advisory Panel, as well as other ave-

Boattalk

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MISCELLANEOUS COMMERCIAL FISHING NEWS

nues external to the agency.

More Collaborative Assessments

The new assessment process was made possible by the Northeast Region Coordinating Council. This group provides guidance and priorities for stock assessments and consists of leaders from: Atlantic States Marine Fisheries Commission; Greater Atlantic Regional Fisheries Office; Mid-Atlantic Fisheries Management Council; New England Fisheries Management Council; and Northeast Fisheries Science Center.

This cross-cutting group represents the entire life cycle of the stock assessment process within NOAA Fisheries and the regional management bodies – from science, to management, to implementation. By jointly developing a multi-year schedule, the Northeast Region Coordinating Council is creating an opportunity for more coordination among scientists and managers, better planning, and more collaboration with industry and researchers.

Taking Stock of the Fight against Illegal, Unreported and Unregulated fishing Highlighting our efforts to combat IUU fishing at home and abroad.

This week marked the second observance of the International Day for the Fight against Illegal, Unreported and Unregulated Fishing. This day was declared by the General Assembly of the United Nations in 2017 to raise awareness about this global problem. According to the UN Food and Agriculture Organization, IUU fishing and related activities are responsible for the loss of more than 11 million tons of fish each year, amounting to an economic cost in excess of \$10 billion. IUU fishing also represents a significant threat to the U.S. commercial seafood industry, as approximately 90 percent of the seafood consumed in the U.S. is imported.

Combating IUU fishing both domestically and internationally is one of NOAA's core missions. Through partnerships and collaborative efforts, the NOAA Office of Law Enforcement helps to support this mission by:

Conducting investigations targeting IUU fishing activities.

Facilitating government-to-government exchanges to provide capacity, technical assistance, and training workshops that strengthen fisheries enforcement aimed at restricting IUU fishing activities.

Enforcing domestic laws and international

treaties to ensure that fisheries resources are conserved and protected.

An important component of combating IUU fishing is broad and effective implementation of an international treaty called the Port State Measures Agreement.

The Agreement works to prevent vessels with IUU fish and fish products from landing their catch at ports around the world. It sets minimum standards for screening foreign-flagged fishing and fishing support vessels prior to entering port, conducting dockside inspections of these vessels, training of inspectors, and reporting of inspections. This reduces the chance that IUU fish enter international markets. The Agreement also increases the international community's ability to detect IUU fish and fish products by facilitating communication and enhancing international collaboration and exchange of fisheries law enforcement information globally. Currently, there are 60 parties to the Agreement, covering 85 countries and more than half of the world's coastal nations. Training Inspectors, Increasing Compliance We have developed domestic and international Port State Measures Inspector training programs that provide technical assistance to global partners. These trainings—the first of their kind—help reduce the amount of IUU fish products being landed and exported from nations around the world. They focus on the operational implementation of the Agreement to help global partners better detect and intercept IUU fish products before they enter global commerce.

By increasing the awareness and abilities of our global law enforcement partners to combat IUU fishing, NOAA works to prevent illegal fishing and related unlawful activities at the source. These efforts help to prevent IUU fish products from entering U.S. commerce, supporting sustainable fisheries management and leveling the playing field for legitimate fishers.

Training Highlights

We piloted NOAA's Port State Measures Inspector Training Program in Indonesia in 2016 and held a training in Jakarta in 2018. Another training planned for this year will focus on enhancing Indonesia's ability to provide high quality port inspections and prevent, deter, and eliminate IUU fishing.

In the Philippines, we conducted a training workshop in Subic Bay. Through these trainings, fisheries inspectors and authorized law enforcement personnel gained:

Hands-on familiarity with the requirements of the Agreement.

Resources to verify fisheries records.

Methods to detect IUU fishing and crimes associated with IUU fishing, evidence collection, case documentation, reporting, and information sharing.

In Latin America and the Caribbean, we held four workshops between 2018 and 2019.

The participating countries—The Bahamas, Dominican Republic, Guyana, Jamaica, and Trinidad and Tobago—developed national strategy and action plans for Agreement compliance.



The sardine carrier JACOB PIKE at Boothbay Harbor.



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Boat And Ship Yard News



A Maine Cat 38 built by Maine Cat of Waldoboro nearing completion.

Belmont Boat Belmont

Last year a customer from Belfast purchased an older Holland 32, which came in for a new platform, some system work and cosmetics. She was finished this spring and is now sitting at her dock in Belfast.

In the shop they were reframing a Captain's 20 launch and when that is done they will be repainting it.

When Esposito's Welding in Surry finished up work on the landing craft for Dark Harbor Boat Yard on Islesboro she came to Belmont Boat and a crew from Dark Harbor Boat came over and got her ready for the water.

Over the winter they have been building cold moulded hull sections for a Chuck

Paine designed sailboat. The boat is small enough that they can lay down three layers of cedar in a male mould and then vacuum bag it down. The first one is done and shipped to Chuck where it will be finished off.

It may not sound like a big project, but they did some work on the spars of a classic racing sailboat, a New York 40, which actually took a lot of time, mostly rebidding hardware and varnishing. This boat has two rigs. She is presently Marconi rigged, but the rig they were working is her gaff rig, which has about eight spars. When they were done the spars were placed in storage.

Right now they are working on a 61-foot motorsailor, designed by Phil Bolger and built by Brad Story in the mid-1990s. She is having some of her bottom, which



A view of the newly laid deck on the Gloucester schooner ERNESTINA-MORRISSEY, which has been totally rebuilt at The Shipyard at Boothbay Harbor in Boothbay Harbor.

was not refastened about 10 years ago, refastened now. She will be launched this year and taken around as her owner has her on the market.

As usual a major aspect of their business, all year around, is moving boats around. Beyond the usual of hauling boats to and from the water for their customers in the spring they also move boats for other yards, either to and from the water, or just around their yard.

They have been looking for a service manager and they were narrowing the down the applicants and said that they would have someone in place the beginning of summer.

They have about 100 storage customers, with most of them stored inside. They were in the middle of getting them ready and most would be in the water before the fourth of July. They also have about another 75 customers who store off-site coming in to be commissioned.

Always looking for more projects they will be attending the WoodenBoat Show in Mystic, CT the end of June. Several Maine yards attend this event and find it is a good way to get your name out there with people looking to have work done.

Friendship Boat Friendship

Inside the shop they have the hull for a Wayne Beal 36, which will be finished out as a lobster boat for a fisherman from Vinalhaven. She will have a split-wheelhouse, a V-berth and hydraulic room below and

be powered with a 550-hp Cummins. She should be done later this summer or early fall.

The lobster boat REBECCA & GREG, a Duffy 35, is in for a new platform and a fuel tank.

Also in the shop was a small go-fast powerboat that her owner had sanded down and was repainting. They also altered the engine cover so it could house a bigger air vent.

A couple of local boats will be coming in for some maintenance work, nothing serious.

The small lobster boat they were working on this past winter was launched in May. Since they have not heard from the owner they think everything is going well. They did a lot of modifications to this boat, which kept them busy much of the winter.

Front Street Shipyard Belfast

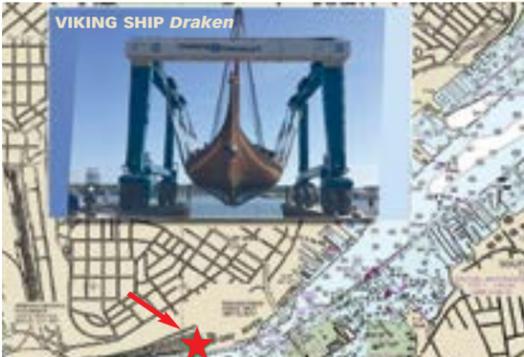
There is always a lot going on at this yard no matter what season it is. Like all other yards they are trying to get all the storage customers over for the upcoming season. However there are several major projects that they are just finishing up as other major projects arrive.

One that just arrived is SUNBEAM, operated by the Maine Seacoast Mission of Bar Harbor, which is in for a major rebuild. She was hauled out the end of May and placed in Building #6. They had already gutted the interior all the way to the hull so they can inspect it to make sure that she is good for another 20 to 30 years. Every department will be involved in this project, mechanical, fabrication, paint and a lot of carpentry work. She is scheduled to be back over board the first of December.

Also in Building #6 is the yacht ATLANTIDE, which was in to have her port side repaired. This was due to some of the fairing compound coming off. This has been replaced, faired and repainted. Two years ago they did the starboard side for the same reason. Other work mostly dealt with her normal annual maintenance, which includes lots and lots of varnishing.

Outside of Building #5 is THISTLE, an Oyster 100. She is in to be painted and because her owner does not want to pull her rig they have had to build a super-tent around her. She is scheduled to be back in the water early this summer.

The wooden yacht SOLITAIRE, which was built in Italy in 1974, had a refit done in Europe, sailed over on her on bottom to the Bahamas, and then came to Front Street for some additional work. They were just going to have them redo her bottom, fixed a couple of bottom issues, but now that list has grown. The owner will be arriving mid-June and they will discuss doing additional work



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Photo Anne Blanchard

Photo Anne Blanchard

Boat And Ship Yard News



SUNBEAM at Front Street Shipyards in Belfast where she will be totally refurbished.

later this year. However the schedule this fall is already full so the earliest time would be during the winter, which hopefully works for the owner.

Also out in the yard is Maine Maritime Academy's tug PENTAGOET, which is in for her spring maintenance. Also in the yard is the 75-foot rescue boat PAUL JOHANSEN. She came in for work on her shaft, propeller and seals of a Wartsila system. They have also been asked to paint her bottom and hull. The Rockland fuel barge is out for spring maintenance, which includes bottom, topside and deck paint. She will be going back in the first week of June.

The 52-foot catamaran NIRVANA just came back from the Bahamas and is having

propeller and bow thruster work done as well as upgrading the Cummins system with the newest electronics package available, plumbing, repair the auto pilot system, engine and generator service and then wax and bottom paint.

A Jarvis Newman 46 pleasure cruiser was sold last fall and her new owner is having the yard paint the hull with a lighter colour, interior changes and a new air conditioning system, since she will be going to Louisiana.

In the paint bay is an Island Packet38, which they have just finished painting. She will become out the first week in June and

Continued on Page 22.



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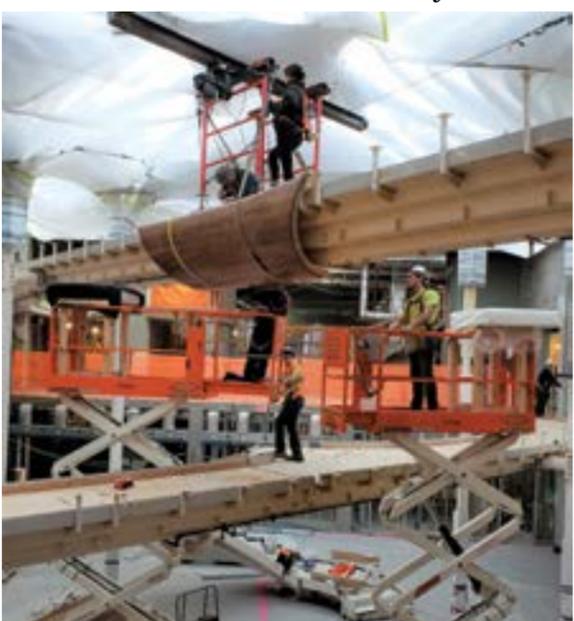
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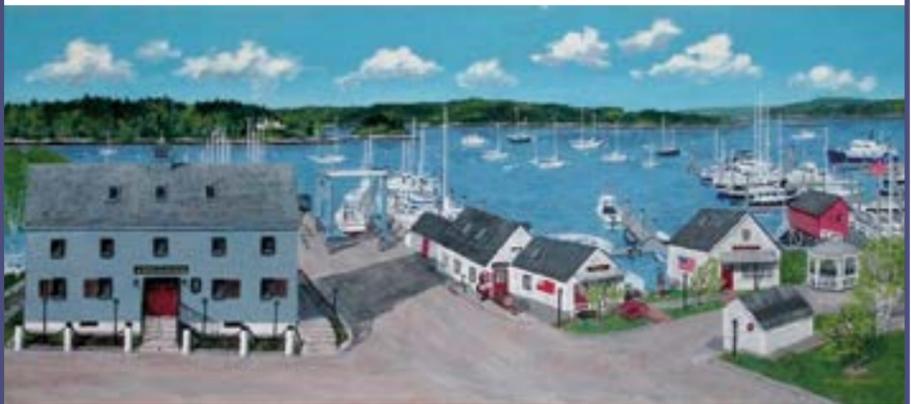
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Boothbay and Rockland Lobster Boat Races in the Books



Dave Johnston's CASCO MISS competing in Work Boat Class C at Boothbay Harbor.

Winner of Diesel Class C was Roy Fagone's LAST DESIGN at Boothbay Harbor.

Continued from Page 1.

He explained that the boat in question was the same one I had been told was perfectly

safe by the father, which his son was to run in Class B. Now I knew why she was not on the line.

There were four competitors in Class B

and the big battle would be between Frank Bennett's NADEN [Naden 16; 60-hp Suzuki] and David Noyes' ZIPPIN' [Corson 14; 60-hp Johnson]. This battle has been ongoing for a few years, which was dominated by NADEN until the end of last year when ZIPPIN' had modifications made to her engine. In a close race ZIPPIN' took the top spot followed by NADEN with third going to Dustin Thiboutot's LAYLA LYNN [Seaway 19; 90-hp Yamaha].

In the Work Boat Class C (Inboard, Outboard or Outdrive, 90 hp and over) we had two entrants, which was won by Dave Johnston's CASCO MISS [Eastern 22, 250-hp Honda] of Peak's Island followed over by Jim Koehling's MALAGO [Crowley Beal 23; 150-hp Yamaha].

There was a question raised Monday about how the Work Boat Classes were run. The question was that it was not fair to run some of these boats not set up for hauling to run with stripped out boats and it was hoped that the Association would create a class for these boats. First the Association is not responsible for the Work Boat Classes or the

Free-for-Alls, which are governed by the venue. Unfortunately the Work Boat Classes do not sport many true working boats and those that do show up get left well behind. Just look at the differences in horsepower from top to bottom and wonder how a 31-hp outboard can compete with one of 90-hp. For a few years we did separate these boats, but what a nightmare trying to get the owners in the right class. Really two issues have influenced these races, the declining number of racers in each class and the expense of running them.

Just two boats were at the line for the Fastest Working Lobster Boat in Boothbay and it was not surprising to see Andrew Taylor's BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] get the win with Hayden Brewer's SEA FOAM [James Brackett 32; 350 Chevrolet] second.

We all know that the Gasoline Classes have been shrinking over the last several decades as most lobster boats are now powered with diesel engines. However, this is where the racers are that you can hear all over the bay. There were no entrants in Gasoline Class A (Four and Six Cylinder, 24 feet and over), but two where on the line for Class B (V8, Up to 383 cid, 24 feet and over), which was won by Mark Davis' WHISKEY GIRL [BHM 25; 350 300 hp Chevrolet] of Harpswell. Second went to SEA FOAM. One that has not missed many races over the last several years has been Randy Durkee of Islesboro, who was the only entrant in Class C (V8, 376 to 525 cid, 24 feet and over) with BLACK DIAMOND [Holland 32, 454 Chevrolet] ran down the course with LITTLE GIRL in Class D (V8, 376 cid and over, 24 feet and over (Non-working racer)), each getting first in their respective classes. Now came the race, Class E (V8, Over 525 cid, 28 feet and over, Turbos/superchargers, Alcohol and Nitrous), everyone was waiting for...how would MARIA'S NIGHTMARE run? When the flag dropped she and Steve Johnson's BUD & DAWN [Jingle Johnson 28; 1,100-hp Chevrolet] screamed off the line. About a third of the way up the course MARIA'S NIGHTMARE slowed and pulled off the course, still running. It was said that she was spilling fuel out some overflow, which when the engine builder was called said would happen when she is idled for a time. Still good to go!

Up next was the Diesel Classes and there were no entrants in Class A (Up to 235 hp, 24 to 31 feet 11 inches); Class D (236 to 335 hp, 34 feet to 39 feet 11 inches); and Class M(A) (40 feet and over, up to 500 hp). In Class B (Up to 235 hp, 32 feet to 39 feet 11 inches) Four boats were on the line with the win going to DON'T ASK, followed by NICK & ANDY and Matt Thibault's SANDRA ANN [Young Brothers 33; 210-hp Cummins] of Southport getting third and MISS KYLEE fourth. The only entrant in Class C (236 to 335 hp, 24 to 33 feet 11 inches) was Roy Fagone's LAST DESIGN [E. Libby, Jr., 31; 300-hp Caterpil-



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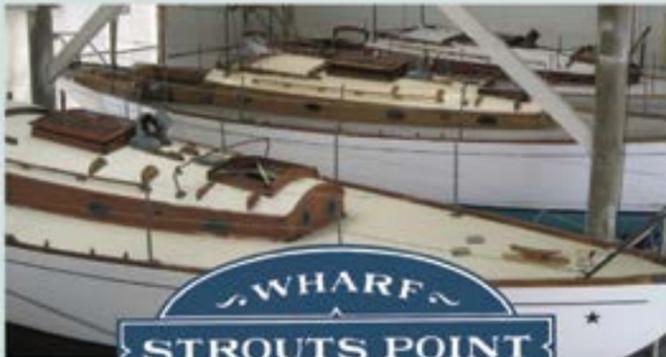
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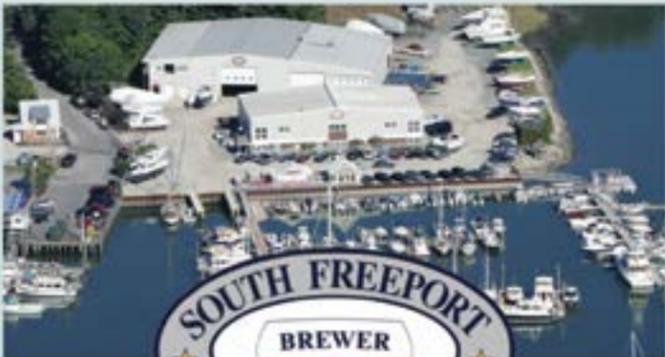
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Boothbay and Rockland Lobster Boat Races in the Books



Competing in Diesel Class N at the Boothbay was Ryan Haskell's new DECADENCE.

lar] from Jonesport so she came down the course with the two entrants in Class E (336 to 435 hp, 24 to 33 feet 11 inches). Class E was won by HIGH VOLTAGE followed over by Sean Haskell's BAD OBSESSION [Holland 32; 380-hp Cummins] from North Haven. The dominate boat in Class F (336 to 435 hp, 34 feet to 39 feet 11 inches) for the last 11 years has been Ed Torosian's MS. ROSE [Mitchell Cove 35; 410-hp Sisu] and many were shocked to see Winfred Alley's AIDEN MARINER [Calvin Beal 34; 425-hp Cummins] was out in front where she would stay by a boat length. In Class G (436 to 550 hp, 28 to 35 feet 11 inches) two boats were on the line and last year's defending champion, Dana Beal's RIGHT STUFF [Libby 34; 500 hp Cummins] of Beals Island successfully fended off Todd Ritchie's SEACOCK [Calvin Beal 34; 436-hp Sisu] from Stockton Springs. Classes H (436 to 550 hp, 36 feet to 39 feet 11 inches) and I (551 to 700 hp, 28 to 35 feet 11 inches) were combined as there was just one entrant, Chris Smith's MISTY [Crowley Beal 33; 650 hp Scania] in Class I. There were just two boats in Class H, which was won by Dean Beal's MISS NORMA [Wayne Beal 36; 480-hp Cummins] of Jonesport followed by RISKY BUSINESS from Columbia. Class J (551 to 700 hp, 36 feet to 39 feet 11 inches) was dominated last year by Heather Thompson's GOLD DIGGER [Wayne Beal 36; 675-hp Scania], but some wondered what MISS KATIE might have for her. As they headed up the course it was obvious they were close, but at the line GOLD DIGGER slipped over by half a boat length. In third was Carl Anderson's DANICA HEALY [Calvin Beal 36; 675-hp Scania] from Orr's Island. There was just one entry in both Class K (701 to 900 hp, 28 feet to 39 feet 11 inches), BLUE EYED GIRL and L (901 hp and over, 28 feet to 39 feet 11 inches), Tom Clemons' MOTIVATION [Northern Bay 36; 1,000-hp Caterpillar] from Harpswell so they ran together with each getting the win for their class. Another class that was a battle ground for two racers last year was Class M(B) (40 feet and over, 501 to 750 hp) between Eric Beal's KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] and Jason Chipman's MISS AMITY [Osmond 42; 700-hp Scania], both from Milbridge with MISS AMITY winning the year end top spot. The unknown was the new boat HANNAH LOUISE and where she would finish. As they came up the course the race committee got right on the line as this was going to be a close finish. The top three boats has separation and they finished within 40 feet with first going to MISS AMITY, second to HANNAH LOUISE and third KIMBERLY ANN. What a race! Three boats were on the line for Class N (40 feet and over, 751 hp and over) and was one by Joshua Beal's KAYLA ANNE [Calvin Beal 44; 1,000-hp MAN] of Milbridge with Spencer Thompson's MAXED OUT [Calvin Beal 44, 800-hp John Deere] from Harrington in second. Third went to DECADENCE. The

only entrant in Class O (Non-working boats, any length, any horsepower) was Cameron Crawford's WILD WILD WEST [West 28; 1,050-hp Isotta]. When she came to the prize float it was learned that she was done for the day as a part in the fuel system had been put in wrong and she could not reach top end, but she would be ready for Rockland the next day.

Two boats were on the line for the Wooden Boat Race A (Any hp., up to 35 feet 11 inches), which was won by LITTLE GIRL with SEA FOAM second. In Wooden Boat Race B (Any hp., 36 feet and over) the only entrant was Scott Dugas' SAND DOLLAR III [41' Johns Bay Boat; 700-hp Caterpillar].

In the Gasoline Free-for-All it was a good battle between LITTLE GIRL and BUD & DAWN with the win just going to LITTLE GIRL. Third went to BLACK DIAMOND. Not on the line was MARIA'S NIGHTMARE.

In the Diesel Free-for-All eight boats were on the line and the win went to MOTIVATION, followed by BLUE EYED GIRL and GOLD DIGGER.

In the final race of the day, Fastest Lobster Boat Race, five boats were on the line, including MARIA'S NIGHTMARE. When the flagged dropped the sound was incredible as the two gas boats jumped into the lead. Soon the diesel boats worked their way up, but just could not get by LITTLE GIRL, who won the top prize. Second went to MOTIVATION and third was BLUE EYED GIRL. Now it was off to Rockland for Sunday's races.

We need to stop listening to the weather forecasters as they called for rain on Sunday and some of us felt that it kept some racers on the hook. We were blessed with sunshine at first, which later turned overcast, but no



In the Diesel Free-for-All are GOLD DIGGER, MAXED OUT and BLUE EYED GIRL.

rain. Truly a good day for racing and with 57 boats entered it turned into a great event.

New Hampshire Motor Speedway of Loudon, NH sent over Danielle Cyr in one of their pace cars, which was well noticed all the way from the track to Rockland, but especially around Rockland. We were able to get Danielle on board the start boat, then Tom Clemons' MOTIVATION [Northern Bay 36; 1,000-hp Caterpillar] and then Cameron Crawford's WILD WILD WEST [West 28; 1,050-hp Isotta]. Not sure it is like going more than 150 or more on a race track, but I bet it is close.

On Saturday night it was learned that Richard Williams of Vinalhaven would be racing Sunday who we have not seen since Stonington in 2007, when he raced the BAD PENNY [Holland 32, 320-hp Volvo]. He was bringing over MONEY, LOVE & DREAMS [Mitchell Cove 35; 800-hp 3406E Caterpillar], which was rumoured to be going about 48 mph. Jeremy Tyler's ALL IN [Northern Bay 38, 500 hp Volvo] from Blue Hill had not raced since 2012, but he was signed up in Diesel Class H. Over the winter Parker Murphy of Bass Harbor sold BAND-IT [Duffy 35; 430-hp Cummins] and purchased MISS JESSICA [OEM 42, 751-hp John Deere], which was entered in Diesel Class N.

NUGGET was the only entrant in Work Boat Class A with William Tierney at the helm. Again it was a battle between NADEN and ZIPPIN' in Class B, which ended just like Boothbay with ZIPPIN' the winner. CASCO MISS repeated her win in Class C at Boothbay by besting Harper Conover's MITCH [Mitchell Cove 20; 150-hp Yamaha].

In the Gasoline Classes there was not an entrant in Class A. Two boats were on the line for Class B, which was won by Wayne

Rich's WIDE OPEN [26' Robert Rich; 350 Chevrolet] from Bass Harbor, who is looking to defend his title in this class. Second went to Michael Clayton's J. T. BEAN [34' Vinal Beal; 350 Mercruiser] from Islesboro. There was only one entrant in Class C, BLACK DIAMOND and Class D, LITTLE GIRL so they were run down together with each getting first in their classes. In Class E BUD & DAWN lined up with MARIA'S NIGHTMARE and there was plenty of noise when the flag dropped. As they came up the course MARIA'S NIGHTMARE was doing better, but she still was not running the way she should and BUD & DAWN went on for the win.

In the Diesel Classes, first up was Class A, which was won by Kevin Hornby's HIGH HOPES [Osmond 27; 225-hp John Deere] over Gary Hatch's QUEEN'S LADY [29' Rockland Boat; 220-hp John Deere]. Cory McDonald's HELLO DARLINGS II [Holland 32, 220-hp Izusu] of Stonington got the win in Class B followed by Bill Oliver's KAREN LYNN [South Shore 34; 220-hp John Deere] second and MISS KYLEE third. Two boats were on the line for Class C and LAST DESIGN, who had won in Boothbay, tried to get by Steven Osgood's VENOM [Mussel Ridge 28; 300-hp Sisu], but just did not have enough and settled for second. Coming down with them was the only entrant in Class D, Kale Campbell's BRIELLA GRACE [Duffy 35, 300-hp Cummins], formerly WARDEN'S WORRY. Class E was easily won by HIGH VOLTAGE, followed by Robert Curtis' WHIRLWIND [BHM 31; 420-hp Cummins] and Kathy Lymburner's EMMA G. [31' Buxton, 355-hp John Deere]

Continued on Page 21.

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Final Results: Boothbay and Rockland Lobster Boat Races



Bradley Simmons' DON'T ASK in Diesel Class B at the Boothbay Lobster Boat Races.

Heading for the finish is Jeremy Beal's MARIA'S NIGHTMARE at the Rockland races.

BOOTHBAY HARBOR LOBSTER BOAT RACES

15 June 2019

WORK BOATS UNDER 24 FEET

Race 1 – CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger: 1) *Nugget*, William Tierney (23.7 mph); and 2) ---, Ryan Russell. **Race**

2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp: 1) *Zippin'*, David Noyes (43.7 mph); 2) *Naden*, Frank Bennett; 3) *Layla Lynn*, Dustin Thibault; 4) *Nugget*, Cameron Murphy; and DNS) *Sea Yah*, Jacob Noyes. **Race 3 – CLASS C Inboards, outboards or outdrive 91 hp and up:** 1) *Casco Miss*, Dave Johnston (35.7 mph); and 2) *Malago*, Jim Koehling.

Race 4 –Fastest Working Lobster Boat – Boothbay: 1) *Blue Eyed Girl*, Andrew Taylor (37.8 mph); and 2) *Sea Foam*, Hayden Brewer.

GAS POWERED WORK BOATS 24 FEET AND UP

Race 5 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: No entrants. **Race 6 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up:** 1) *Whiskey Girl*, Mark Davis (30.4 mph); and 2) *Sea Foam*, Hayden Brewer (13.7 mph). **Race 7 - Gasoline Class C - V8, 376 to 525 cid, 28 feet and over:** 1) *Black Diamond*, Randy Durkee (24.6 mph). **Race 8 - Gasoline Class D - V-8, 376 to 540 cid, 28 feet and over.** 1) *Little Girl*, Shawn Alley (47.7 mph). **Race 9 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos.** 1) *Bud & Dawn*, Steve Johnson (51.5 mph); and DNF) *Maria's Nightmare*, Jeremy Beal.

DIESEL POWERED WORK BOATS 24 FEET AND UP

Race 10 - Diesel Class A - Up to 235 hp, 24 to 31 feet: No entrants. **Race 11 - Diesel Class B - Up to 235 hp, 32 feet and over:** 1) *Don't Ask*, Bradley Simmons (21.6 mph); 2) *Nick & Andy*, Phil Page (20 mph); 3) *Sandra Ann*, Matt Thibault (19 mph); and 4) *Miss Kylee*, Ed Shirley. **Race 12 - Diesel Class C - 236 to 335 hp, 24 to 33 feet:** 1) *Last Design*, Roy Fagonde (35 mph). **Race 13 - Diesel Class D - 236 to 335 hp, 34 feet over: No entrants.** **Race 14 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *High Voltage*, Dan Sawyer (36.3 mph); 2) *Bad Obsession*, Sean Haskell. **Race 15 - Diesel Class F - 336 to 435 hp, 34 feet and over:** 1) *Aiden Mariner*, Winfred Alley (35.3 mph); and 2) *Ms. Rose*, Ed Torosian. **Race 16 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *Right Stuff*, Dana Beal (35.2 mph); and 2) *Seacock*, Todd Ritchie. **Race 17 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *Miss Norma*, Dean Beal (33.7 mph); and 2) *Risky Business*, Kyle Look. **Race 18 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Misty*, Chris Smith (40.7 mph). **Race 19 - Diesel Class J – 551 to 700 hp, 36 feet and over:** 1) *Gold Digger*, Heather Thompson (41.3 mph); 2) *Miss Katie*, Nick Wiberg; 3) *Danica Hailey*, Carl Anderson III; 4) *Molly Ryan*, David Haskell; and 5) *Quick Step*, Kevin Glover. **Race 20 - Diesel Class K – 701 to 900 hp, 28 feet and over:** 1) *Blue Eyed Girl*, Andrew Taylor (48 mph). **Race 21 – Diesel Class L – 901 hp, 28 feet and over:** 1) *Motivation*, Tom Clemons (50.3 mph). **Race 22 – Diesel Class M(A) – 40 feet and over, up to 500 hp: No entrants.** **Race 23 – Diesel Class M(B) – 40 feet and over, 501 to 750 hp:** 1) *Miss Amity*, Jason Chipman (36.2 mph); 2) *Hannah Louise*, Robert Alley; 3) *Kimberly Ann*, Eric Beal; 4) *Lina Rose*, Jim Barclay; 5) *Sand Dollars III*, Scott Dugas; 6) *Pull N' Pray*, Justin Papkee; and DNS) *Temptation*, Wayne Clemons. **Race 24 – Diesel Class N – 40 feet and over; 751hp and over:** 1) *Kayla Anne*, Joshua Beal (33.8 mph); 2) *Maxed Out*, Spencer Thompson; and 3) *Decadence*, Ryan Haskell. **Race 25. Class O. Non-working boats, any length, any horsepower:** 1) *Wild Wild West*, Cameron Crawford.

Race 26 - Wooden Boats (A) Any hp, up to 35 feet 11 inches. 1) *Little Girl*, Shawn Alley (40.7 mph); and 2) *Sea Foam*, Rusty Brewer. **Race 27 - Wooden Boats (B) Any hp, 36 feet and over:** 1) *Sand Dollars III*, Scott Dugas.

Race 28 - Gasoline Free for All: 1) *Little Girl*, Shawn Alley (53.6 mph); 2) *Bud & Dawn*, Steve Johnson; 3) *Black Diamond*, Randy Durkee; and 4) *Whiskey Girl*, Mark Davis.

Race 29 - Diesel Free for All: 1) *Motivation*, Tom Clemons (50.1 mph); 2) *Blue Eyed Girl*, Andrew Taylor; 3) *Gold Digger*, Heather Thompson; 4) *High Voltage*, Dan Sawyer; 5) *Danica Hailey*, Carl Anderson III; 6) *Last Design*, Roy Fagonde; 7) *Maxed Out*, Spencer Thompson; and 8) *Risky Business*, Kyle Look.

Race 30 - Fastest Working Lobster Boat: 1) *Little Girl*, Shawn Alley (49.5 mph); 2) *Motivation*, Tom Clemons; 3) *Blue Eyed Girl*, Andrew Taylor; 4) *Gold Digger*, Heather Thompson; and 5) *Maria's Nightmare*, Jeremy Beal.

ROCKLAND LOBSTER BOAT RACES

16 June 2019

WORK BOATS UNDER 24 FEET

Race 1 – CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger: 1) *Nugget*, William Tierney (24.4 mph). **Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *Zippin'*, David Noyes (42.5 mph); 2) *Naden*, Frank Bennett; and 3) *Nugget*, Cameron Murphy. **Race 3 – CLASS C Inboards, outboards or outdrives, 91 hp and up:** 1) *Casco Miss*, David Johnston (48.7 mph); 2) *Mitch*, Harper Conover.



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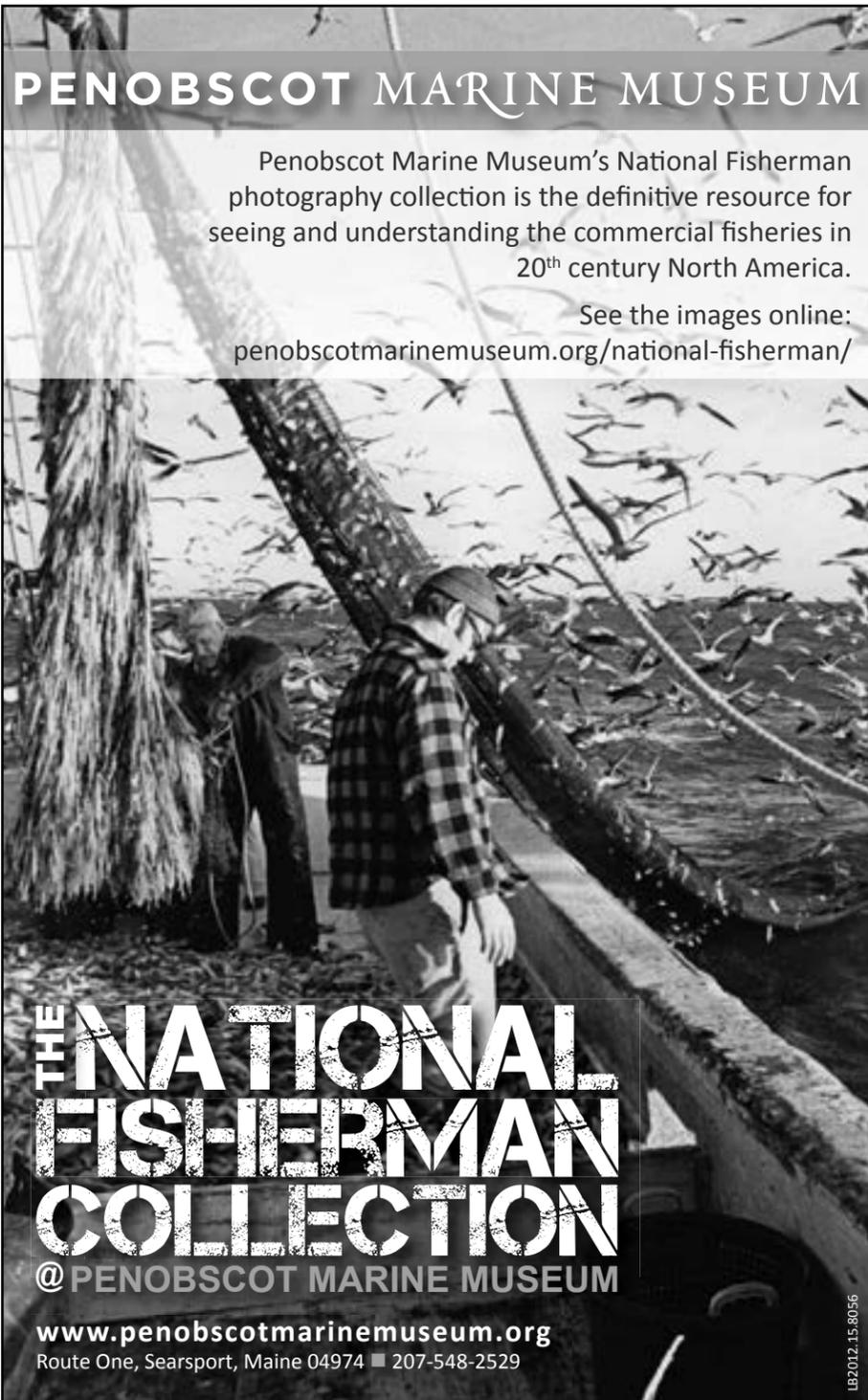
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Final Results: Boothbay and Rockland Lobster Boat Races



Winfred Alley's AIDEN MARINER battling Ed Torosian's MS. ROSE in Diesel Class F.



MISS AMITY, KIMBERLY ANN and HANNAH LOUISE at the finish for Class M(B).

GAS POWERED WORK BOATS 24 FEET AND UP

Race 4 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: No entrants. **Race 5 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up:** 1) *Wide Open*, Wayne Rich (32 mph); 2) *J. T. Bean*, Michael Clayton; and DNS) *Roar*, Jim Lee. **Race 6 - Gasoline Class C - V8, 376 to 525cid, 28 feet and over:** 1) *Black Diamond*, Randy Durkee. **Race 7 - Gasoline Class D - V-8, 376 to 540 cid, 28 feet and over:** 1) *Little Girl*, Shawn Alley (51.1 mph). **Race 8 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos:** 1) *Bud & Dawn*, Steve Johnson (53.6 mph); and 2) *Maria's Nightmare*, Jeremy Beal.

DIESEL POWERED WORK BOATS 24 FEET AND UP

Race 9 - Diesel Class A - Up to 235 hp, 24 to 31 feet: 1) *High Hopes*, Kevin Hornby (26.2 mph); and 2) *Queen's Lady*, Gary Hatch. **Race 10 - Diesel Class B - Up to 235 hp, 32 feet and over:** 1) *Hello Darlin' II*, Cory McDonald (20.5 mph); 2) *Karen Lynn*, Bill Oliver; and 3) *Miss Kylee*, Ed Shirley. **Race 11 - Diesel Class C - 236 to 335 hp, 24 to 33 feet:** 1) *Venom*, Steven Osgood (36.6 mph); and 2) *Last Design*, Roy Fagonde. **Race 12 - Diesel Class D - 236 to 335 hp, 34 feet over:** 1) *Briella Grace*, Kaleb Campbell. **Race 13 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *High Voltage*, Dan Sawyer (37.2 mph); 2) *Whirlwind*, Robert Curtis; and 3) *Emma G.*, Kathy Lymburner. **Race 14 - Diesel Class F - 336 to 435 hp, 34 feet and over:** 1) *Ms. Rose*, Ed Torosian (35.3 mph); 2) *Aiden Mariner*, Winfred Alley; 3) *Hooligan*, Deven Haskell; 4) *Bad Obsession*, Sean Haskell; and 5) *Southern Comfort*, Avery Waterman. **Race 15 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *Right Stuff*, Dana Beal (34.2 mph); 2) *Jaylin Lucas*, Johnathan Jones; and 3) *Seacock*, Todd Ritchie. **Race 16 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *All In*, Jeremy Tyler (38 mph); 2) *Miss Norma*, Dean Beal; 3) *Risky Business*, Kyle Look; and 4) *Margaret Ann*, Jeremiah MacDonald. **Race 17 - Diesel Class I - 551 to 700 hp, 28 to 35**

feet: 1) *Triple X*, Colby Oakes (42 mph); and 2) *Misty*, Chris Smith. **Race 18 - Diesel Class J – 551 to 700 hp, 36 feet and over:** 1) *Gold Digger*, Heather Thompson (41.9 mph); 2) *Miss Katie*, Nick Wiberg; 3) *Hard Goin'*, Jason McDonald; and 4) *Quickstep*, Kevin Glover. **Race 19 - Diesel Class K – 701 to 900 hp, 28 feet and over:** 1) *Money, Love & Dreams*, Richard Williams. **Race 20 – Diesel Class L – 901 hp, 28 feet and over:** 1) *Motivation*, Tom Clemons (50 mph). **Race 21 – Diesel Class M(A) – 40 feet and over, up to 500 hp:** 1) *Sea Urchin*, Alan Knowlton; **Race 22 – Diesel Class M(B) – 40 feet and over, 501 to 750 hp:** 1) *Miss Amity*, Jason Chipman (36.9 mph); 2) *Kimberly Ann*, Eric Beal; 3) *Hannah Louise*, Robert Alley; 4) *Tied Together*, Michael Ross; and 5) *Pull & Pray*, Justin Papkee. **Race 23 – Diesel Class N – 40 feet and over; 750 hp and over:** 1) *Maxed Out*, Spencer Thompson (33.5 mph); 2) *Kayla Anne*, Joshua Beal; 3) *Francisco Labon*, John L. Bickford, Jr.; 4) *Miss Jessica*, Parker Murphy; and DNS) *Sea Glass*, Ritchie Walker. **Race 24. Class O. Non-working boats, any length, any horsepower:** 1) *Wild Wild West*, Cameron Crawford (53.3 mph).

Race 25 - Gasoline Free for All: 1) *Little Girl*, Shawn Alley (50 mph); 2) *Bud & Dawn*, Steve Johnson; 3) *Maria's Nightmare*, Jeremy Beal; 4) *Wide Open*, Wayne Rich; and 5) *Black Diamond*, Randy Durkee.

Race 26 - Diesel Free for All: 1) *Wild Wild West*, Cameron Crawford (56.6 mph); 2) *Motivation*, Tom Clemons; 3) *Gold Digger*, Heather Thompson; 4) *Miss Katie*, Nick Wiberg; 5) *Triple X*, Colby Oakes; 6) *High Voltage*, Dan Sawyer; 7) *All In*, Jeremy Tyler; 8) *Last Design*, Roy Fagonde; and 9) *Risky Business*, Kyle Look.

Race 27 Wooden Boats A (up to 35 feet 11 inches): 1) *Little Girl*, Shawn Alley (35.5 mph); 2) *Wide Open*, Wayne Rich; 3) *Emma G.*, Kathy Lymburner; and 4) *Queen's Lady*, Gary Hatch; 5) *Roar*, Jim Lee; and 6) *J. T. Bean*, Michael Clayton.

Race 28 Wooden Boats B (36 feet and over): 1) *Sari Ann*, Vance Bunker.

Race 29 - Fastest Lobster Boat: 1) *Wild Wild West*, Cameron Crawford (57.1 mph); 2) *Little Girl*, Shawn Alley; 3) *Motivation*, Tom Clemons; and 4) *Gold Digger*, Heather Thompson.

Lobster Boat Racing

Continued from Page 19.

in third. In Class F at Boothbay AIDEN MARINER upset MS. ROSE and it was wondered could she repeat. As they came up the course they were close, but as they neared the finish MS. ROSE was slowly getting by for the win in a great battle. Second went to Deven Haskell's HOOLIGAN [Young Brothers (slippery) 38; 375-hp Cummins]. RIGHT STUFF was the winner of Class G with second going to Johnathan Jones' JAYLIN LUCAS [Duffy 35; 500-hp C9 Caterpillar] and SEACOCK third. When the four boats came to the line in Class H most figured MISS NORMA would get the victory, however as they came up the course ALL IN had the lead and went on for the win. MISS NORMA got second and RISKY BUSINESS third. After a mix up I created was resolved Colby Oakes' TRIPLE X [Mitchell Cove 35, 700-hp Detroit] from Vinalhaven faced off against MISTY from Swan Island on the Kennebec and edged her out for the win. Next up was a rematch of a great race at Boothbay in Class J between GOLD DIGGER and MISS KATIE. Again it was close and it looked as though MISS KATIE was going to get by, but fell just short. Third went to Jason MacDonald's HARD GOIN' [Holland 38, 670-hp Cummins] from North Haven. The next race was going to be interesting. There was just one entrant in Class K, MONEY LOVE & DREAMS and Class L, MOTIVATION. As they neared the finish line they were bow to bow and when they crossed MOTIVATION had slipped by for the win. Alan Knowlton's SEA URCHIN was the only one entered in

Class M(A). Next up was Class M(B) and at Boothbay three of these boats finished within 40 feet of each other. Again the top three boats were just as close as the day before and MISS AMITY was able to get by for the win. Second went to KIMBERLY ANN and third was HANNAH LOUISE. In Class N MAXED OUT slipped by for the win giving second place to KAYLA ANNE. The only entrant in Class O was WILD WILD WEST.

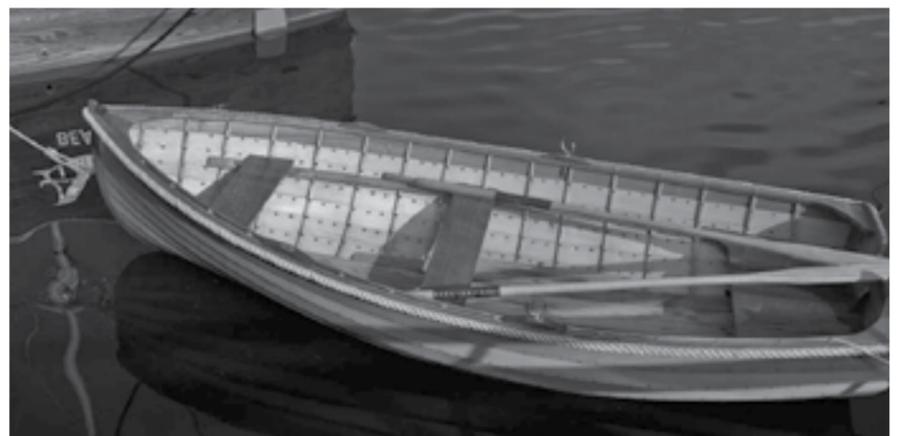
Five boats were on the line for the Gasoline Free-for-All and we all knew when the flag dropped as the sound was deafening. It was a battle between LITTLE GIRL and BUD & DAWN with the win going to LITTLE GIRL. Third went to MARIA'S NIGHTMARE, which was certainly running a little better.

In the Diesel Free-for-All nine boats were on the line with the win going to WILD WILD WEST, followed by MOTIVATION and GOLD DIGGER.

The winner of Wooden Boat A was LITTLE GIRL with second going to WIDE OPEN and third to EMMA G. In Wooden Boat B there was just one entrant Vance Bunker's SARI ANN [42' Johns Bay Boat; 660-hp Volvo] from Owl's Head.

In the final race of the day, Fastest Lobster Boat Race, it was no surprise to see WILD WILD WEST leading the other three competitors to the finish. LITTLE GIRL would take second and MOTIVATION got third.

Now it is onto Bass Harbor next Sunday, 23 June, which is always a great time!



EFFORT AND ART

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U. S. NAVY NEWS

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ti-submarine patrols.

For the battleships modernized at NNSY, USS Nevada—which first underwent extensive refurbishment from 1926 to 1927—returned to the shipyard in 1942 to have three 14-inch guns from the USS Arizona (BB-39) and two 14-inch guns from the USS Oklahoma (BB-37), both sunk at Pearl Harbor, installed. It went on to be praised for its precise targeting in battering German concentrations at Normandy while successfully straddling counterattacks. Nevada was not only at the forefront of the war in Pearl Harbor enduring torpedo attack, it ended World War II in Okinawa bombarding Japan. As for USS Texas, this ship marked the start of a battleship modernization program at NNSY in 1925 that would last nearly a decade. Its two-year conversion from a coal-burning to oil-powered battleship required nearly 1,000 employees to install new boilers and propellers, add deck armor and munitions, and overhaul the interior. On D-Day, Texas was a crucial contributor in the first bombardment beginning before 6 a.m. at Pointe du Hoc, a particularly strategic location at Normandy due to it being on high land with a clear view of the English Channel. Over the next half hour, Texas fired an average of one shell every eight seconds—the battleship’s most rapid rate of fire during the entire war. Ten days after D-Day, with Allied troops having advanced to the edge of Texas’ range of fire, the battleship returned to England. Finally, USS Arkansas underwent a four-month overhaul at NNSY in 1942 adding anti-aircraft guns to its arsenal as a corrective action from the Pearl Harbor attack. The first time Arkansas engaged in battle was at Normandy off Omaha Beach, where it remained for the next week hammering away at the German stronghold.

If the appreciation for the enormity and effect of such a campaign usually comes only from hindsight, D-Day certainly proved to

be an exception. Even as the invasion was occurring, Norfolk Naval Shipyards were well aware they were poised on a most pivotal moment in our nation’s legacy. Then Shipyard Commander, Admiral Felix Gygax, summed up the challenge upon the nation when he said, “today our thoughts—our hopes and fears—turn across the Atlantic to the men in our own armed forces and those of our allies who have commenced the invasion of the continent of Europe. This is not an invasion of aggression—rather it is one of liberation. It is to free millions of conquered peoples from the Nazi yoke of tyranny and terror. It is to wrest the fortress of Europe from the Huns and to knock Germany out of the war.”

NNSY’s then publication, *Speed Victory*, summed up the shipyard’s contributions by reflecting “there are millions of Americans who would give much to be able to say they worked to build that ship. We must consider too, that ship is doing a small part in the big job assigned to a whole fleet of ships. Her part will probably never be mentioned in the news dispatches but she was there and did her part to make the invasion a success.”

So too, did the many thousands of employees at Norfolk Naval Shipyard proudly working around the clock to turn the tide, to defend democracy, and to win the war.

Navy to Christen Littoral Combat Ship Minneapolis-Saint Paul

From the Office of the Navy Chief of Information

WASHINGTON (NNS) -- The Navy will christen its newest Freedom-variant littoral combat ship (LCS), the future USS Minneapolis-Saint Paul (LCS 21), during a 10 a.m. CDT ceremony Saturday, June 15, in Marinette, Wisconsin.

U.S. Rep. Betty McCollum of Minnesota will deliver the christening ceremony's principal address. Deputy Under Secretary of the Navy Ms. Jodi Greene will serve as the ship’s sponsor. In a time-honored Navy

tradition, Ms. Greene will christen the ship by breaking a bottle of sparkling wine across the bow.

"The christening of the future USS Minneapolis-Saint Paul marks an important step toward this great ship's entry into the fleet," said Secretary of the Navy Richard V. Spencer. "The dedication and skilled work of our industry partners have ensured this ship will represent the great city of Minneapolis Saint Paul and serve of our Navy and Marine Corps team for decades to come."

The future USS Minneapolis-Saint Paul is a fast, agile, focused-mission platform designed for operation in near-shore environments yet capable of open-ocean operation. It is designed to defeat asymmetric "anti-access" threats such as mines, quiet diesel submarines and fast surface craft. The ship will be homeported in Mayport, Florida.

The LCS class consists of two variants, the Freedom variant and the Independence variant, designed and built by two industry teams. The Freedom variant team is led by Lockheed Martin in Marinette, Wisconsin (for the odd-numbered hulls). The Independence variant team is led by Austal USA in Mobile, Alabama, (for LCS 6 and the subsequent even-numbered hulls).

LCS 21 is the 11th Freedom-variant LCS, the 21st in the class. She is the second ship named in honor of Minnesota’s twin cities. The first was a Los Angeles-class fast attack submarine that served from 1984 to 2008. Two U.S. Navy ships have been named for Minneapolis and two for St. Paul. The first Minneapolis was a cruiser commissioned from 1894 until 1921. The second Minneapolis was a New Orleans-class

cruiser commissioned in 1934, earning 16 battle stars for World War II service by 1946, when it was decommissioned. The first St. Paul, a passenger liner chartered by the Navy, served in the Spanish-American War and in World War I. The second St. Paul was a Baltimore-class cruiser commissioned in 1945, earned one battle star for World War II service, eight battle stars for Korean service, and eight battle stars for Vietnam service by the time it was decommissioned in 1971.

NAVSEA Ship Experts Say History Should Inform the Future in Naval Shipbuilding Expansion

By Benjamin McKnight, III, Naval Surface Warfare Center, Carderock Division Public Affairs

WEST BETHESDA, Md. (NNS) -- Lessons learned from history helped focus the nation’s shipbuilding efforts moving into World War II and beyond, according to Dr. Norbert Doerry and Dr. Philip Koenig, both from Naval Sea Systems Command. The two men were the June speakers for the monthly Rear Adm. David Taylor Naval Architecture Lecture Series at Naval Surface Warfare Center, Carderock Division, in West Bethesda, Maryland, on June 13.

The lecture, titled “Naval Shipbuilding Expansion: the World War II Surface Combatant Experience,” took the audience through four eras that the two speakers identified as being instrumental in the successes of the U.S. Navy expansion efforts during the second world war. Although World War II was the primary focus of the lecture, Koenig said it was equally important to discuss the years prior to have a better understanding of the U.S. Navy during and after World War

Boat & Ship Yard News

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go back in the water.

The aluminum boat RANGER was in for a new davit crane and bow thruster.

Work on the Hinckley 70 has undergone a major refit, which involved renewing just about everything on the boat over the last 20 months.

The summer is already getting busy as boats are arriving to have work done. Coming in are a couple of catamarans for carbon work; finish Awlgripping the Futura house in Boothbay; and the SPIRIT OF BERMUDA will be in for a new main engine and a lot of other work; and the Nordhaven TRIXIE will be in for paint.

Interest has been renewed in the carbon fibre ferries, and this is because many want them to be electric. This means you have to use carbon because you need the boat as light as possible and the only way to do this is by using carbon.

Hodgdon Yachts Southport Island

Hodgdon Yachts has purchased a new Aquest paint facility offering Evergreen Technology. This state-of-the-art facility optimizes temperature, humidity, and airflow, allowing for top quality paint applications by maximizing gloss, chemical resistance, and hardness (abrasion resistance).

Evergreen technology provides the smallest carbon footprint available, recycling 80 percent of all energy required, and has been recognized through Efficiency Maine for innovative energy design. Efficiency Maine was also providing them with a grant to fund a portion of the project cost.

The facility is scheduled to be fully operational in August 2019.

Maine Cat Bremen

On the floor of their main shop there were three new Maine Cat 38LSEs, with a 21 foot beam, under construction, Hulls #8-10, which are all sold. These boats are fitted with pods for propulsion and there are two of them on hydraulic trim and tilt plates. This allows you to raise and lower them when needed. When not being used to move the boat they can be lower into the water and now they are a generator which will produce about a kW an hour when the boat is traveling at 9 knots. These boats has 10,000 or 20,000 watt hours of lithium batteries onboard and in 10 hours the pods can complete charge the batteries. They also have six 170 Watt solar panels, which if they have three hours of good sun they can put out 3 kW. Most owners need both systems as many do not use their boats enough to charge the batteries with the pod system. They are also fitted with a 4 kW generator as a backup.

An interesting process they are using is thermal forming the core, which no one else is doing. They take the core place it in an oven and then shape it as needed. This is all done with 100 percent infusion, 100 percent vinyl-ester resin so these boats should never get a blister because this is done under a full vacuum. With a full vacuum, there is no air left in the laminate it is all so there is no room for a blister to start. This also helps keep weight down, with rig, these boats will weigh about 8,100 pounds.

Right now they have a back log that will take them into next winter.

Also being a national distributor for E-tech, electric motors, is also keeping them busy. They have been selling these system to people all over the United States. They are going into some pretty interesting projects as more people get away from internal combustion engines.



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U. S. NAVY NEWS

I. “They say you can learn a lot from failure,” said Koenig, director of NAVSEA’s Industrial and Economic Analysis Division. “So we want to look at the failed World War I industrial expansion, and then see what happened correctly in World War II.”

Koenig began with the World War I era, going up to 1922, followed by the treaty period from 1922-1936. After that was the pre-World War II era of 1936-1941 and finally World War II from 1941-1945, the latter of which was covered by Doerry, technical director of the NAVSEA Technology Office. According to Doerry, World War II was the last “industrial war” for the United States, but he said the current international landscape could possibly require the nation to be able to navigate a modern version of such.

“There’s nobody in the government who has experienced our last industrial war, and most of those people who have aren’t even alive now,” Doerry said. “We would be closer in tune to the World War I experience in terms of the people in leadership within the Navy and industrial practices.”

During World War I, the Navy acquired 273 destroyers. Only 41 of those vessels made it to sea before the end of the war, with the rest being commissioned after the war. In the time between the first and second war, 105 of those ships were lost or scrapped, and the rest served during World War II, Koenig said.

At the time, the biggest challenges for the Navy were that preparations for the mass production of ships was not a priority because there was no precedent for World War I. Furthermore, the ship types that were actually needed in combat differed from what was built in the pre-war era. Following World War I, naval treaties slowed the production of sea vessels, but when the treaty restrictions ended and a second world war was on the horizon, the Navy became proactive and Congress authorized the construction of more than 180 new destroyers. Because the shipbuilding process takes time, the Navy was comprised mostly of ships built during World War I and treaty era going into the first year of World War II.

“Those World War I destroyers were

the best destroyers in the world in 1916, but this is 1941,” Doerry said. “(Secretary of Defense) Donald Rumsfeld said in 2004, ‘You go to war with the Army you have, not the Army you might want or wish to have at a later time.’”

By year three of World War II, at least a quarter of the Navy’s destroyer fleet consisted of more ships that were modern, although the biggest bulk of vessels were pre-war era ships that were still in construction during the first two years of the war. It was not until the final year of the war that the fraction of commissioned destroyers authorized between 1942 and 1943 approached half the destroyer fleet. However, in the seven-year span from the end of the pre-war era to the end of World War II, the number in gross tons of steel merchant ships produced per year skyrocketed from a nearly negligible amount to almost 13 million tons at its peak in 1943.

Most of the heavy losses of destroyers in the war happened in the first few years when the fleet was still mostly outdated ships and according to Doerry, there are very few exceptions where ships designed during the war entered prior to the end of fighting. He said that production of ships was not an easy feat, but a doable one with the right allocation of efforts.

“High-volume production will not happen without expansion in industrial capacity, both in the shipyards and in their supply chains,” Doerry said.

As the demand for faster-produced ships increases in today’s world, Doerry and Koenig stressed the importance of the Navy being able to adapt with the rapidly evolving technologies that go into shipbuilding. From design features to weapons and computerized systems, they said a slow response to a threat will put lives at risk. U.S. military conflicts since the Cold War have been primarily land fights, deemphasizing the nation’s need to expand the fleet. Since then, Doerry said the naval ship acquisition processes have changed and with the onset of this Great Power Competition, the Navy must ensure that the new approach to fleet expansion draws from the lessons of previous failures and successes.

U.S. CENTCOM Statement on June 13 Limpet Mine Attack in the Gulf of Oman

By Capt. Bill Urban, U.S. Central Command Public Affairs

TAMPA (NNS) -- U.S. Naval Forces in the region received two separate distress calls at 6:12 a.m. local time from the motor tanker (M/T) Altair and a second one at 7 a.m. local time from the M/T Kokuka Courageous.

Both vessels were in international waters in the Gulf of Oman approximately 10 nautical miles apart at the time of the distress calls. USS Bainbridge was approximately 40 nautical miles away from the M/T Altair at the time of the attack, and immediately began closing the distance.

At 8:09 a.m. local time a U.S. aircraft observed an IRGC Hendijan class patrol boat and multiple IRGC fast attack craft/fast inshore attack craft (FAC/FIAC) in the vicinity of the M/T Altair.

At 9:12 a.m. local time a U.S. aircraft observes the FAC/FIAC pull a raft from the

M/T Altair from the water.

At 9:26 a.m. local time the Iranians requested that the motor vessel Hyundai Dubai, which had rescued the sailors from the M/T Altair, to turn the crew over to the Iranian FIACs. The motor vessel Hyundai Dubai complied with the request and transferred the crew of the M/T Altair to the Iranian FIACs.

At 11:05 a.m. local time USS Bainbridge approaches the Dutch tug Coastal Ace, which had rescued the crew of twenty-one sailors from the M/T Kokuka Courageous who had abandoned their ship after discovering a probable unexploded limpet mine on their hull following an initial explosion.

While the Hendijan patrol boat appeared to attempt to get to the tug Coastal Ace before USS Bainbridge, the mariners were rescued by USS Bainbridge at the request of the master of the M/T Kokuka

Continued on Page 24.



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U. S. NAVY NEWS



NEWPORT, R.I. (June 14, 2019) The official photo of Rear Adm. Shoshana Chatfield, Naval War College (NWC) President. Chatfield is the first woman president in the history of the Naval War College. Established in 1884, NWC is the oldest institution of its kind in the world. More than 50,000 students have graduated since its first class of nine students in 1885 and about 300 of today's active duty admirals, generals and senior executive service leaders are alumni. (U.S Navy photo/Released)

Continued from Page 23.

Courageous. The rescued sailors are currently aboard USS Bainbridge.

At 4:10 p.m. local time an IRGC Gash-ti Class patrol boat approached the M/T Kokuka Courageous and was observed and recorded removing the unexploded limpet mine from the M/T Kokuka Courageous.

The U.S. and our partners in the region will take all necessary measures to defend ourselves and our interests. Today's attacks are a clear threat to international freedom of navigation and freedom of commerce.

The U.S. and the international community, stand ready to defend our interests, including the freedom of navigation.

The United States has no interest in engaging in a new conflict in the Middle East. However, we will defend our interests.

New President Announced for Naval War College

From Secretary of the Navy Public Affairs WASHINGTON (NNS) -- Secretary of the Navy Richard V. Spencer announced June 14 that Rear Admiral (lower half) Shoshana S. Chatfield will be the new president of the Naval War College.

"Rear Admiral Chatfield is a historic choice for the Naval War College. She is the embodiment of the type of warrior-scholar we need now to lead this storied institution as it educates our next generation of leaders," said Spencer. "As our Education for Seapower (E4S) Study noted, our capacity for critical thinking in an age of increasing complexity will be our most important strategic advantage. Admiral Chatfield will play a pivotal role in leading the War College as it integrates into the new Naval University system we are now establishing to foster a culture of continuous learning in the naval services."

Chatfield will be the first woman president in the history of the Naval War College. She earned her doctorate in education from the University of San Diego. She is a naval aviator (helicopters) who commanded at both the squadron and wing levels. She also served as a Provincial Reconstruction Team Commander in Farah Province, Afghanistan. She is currently serving as Commander, Joint Region Marianas, Guam.

Established in 1884, NWC is the oldest institution of its kind in the world. More than 50,000 students have graduated since its first class of nine students in 1885 and about 300

of today's active duty admirals, generals and senior executive service leaders are alumni.

Hospital Ship USNS Comfort Departs Norfolk for Medical Mission

From Military Sealift Command Public Affairs

NORFOLK, Va. (NNS) -- The U.S. Navy hospital ship USNS Comfort (T-AH 20) left from Naval Station Norfolk, June 14, to begin its deployment to South America, Central America, and the Caribbean.

During its deployment, Comfort will provide medical assistance in support of regional partners and in response to the regional impacts of the Venezuela political and economic crisis.

"We are embarking on a five-month deployment to the U.S. Southern Command area of responsibility to embark on a humanitarian assistance mission," said Capt. B.J. Diebold, Comfort's mission commander. "Our mission will consist of multinational personnel from across our partner nations as well as allied personnel, non-governmental organizations, and U.S. Navy personnel."

While deployed, Comfort's mission will include stops in Colombia, Costa Rica, Dominican Republic, Ecuador, Grenada, Haiti, Jamaica, Panama, Saint Lucia, and St. Kitts and Nevis.

U.S. military medical personnel aboard Comfort will work alongside a variety of governmental agencies to provide medical assistance to communities based on needs identified by host-nation health ministries, and to relieve pressure on host nation medical systems in countries hosting Venezuelans who have fled the country's crisis.

"This deployment responds directly to the man-made crisis Maduro's regime has created," said U.S. Navy Adm. Craig Faller, commander of U.S. Southern Command, which will oversee the deployment. "Comfort medical teams will be working alongside host nation medical professionals who are absorbing thousands of Venezuelan migrants and refugees. The Venezuelan people are desperately fleeing their homeland for hope of a better way of life. We are committed to finding ways to support the Venezuelan people and our regional partners who share the goal of seeing a legitimate, democratic government reinstated in Venezuela."

This marks the hospital ship's seventh deployment to the region since 2007, second deployment to the Western Hemisphere in the last six months, and reflects the United States' enduring promise of friendship, partnership, and solidarity with the people of the Americas. The USNS Comfort deployment is part of the Caribbean 2020 Strategy to increase the security, prosperity and well-being of the people of the United States and the Caribbean.

"We are deploying with 197 credentialed medical professionals that are joint forces, that's public health, U.S. Navy, and U.S. Army providers aboard, combined with my full staff of over 800 people," said Capt. Kevin Buckley, commanding officer, USNS Comfort Medical Treatment Facility. "Currently, we also have 13 multinational providers, including personnel from Canada, Mexico, Brazil, and Costa Rica. There's potentially approximately 100 medical providers coming from the civilian non-governmental organizations (NGO) partners as well as other host nations that may be joining us during the mission stops."

A team of Military Sealift Command civil service mariners will oversee the ship's operation and navigation for Comfort's deployment.

As part of the planning for Comfort's deployment, the health ministries in each

country will determine how patients are seen. The majority of patients will be treated at Comfort's land-based medical sites. Select patients may be chosen for the hospital ship's onboard surgical services.

The medical and dental capabilities provided during this deployment will assist communities with a wide range of health services. These services will include basic medical evaluation and treatment, preventive medicine, dental screenings and treatment, optometry screenings, eyewear distribution, general surgery, ophthalmologic surgery, public health training, and additional specialties as required.

"We expect to help thousands of people while we are on this mission and impact lives," Buckley said. "We will be providing surgeries for patients onboard USNS Comfort. These will be low-risk surgeries with high economic impact. The surgery services we will provide have some of the biggest impact economically and help not only the patients themselves but help their families."

A U.S. Navy hospital ship has the capacity to provide afloat, mobile, acute surgical medical facilities to the U.S. mili-

tary, and is an optimal platform to provide hospital services in support of humanitarian assistance and disaster relief operations worldwide.

"It is a great honor to have this opportunity, and we are really looking forward to this mission and to continuing building the strength of our partnerships throughout the region," added Diebold.

Comfort's deployment demonstrates the U.S. commitment to the Americas and is part of a continuum of support provided by U.S. Southern Command. USSOUTHCOM-sponsored civic assistance and humanitarian missions happen in close cooperation with partner nations in the region as well as with U.S. interagency partners. Similar missions include Continuing Promise, New Horizons, Beyond the Horizon, medical readiness training exercises and the Medical Civil Action Program.

USSOUTHCOM is one of the nation's six geographically focused unified commands, with responsibility for U.S. military operations in the Caribbean and Central and South America.

15 Years After the Sinking of the Tanker BOW MARINER



Written by Lt. Mike Lawrence, Coast Guard Sector Hampton Roads

The 570-foot Singapore-flagged chemical & oil tanker BOW MARINER sank 15 years ago when the ship caught fire and sustained two explosions, resulting in the deaths of 21 out of 27 crewmembers, 45-miles off the coast of Virginia, Feb. 28, 2004.

The vessel was transporting over three million gallons of ethyl alcohol on a voyage from New York to Texas. It had previously carried methyl tert-butyl ether, MTBE, in its other 22 cargo tanks that were discharged in New York.

The cause of the explosion was the flammable fuel and air mixture created during the cleaning of residual MTBE from the BOW MARINER's cargo tanks. The cargo holds were ordered to be cleaned via the opening of the cargo accesses. This allowed residual MTBE vapors to escape the holds during the cleaning process.

The source of ignition remained unconfirmed, however once the flammable vapors were released from the cargo holds, the likelihood of a fire igniting was significantly increased. This tragic marine incident helped bring forward numerous marine safety improvement impacts and lessons learned.

The formal Coast Guard Investigation Report, conducted by Coast Guard Marine Safety Office Hampton Roads, on behalf of the government of Singapore, highlighted a number of contributing factors; including the failure to properly fully implement the company and vessel Safety, Quality and Environmental Protection Management System, SQEMS. A safety management program is required to be

implemented by the vessel and its managing company as outlined in the International Safety Management Code. The vessel's SQEMS plan called for using inert gas during the discharge of MTBE, which was not followed.

The BOW MARINER was not required to carry immersion suits due to its lifeboats being fully enclosed. Regulations have since changed, and a comparable vessel today is now required to carry immersion suits. Immersion suits are designed to help increase survival chances in cold waters. Had the BOW MARINER carried immersion suits and its crew had the opportunity to don these suits, the survival rate could have been much higher.

The Coast Guard investigation discovered evidence that regular and effective emergency crew drills were not conducted onboard the BOW MARINER. The ship's general alarm was never sounded nor was an announcement made to alert or direct the crew. Current regulations require ships to conduct a fire drill and abandon ship drill monthly.

The loss of the BOW MARINER is considered one of the worst chemical tanker disasters in history and is a tragic reminder of the consequences resulting from unsafe chemical cargo handling practices.

"It is the Coast Guard's mission to prevent similar accidents from happening; ensure the safety of life at sea for mariners, and protect the marine environment," said Capt. Kevin Carroll, commanding officer of Coast Guard Sector Hampton Roads. "Coast Guard marine inspectors are trained to identify flaws in safety management and evaluate emergency drill performance."

MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1882

29 December
Page 4.

INDUSTRIAL SURVEY OF MAINE XV. Waldo County.

Fort Knox. — Prospect, Stockton and Searsport. — The Searsport spool and block manufacturing company. — Other Industries.

The most prominent and noteworthy object that will engage the attention of the traveler in Prospect is Fort Knox. It is located on the opposite side of the river from the large and beautiful village of Bucksport. It occupies a very commanding position on the river and if it never serves any other useful purpose, it may be viewed with interest as an object of art, and a monument of engineering, skill and beauty. Combined with the river scenery it cannot fail to produce pleasing emotions to all those who for business or pleasure sail up and down the Penobscot.

Prospect is an agricultural town, and is uneven on its river front. It is well adapted for grazing and orcharding. Verona is an island in the Penobscot River and stretches down from Bucksport village about five miles. Before its incorporation as a town it was known as Orphan Island. The ship channel of the river is on its western side and on the southern part of the island are many fine farms. Most of the salmon for which the Penobscot river is so noted are taken in weirs on the eastern and southern shores of the island, and on the shores of Orland and Penobscot, which form the east coast to the opening of the Penobscot Bay.

Stockton bounds Prospect on the south, and here we find that beautiful promontory extending into the sea on which is located the Fort Point Hotel. The Point is three-fourths of a mile long and affords broad acres enough on which to build quite a colony of hotels and summer cottages. For picturesqueness of locality and for boating and yachting its advantages can not be excelled. Stockton has a good soil and many enterprising and thrifty farmers. Summer hotels stimulate the raising of early vegetables and small fruits and the capacity of the soil is being tested through the wants of our summer tourists. Near the upper village, the name of which and the post office is Sandy Point, W. C. Perkins is finding out what may be done in raising strawberries. On one-rod square of land he raised last year five bushels of large berries some of which showed a girth of four and one-half inches. He has now one acre of land which will be in full bearing next season. In his orchard he has nineteen trees of the Naked Limb Greenings which three years ago produced 150 bushels of apples. This valuable variety of winter apples is almost entirely limited to this section of the State. The limbs are smooth and the trees are remarkably handsome. It is an annual bearer,

Shipwreck Changed Coast Guard

Continued from Page 6.

Maritime Commerce Strategic Outlook in preparation for the increasing demand.

The Marine Electric shipwreck also served as the genesis of another crucial development: the Coast Guard rescue swimmer program, which was established in 1984. The program's physical fitness standards, training and organizational structure were developed over a five-year implementation period, and in March of 1985, Air Station Elizabeth City became the first unit to receive rescue swimmers.

The first life was saved two months later.

hardy and prolific. It is a good market and shipping apple and should be more widely disseminated. The town of Stockton has a fine village and was formerly quite largely engaged in shipbuilding.

Searsport, the nest place "down river" from Stockton, is a large village and is a place of considerable wealth. We are told it is safe to address any good looking middle aged man as "Captain," as about all such whom a stranger meets in Searsport wear that title. The town is noted far and wide as the "Sea Captain's Home." Searsport has one large thriving industry. The Searsport Spool and Block Manufacturing Company's buildings are located on Main street, and thirty men are now employed at these works. All sizes of thread and silk spools are here manufactured and all the product goes to the Conant Thread Company, at Pawtucket, Rhode Island. It is run by steam power and the capacity of the establishment is 700 gross of spools per day. There is a machine shop connected with the mill where all the repairing is done. The business here was commenced in 1869 under the firm name of George Merrill & Son, and was incorporated March 21, 1878. George L. Merrill is the Business Manager and all the spools here made come under the inspection of W. Frank Merrill; no imperfect spools are allowed to be shipped. The present corporation own 30,000 acres of land in Howland and built a dam and mill on the Piscataquis River in 1881. Their spool timber is sawed at their Howland mill and reaches Bangor by rail from whence it shipped by sailing vessels to their mill at Searsport.

T. T. Merrill & Son own a fine gristmill where they grind about 6,000 bushels of corn yearly besides various kinds of feed. A large boat room is connected with their mill where they build vessel's boats, the reputation of which for strength and workmanship is first class. There is a first class ice privilege here with a capacity to yield 10,000 tons each winter, but thus far the highest cut and shipment has been 6000 tons. It is a pond fed by springs, within 100 rods of good wharfage where there is eighteen feet of water. The local demand is about 200 tons yearly. The ice interest is controlled by J. W. Black. Mr. Black is also local editor of the Searsport Guest, a smart little sheet adapted to the home reading of this section. Searsport has a good reputation as an agricultural town and among the leading farms is that owned by S. H. Pike, a short distance east of the village. The soil is a clay loam and the hay crop is about 80 tons yearly. Twenty cows are kept on the farm and, besides a plenty of hay, beans, turnips, shorts and cotton seed meal, they consume about 200 bushels yearly of wheat, oats and barley ground together. His theory is that animals need a variety of food. His work horses are of the Norman stock and one of his colts two years old weighs 1000 pounds. We note here that the agricultural interests of this State were never in so prosperous a condition as at the present time. This fact is favorable in a high degree to the success of many other business interests.

W. H. Mathews owns and manages the Searsport House, which is a general favorite with summer tourists. It is always full during the season. It has fifty good rooms, and is six miles from Belfast and eight from Fort Point. Mr. Mathews has a large and valuable case of minerals from the West and the State of Maine. He has just returned from the Leadville district where he has a large interest in mining claims 12 miles north of Leadville. His camp have struck the carbonate and have the honor of reaching this valuable ore the first among many others who are digging

around them. He intimates a desire to take a hand in this State after he has made his "pile" in the West. He believes that the immense latent mineral wealth in Maine will in time be properly developed.

SHIPBUILDING NOTES—George W. Cottrell, Belfast, has laid the keel for a large three-masted schooner. A. & M. Gamage, Bristol, are building a schooner of 120 tons for Vinalhaven parties. Goss & Sawyer, Bath launched on Wednesday of last week the three-masted schooner WILLIAM F. COLLINS of 386 tons gross. She was rigged on the stocks and is nearly ready for sea. The vessel is owned by Elisha Higgins of San Francisco, Miss Stone of Boston, and Daniel Higgins of Quincy, Massachusetts. Arthur Sewall & Company, Bath launched on Tuesday of last week the schooner ALICE ARCHER, of 437 tons. She is owned by the builders and others, and will be commanded by Captain Reuben E. Fletcher. She was ready for sea, and was towed out, bound for Brunswick, Georgia, to load southern pine. Sixteen vessels, aggregating 6,681.05 tons have been launched in the Belfast custom district the present year. This does not include those now on the stocks. December 7th Hodgdon Brothers of Boothbay launched from their yard a schooner of 190 tons. She is a fine-modeled craft and is in every respect a staunch and thoroughly built vessel. She is owned by parties west and will be commanded by Captain W. Allen of Provincetown, Massachusetts. They had before night of the same day, the keel stretched for another of 200 tons. There was put into the water December 6th from J. McDougall & Son's yard, one of the finest and prettiest modeled crafts ever built in Boothbay. She is 140 tons and was built for a mackerel seiner. She is owned and commanded by Captain D. S. Linnell of Orleans. This firm is building two vessels for J. & F. Snow of Wellfleet, Massachusetts, and one for James Pool of Boothbay Harbor. The Camden Herald says ninety-five men are now employed at the shipyard of H. M. Bean, in that place. The frames of two vessels are on the stocks, one to be launched about the first of February. Hon. J. Manchester Haynes, of Augusta, is building a fine three-masted schooner of about 650 tons at his yard in Wiscasset, to be launched early in January. She is partly owned by Captain N. P. Spear and others of Rockland, and will be commanded by Captain Spear.

Page 5. EASTERN INDUSTRIES.

The winter's ice crop isn't coming forward rapidly, but the buds are still safe.

Three thousand and fifty barrels of lime were shipped from Rockport last week.

The exports of canned lobsters from Richibucto, Nova Scotia, during the season were 11,917 cases valued at \$711,142.

The Sentinel says nearly all the weirs that have been catching sardines at Deer Island and Back Bay went down during the heavy gales of last week, so the sardine business may be considered about ended for this season, as the weirs cannot be built again until spring. The attempt to drive herring has also proved a failure this winter.

Page 7. FISH AND GAME.

One hundred and twenty-five barrels of frozen herring were shipped from Eastport by steamer on Thursday of last week, with about the same quantity on the previous

Monday.

The Eastport Sentinel says that \$1.30 per hundred was paid for frozen herring at the place on Monday of last week. Nearly all that have thus far been shipped will be used for bait by the Gloucester fishing vessels. Expensive bait, but they must have them.

At St. John's, Newfoundland, the best mercantile codfish now commands the unprecedented price of twenty-eight shillings sterling per quintal. Labrador fish sells at twenty shillings. This high price will more than compensate for the short catch in many localities.

The sardine factories at Lubec have closed for the season. The New England Packing Company have put up 12,000 cases and have cured 10,000 boxes of smoked herring; Mills' factory has put up 6,000 cases; Brown's 3,500; and the North Lubec Company 1,600 cases.

Page 8. EASTERN INDUSTRIES.

Thurlow Brothers, of Deer Isle, have finished work for the season at their granite quarry on Harvey's Island. They have shipped 1900 tons of stone in less than two months.

The Belfast Journal says the clam season is just coming on and Mr. F. W. Collins, in that city, is supplying his customers with 200 gallons weekly. He sends his vessels to the islands where the bivalves are more plentiful than they are in this vicinity. The clam trade in this State is now equal to the oyster trade and the native bivalve is sold in the same manner — shucked out and sold solid, that is without any liquid. Mr. Collins has sealed firkins holding from three to ten gallons each which are sent by express, the empty firkins being returned. Collins now employs nine persons in the business and says the trade is but yet in its infancy.

Work on the Goss Marine Iron Works at Bath is going rapidly on. The works are situated south of the M. C. R. R. station, and now present a busy appearance. Sixty workmen are at work on the main building, the frame is already up and the track is being rapidly laid; it will be extended to the yard of Houghton Brothers, and a siding will pass into the main building. This building will include the boiler, machine and smith's shops, and is an immense one, being some 250 feet in length and 60 feet in width. The floors of the building are to be covered with a planking two and one-half inches thick. Most of the machinery has been ordered, and last week Wednesday a force of 60 men raise the building, which will probably be completed at the close of the present week. It is situated on the Rice property, formerly owned by Treat and Lang which will be used as a shipyard. The two wharves are now separated by a stretch of water, but this will eventually be covered by driving piling and flooring it over. Although the building of iron vessels is not the object of the managers, it is understood that the buildings will be erected with that end in view. It is understood that contracts can be had as soon as the works are completed. The machinery and heavy tools are only waiting for the completion of the main building. It is hoped that work may be begun by the middle of January, though this can hardly be expected.

THE END

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

3 January
Page 1.

Lewis & Littlefield, this city, have a crew of 20 men in the woods about Wytopitlock and vicinity and another crew of 15 men in Canada. They have contracts in hand for eight vessel frames.

* * * * *

G. M. Stanwood & Co., manufacturers and dealers in chains, anchors, ship's iron knees, iron work for buildings, ship's castings & etc., at 261-265 Commercial Street, Portland, now employ from 15 to 20 hands.

* * * * *

Burnham & Co., Cross Street, Portland, dealers in ice, received a carload for their Mineral Spring pond in Brownfield, December 25. The ice was from 12 to 15 inches in thickness. This shows that the weather has been considerably cooler up there than on the coast. They will cut about 3000 tons on this pond this winter and the Maine Central Railroad will bring it to Portland.

Industrial Review of the Year.

General Survey of Maine's Diversified and Fast Multiplying Industries, showing the Progress during the year past and the outlook for 1890.

The Journal, in accordance with its established custom, presents to its readers in this issue a resume of what has been done the past year in the field of Maine's diversified and fast multiplying industries. The result of this compilation is very gratifying, showing general progress all along the line, and indicating that the year of grace 1890 will be one of much activity.

Cotton & Wool.

A review of the cotton and woolen industries of Maine for the past year shows a general advancement all along the line, both in the establishment of new enterprises and the enlargement and better equipment of those before in operation. While the instances of suspended operations are few and for temporary causes and brief periods, we find the new mills that have been started up during the year and those nearing completion are of such magnitude and permanency that the result of the year's change will show a marked and encouraging advance in these important industries. At the close of the year we find our spindles and looms all running on full tie, many manufacturers being pressed with orders. In cotton mills the most important events are the purchase of the idle Lewiston Mill, Lewiston, by a local stock company with C. I. Barker as agent, and its successful operation; the two large new mills built by the Edwards Manufacturing Co., Augusta, each 276x74 feet, one of four and the other of three floors, just completed and about starting up; the new mill and waste house built by the Laconia Co., Biddeford, and the changes now progressing at the Continental Mills, Lewiston. The latter include an equipment of new machinery and a general reorganization of the mill. Owing to these vigorous movements and Agent Davis' advanced age, he has resigned his position and is succeeded by H. L. Aldrich, Jr., of Providence. R. I. The year among our cotton manufacturers has been one of unusual prosperity. The Cabot Company, Brunswick, have had under contemplation the ??? of another large cotton mill for which extensive ??? have already been made.

While the woolen industry of the country has suffered general depression, and Maine manufacturers entered upon the past year with somewhat uncertain forebodings, our mills are now generally running on full time, several having been revived into activity, with a more hopeful outlook. The several new mills and numerous instances

of considerable outlay for repairs, extensions and new equipments are evidence of the general stability of this line of industry in Maine, and also of our superior facilities for its prosecution in opposition to adverse conditions of the market. Among the new enterprises in this line we note the Megunticook mill at Camden just receiving its machinery; also addition to the Camden Woolen Company's mill and machinery costing \$30,000; the 4 set mill built and recently started at Dexter by E. A. Flanders; the large and well constructed mill at Old Town, now partially equipped, running 5 sets of machinery and 80 to 100 hands, but calculated for a 12 set mill eventually; and a factory at Sanford built by the Goodall Worsted Co. Besides these, a new shoddy mill is about to be established at Fort Fairfield by J. H. Williams & Co., and new mill for spinning, weaving and knitting to order has been established at Phillips by Hescoc & Atwood. The St. Ronan Mill, Sangervill, has been started up by a local company and the noted North Vassalboro, 22-set mill has resumed operations on the former line of goods, tricots. The mill at So. Windham has been rebuilt by the Robinson Woolen Co. The custom and shoddy mill at Gardiner has been again put in operation by W. C. Jack & Co. The Newichawanick Co., So. Berwick manufacturers of blankets, flannels and horse clothing, have fitted up another mill during the year, making their capacity 15 sets of cards. The Ellsworth Woolen Mill has been newly furnished with machinery and a new dye house built by the new proprietor, George L. Morrison. The Harper Manufacturing Co., Welchville, has made extensive repairs on their dam mill, and put in a new water wheel. The mill at Sebec has been enlarged. P. M. Thurlow has sold the Cumberland Mill, Lewiston to Dingley & Libby who have been engaged in woolen manufacturing at East Dover, Maine. The Webster Woolen Co. succeeds Robert Bleakie & Co., in the ownership of the mills at Sabatus. In this connection we also note the death of Hon., Archibald Linn, of Harland, one of the pioneer woolen manufacturers of Maine. His demise, however, does not affect the operation of his mills. O. L. Gould has retired from the wool carding and shoddy mills, at Morse's Mills, this city, and is succeeded by Benj. Robinson, who was burned out at Carmel.

Pulp and Paper.

The year has been one of notable developments in this comparatively new industry for Maine. The recent inventions and new processes applied to the manufacture of pulp from wood fibre, have created new uses and a broadened market for timber, and stimulated capital to investments in expensive plants(?) on some of the greatest waterpowers in the State. It is gratifying to note that Maine manufacturers of pulp and paper are not behind any competitors in the matter of finely constructed mills equipped with the latest improved machinery. They also have other advantages in the unsurpassed water power of our three great rivers which reach back with their forks and grasp the great and undisturbed forests of Northern Maine; offering a timber supply that seems to be equal to a multiple of such demands. Several new and expensive pulp mills have been built and put in operation during the year and others are in process of construction or definitely projected.

The Piscataquis Falls Pulp & Paper co., capital \$200,000, principally Massachusetts parties, have completed and recently started a ground wood pulp mill at Enfield, on the Penobscot River, near the mouth of the Piscataquis. This mill has a capacity of 35 tons daily, dry weight, and is doing a fine work as it is known to the most modern

methods and machinery. The same company also ????

Page 2.

Industrial Review of the year.

(Continued from First Page.)

Somerset Railway extension A mill, 140 x 20 feet, two stories, capacity 30 tons daily of ground wood pulp, is now near completion. It is the purpose of the company to establish a large paper mill on the same power at an early day. The Shawmut Fibre Co. have completed and put in operation this season a new sulphite pulp mill at Sawmut in Fairfield, at an expenditure of \$175,000. The German process is here used, capacity 10 tons daily. The Carabasset Pulp Co., Skowhegan, have put in operation a new mill having a capacity of 20 tons of ground wood pulp daily. The Richards Paper co., are now building a mill of 10 tons capacity, at So. Gardiner, employing the Ritter-Kellner digester. The Eastern Manufacturing Co, capital \$250,000, have built and are about to put in operation at South Brewer, a mill producing 10 tons daily, by a process controlled by the National Sulphite & Boiler Co. Alvin Record's 16 tons mill at Jay, Bridge and the Otis Falls Pulp Co.'s 20 ton mill at Otis Falls, Jay, both the process grinding were completed and started up early in the season. The Orono Pulp & Paper Co., capital \$250,000, has completed surveys and plans, built a spur track and about ordering machinery, for a ten ton pulp mill to be erected early next season at Basin Mills, Orono. The Lisbon Falls Fibre Co. capital \$250,000, composed of Maine and New York men, have completed a dam and canal at Lisbon Falls and have a sulphite mill in process of construction.

Among the projected enterprises that have assumed definite form the most important is that of the Manufacturers' Investment Company, organized with a capital stock of \$750,000, with Ex-Secretary of Navy, William C. Whitney, as President, and other prominent capitalists among the stockholders. Their purpose is to build a sulphite mill of 50 tons daily capacity which will require an outlay of \$500,000. The Point of location is understood at the present time to be Madison. The Cushnoc Fibre Co., has been organized at Augusta for the purpose of establishing a sulphite mill at Augusta, on the east side of the river. In May last the Maine Cellulose Company was organized in Lewiston with \$300,000 capital to build and operate a pulp mill in that city but the plant has not as yet materialized. Among the localities where it is understood a pulp mill ere long is to be established in Howland Falls on the Piscataquis. Among the notable improvements may be mentioned the enlargement of the Skowhegan Fibre Mill, the enlargement of the pulp mill at Benton Falls, the repairs of the dam and buildings of the pulp mill at Lincoln, and also the introduction of new machinery at Canton pulp mill. S. D. Warren & Co., of Cumberland Mills have built a new dam at Smelt Hill, on the Presumpscot River, and put in an electric light plant for lighting their extensive works. Other developments are looked for as the outcome of recent movements of this company. A novel use for wood fibre has arisen from the invention of the Symmes' Hay Cape which are being made in large quantities at the Fibreite Manufacturing Co's mill at Skowhegan. The pulp is pressed into the form of an open umbrella, dried and indurated so as to be water proof. This is not a recent invention but has been tested in actual use and large sales are expected for next season.

Boot and Shoes.

The boot and shoe manufacturers of Maine have enjoyed a year of general prosperity. The factories have been running

steadily on full time and to their full capacity. This activity has resulted in satisfactory earnings to both employers and employed, in most cases, labor troubles having been comparatively rare. In Auburn, the great shoe center of Maine, there have been several new enterprises inaugurated but no new building erected. Kershaw & Conant, a new firm, occupy a portion of Roak block and are engaged in the manufacture of the Goodyear ladies' wear. Smith & Miller, another new firm, also located in Roak block, manufacture ladies' fine boots and shoes. Damren & Fields, likewise a new firm in Roak block, are engaged on ladies' fine wear. The American Shoe Manufacturing Company, a new corporation, organized with a capital of \$50,000 succeeds to the business of F. A. Harlow & Co. Pray, Small & Co. succeeds to the business of Smith, Pay & Co. The largest firm, Ara Cushman Co. has made extensive improvements in the factories on Railroad Square, lately acquired by purchase, since the above corporation was formed last year. Springvale has a promising new shoe factory recently dedicated by the E. & A. Mudge Shoe Company. Ellsworth citizens have built a large new factory which is occupied by Burrell, Houghton & Co., of Mass. and it is a successful operation. The Mechanic Falls factory has been leased by Joseph Harris & Sons, of Marblehead, MA, who have run it to full capacity during the season, and we learn are desirous of having the building enlarged to accommodate their entire business. Waldoboro has a fine large new shoe factory operated by W. h. Daniels & Co. A nes factory has been built at East Deering and is occupied by L. P. Hawkins. The Belfast Manufacturing Co. sold its factory to Critchett, Sibley & Co. who have enlarged the building and put it in thorough condition for an increased business. B F. Spinney & Co., Norway, have admitted to the firm A. F. Marston, a former salesman, and largely increased their product and the number of operatives. The Randolph factory, which was vacated by the return of Ingalls & Son to Lynn, has been re-occupied by Caldwell & Libby who were driven out of the Richmond factories by labor troubles. Cornish has a new shoe factory operated by Richardson Bros. Kimball Bros. Transferred their shoe manufacturing business from Haverhill, Mass., to Kennebunk, Maury 1st. At Biddeford and Saco no special developments are noted except the removal of Emery & Holmes from Saco to Massachusetts. The other manufacturers have apparently shared in the general prosperity. The wigwam slipper industry is characterized by a general quietness. The Lynn fire has stimulated a general activity among Maine shoe manufacturers.

Machine Building and Invention.

Activity among manufacturers has resulted naturally in a corresponding impulse being felt by the machine builders and repairers, and the demand for more perfect and economical appliances has prompted the usual number of inventions. Some of the Maine inventors and their devices which are of interest to manufacturers, are briefly mentioned as follows: W. E. Mann, Bangor, device for setting gang saws and changing for various dimensions of lumber required; P. H. Holmes, Gardiner, shaft bearing, consisting of an inner box made of fibre and graphite, requiring no lubricant; F. L. Bartlett, Portland, covering for steam pipes, consisting of pulp and sawdust pressed into the form of tubes and treated chemically to render it fireproof; W. O. Jones, Portland, patent furnace for steam boilers; A. L. Barranoff, of Penobscot River Steam Boiler Works, Bangor, device for circulation and draft under steam boilers; Cherubino Baroni, Bangor, car coupler; Frank Robinson,

MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

Bangor, safety railway signal; Rollin C. Irish, Augusta, steel wire lease rod for looms; J. A. Pratt, Portland, paper box machine; J. P. Maddox, Portland, woven wire belting; D. F. Noyes, Lewiston, sawdust dryer; C. J. Foster, Saccarappa, pulp screen; F. A. Leavitt, Portland, fire escape; A. R. Wright, Portland, vehicle for shore locomotion, propelled by wind, and rigged similar to water craft.

Those enterprises of importance in the machine building line that have been inaugurated during the year are briefly reviewed as follows: Portland Foundry & Machine Works, D. T. Kelley, proprietor, having outgrown its former quarters is now located in a large building erected especially for the purpose on Kennebec street, where every facility is provided for the manufacture of agricultural tools and general foundry work. The Portland Heater Corina new enterprise extensively engaged in the manufacture of steam and hot water heating apparatus. The Maine Electrical Co. composed of W. h. Chapman and H. H. Stickney, the well-known Portland inventors and machinists, have engaged in the manufacture of motors and dynamics for electric power and lighting. The Maddox Wire Belting Co. was recently established in Portland for the manufacture of a patent wire belting invented by J. P. Maddox. The Whitman Agricultural Works, destroyed by fire at Winthrop a few years ago are being re-established at Auburn by a new corporation with \$100,000 capital stock. A large building has been built and equipped for carrying on an extensive business in the manufacture of a general line of

agricultural implements. W. W. Whitman, the proprietor of the former establishment, is general manager. The Portland Company, finding itself unable to compete with larger Western establishments in the building of locomotives, has reorganized its business and engaged in building marine engines and boilers. The necessary retrenchment plans called for the resignation of some skilled mechanics who had served the company for many years. We are able to report the Portland Company now busily engaged on remunerative work. The Dustin & Hubbard manufacturing Co., of Oakland, has carried on a largely increased business in the manufacture of various lines of mill machinery, and to meet the southern market is about establishing branch shops at Fort Payne, Alabama. The Auburn Die Works is a new concern engaged in manufacturing dies for the use of shoe cutters. E. A. Keene has moved his foundry works from Otis Falls to Livermore Falls, where he has enlarged facilities. The P. C. Holmes Co., Gardiner, has been organized succeeding to the business of P. C. Holmes & Co., a new foundry built and the machine shop enlarged. The Goss machine shop, Auburn, long idle, has been leased by W. R. Goodwin and put in operation under the name of Auburn Steam Heating & Machine Co. Auburn foundry has been enlarged by the building of a 50-foot extension. F. H. Fellows, Auburn, has erected and moved into a large building well adapted to his increasing business. T. J. McDermont has bought an old machine shop and foundry at Rockland, enlarged and repaired it. Co. G. H. Wills, West Farmington, whose works

were destroyed by fire, has rebuilt larger. E. Mansfield & Co., Orono, have inaugurated great improvements. J. W. Penney & Sons, Mechanic Falls, enlarged the foundry connected with their machine shop. The North Wayne Tool Co., has made extensive repairs. The Foxcroft Foundry & Machine Co. has changed in ownership by the retirement of Mr. Smith; F. V. Strickland now bring sole proprietor, with Charles Knox, as Superintendent. Fay & Scott, Dexter, and T. H. Ricker & Sons, Harrison, have enjoyed a notable increase in business. The Bath Iron Works have been rushed a large part of the season so as to necessitate working extra hours. It is generally expected these works will eventually be fitted for the building of steel vessels, and Bath people are hopeful that some of the government cruisers will be built there. An interesting event of the year in machine building has been the construction of two bicycle locomotives at the Portland Company's shops for E. Moody Boynton of Massachusetts, who is experimenting on the utility of bicycle railroading.

Continued in the next issue.

For Sale 15' Monhegan Skiff



Here is my skiff just after the bottom was replaced. The breast hook and quarter knees were also replaced and the transom fixed. It has 2 rowing positions. I have a pair of oars, a nice Honda 8hp and new fuel tank to go with it. I'm hoping to find a good home for it and not have end up being beat to death on the mud flats or somewhere. I was told it was 50's vintage but can't verify that. The bottom is cedar and I believe the sides are as well. It is pretty light considering the size. As you can see it hasn't been used as a workboat. \$3,000. 207-350-5753

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26'4" Douce Arnie is a wonderful wooden daysailer which received an extensive restoration during the winter of 1999/2000. The boat was originally built in 1947 at the Brigham Shipyard in Greenport Long Island. Most of Douce Arnie's life was spent sailing the shores of Connecticut and New York, only recently did the boat find it's way to Maine. Recently surveyed (10/20/18) she has been determined to be in excellent shape. \$19,500. *This vessel has been donated to Maine Island Trail Association and the sale will greatly help this organization.*

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18' POLARKRAFTSIDE CONSOLE, 2015. With Yamaha F70 outboard, MinnKota bow-mount trolling motor, Bimini top, Livewell, Garmin EchoMap, Adjustable steering station, depth finder, fish finder and EZ Loader trailer. Asking \$14,500. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

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19' CHRIS-CRAFT SUPER SPORT, 1969. With MerCruiser 502 I/O - Bravo 1 Outdrive, Stainless steel exhaust, 2018 Venture trailer. Call for more details. Asking price \$23,900. Casco Bay Yacht Sales, (207) 865-4103; www.cascobayyacht.com.



19' SCOUT 195 SPORTFISH, 2019. With Yamaha F115 outboard & EZ Loader trailer. Available in white or midnight blue. Call for details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103.



19' SCOUT 195 SPORT FISH, 2018. Yamaha F115XB, EZ Loader trailer. Available in White or Shark Gray. Call for more details and pricing. Casco Bay Yacht Sales, (207) 865-4103.



19' SEA RAY SKI BOAT, 1987. With

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20' GRADY WHITE 208 ADVENTURE, 1998. With 1998 Yamaha 225 hp Saltwater Series O/B. Bimini top, GPS and 2009 Venture trailer. Asking price \$16,900. Casco Bay Yacht Sales, (207) 865-4103; www.cascobayyacht.com.



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21' SCOUT 210 DORADO, 2018. With Yamaha F150 and EZ Loader trailer - Upgrades included: Shark Gray hull color, SeaStar hydraulic steering, cockpit cover, bow cover, bimini top, ski tow and full captain's chairs. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



23' GRADY WHITE 232 GULFSTREAM, 2008. With 2008 Yamaha F250 Outboard and 2008 Venture trailer. Professionally maintained and loaded with extras. Asking price \$59,900. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



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23' SCOUT 235 XSF CENTER CONSOLE, 2019. With Yamaha F250 outboard. White hull color. Loaded with options and extras. Call for more details and pricing. Casco Bay Yacht Sales, (207) 865-4103.



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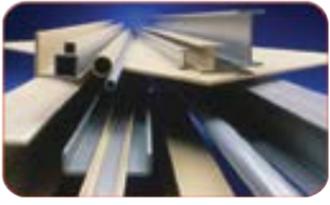
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