

Maine Coastal News

Volume 32 Issue 1

January 2019

FREE

Another Busy Winter in the Boatbuilding Shops



A Hodgdon 9.5 meter (31'2") Venetian Limousine tender underway off East Boothbay. (Story on Page 18.)

Eric Dow, Boatbuilder  
Brooklin

They are in the second year of a total rebuild on a 1929 Stephens 34-footer power cruiser. Last winter, spring and summer they replaced all the wood below the waterline. This included keel, floors, frames, planks and transom. With the hull complete, they have started to install the systems and accommodations so the owner will be comfortable out on Chesapeake Bay. They have cut the shelter house so it can be raised as her new owner is fairly tall. They also have raised the platform so they can fit all the systems the new owner wants to include, such as air conditioning, tankage, fresh water and head. When this boat arrived at the yard she was powered with a 100-hp Vetus diesel, which has been replaced with a 195-hp Yanmar. Eric said they were on track for a spring launching.

In the back shop they are doing annual maintenance on a Herreshoff 12½, which needs just paint and varnish. Right next to her is a Town Class sailboat, which they have had to replace some of her deck. They were hoping to recover it with Dinyl, but some of the framing underneath needed to be replaced. They have replaced the needed frames, put down two layers of plywood and now will put on a layer of Dinyl.

Next in will be three Jimmy Steele peapods, which need various repairs done. One is just paint and varnish, another some

fastenings and the last all new ribs, which means striping her out. After that a Haven 12½ is coming in for some minor bottom work and then fitted with hardware and a rig. She is for sale if you are looking for a great daysailer.

Feeney's Boat Shop  
Cutler

In the new shop they have a Calvin 42, which they are finishing off as a basic lobster boat. She will have just a V-berth below and is powered with a 750-hp John Deere. They did make some alterations to the shelter pushing the windshield forward two feet and adding a visor and overhang on the hauling side.

Next to her is the first Mitchell Cove 37 laid up by Feeney, which is going to Machiasport as a simple lobster boat. Again just a V-berth below, fuel tanks under the platform and she is powered with a 550-hp John Deere.

The other boat in the shop is a Crowley-Beal 33 lobster boat, which in for some minor repairs and touch-ups.

Before this, they had a 45 x 22 foot Canadian Novi in that was getting refurbished and all needed to be done before 13 November when her fishing season began. They removed the deck and engine, a 60-series Detroit, and replaced the engine with a C-18 Caterpillar. They then added a gen-set, put in a new deck, added five feet to the

stern, added a winter back, replaced all the appliances in the galley and then faired and painted.

When the three in the shop now are done, they have a couple of hulls and tops to do and then the rest of the winter is filled with repair work. This includes a Wayne Beal 36 for a new deck, the Dixon, now outside, will be coming back in to be finished up as a tuna boat for a New York customer; lengthen out a Dixon 45 to 48; and then build a Mitchell Cove 20 centre console.

Patrick Feeney, who owns Feeney's Boat Shop, went to Washington Academy and learned boatbuilding there. He finished off his first new boat, a Mitchell Cove 35 named SHE'S ALL THAT, in 2000. Over the past 18 years he has finished eight boats for himself. There was a RP 40 named MELISSA LEIGH; another Mitchell Cove 35, FOOLISH THOUGHT; a Dixon 45 and a Dixon 48, followed by a Wayne Beal 40, which was the first FRAID KNOT. She was followed by a Wayne Beal 46, also named FRAID KNOT, Then a Dixon 50 called KEENAN & SHANE, which was also the name of the Dixon 45 and 48.

In 2003, he started doing work for others and that has snowballed into a very busy boat shop. His original building (40 x 60 feet) went up in 2001 and last winter he built another just down the road, which is 60 x 120 feet. While this building was under construction, framed up, it came crashing

down on Christmas day and he had to start all over again putting him behind by three months. This building has three bays, a lay-up shop and offices.

Patrick is still fishing full-time, right now that is both scalloping and lobstering out of Cutler. He has three employees that are in the shop all the time, and when he is not fishing he and his crew are in the shop. It is a good thing he is young, I was tired just listening to what he has to do.

Frankfort Boatworks  
Frankfort

About a year ago they took delivery of a Glas-Spec 35, which was undergoing a refit to a tuna sportfish/yacht at a yard in Southern New England. The New York owner was not happy with the progress and brought her to Frankfort Boatworks. She arrived with a very basic interior, half a platform, new engine (550-hp Cummins) and house. Everything was removed right down to the new engine and stringers, and they left the trunk cabin and washboards on, removing the shelter.

They began by calling Mark Fitzgerald of Thomaston, who is doing the design work. They started the project by raising the engine beds, resetting the engine, putting in a shaft tube and shortening the shaft, adding two custom aluminum fuel tanks with a total ca-

Continued on Page 14.

C o n t e n t s

Publisher's Note	4	U. S. Navy News	8	Misc. Commercial Fishing News	12	Classified Ads	28
Calendar of Events	4	U. S. Coast Guard News	8	Boat and Ship Yard News	1		
Boatbuilder T. Jason Passes On	5	Commercial Fishing News					
Woods Hole Oceanographic News	6	DMR News	10	Maritime History			
70s Memories: Decoys & Tides	7	From the Director-DELA	11	Industrial Journal - 1882	24		





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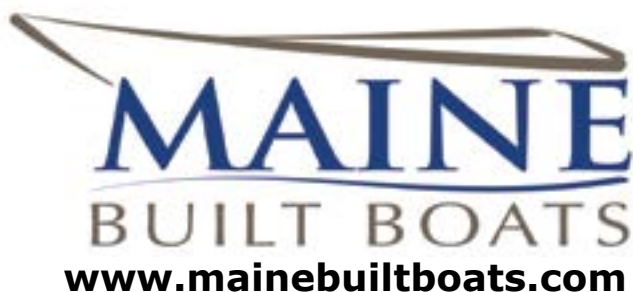
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(207) 223-8846  
E-mail - [igmatats@aol.com](mailto:igmatats@aol.com)  
Website: [www.mainescoast.com](http://www.mainescoast.com)





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**Publisher**  
**Editor-in-Chief**

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

**Advertising Deadlines:** The deadline for the February issue is January 11.  
The deadline for the March issue is February 8.

# Publisher's Note

When you put on an event it can be unnerving as to whether it will be successful or not. You can put together a great line-up of speakers, get the word out in print and on social media, and then you sit and see how the sign-ups go. Since most people do not know what their schedule might be that day they wait until the last minute to sign-up and even then they may just show up at the door. That is understandable with how busy the boatbuilding and repair industry in Maine has been the last few years. So on the morning of the event you hope, along with the exhibitors, that the attendees would come.

Maine Built Boats is a marketing organization for the boatbuilders and repairers of the State of Maine and they host an annual conference at Maine Maritime Museum in Bath, which this year was on 6 December.

The first talk was on diesel engines and was a round-table discussion with Peter Emerson (Mack Boring), Kevin F. Hampson (Milton Cat), Jay Perrotta (Scania), Greg Sanborn (Billings Diesel & Marine), Brook Streit and John Mills (Motor Services Hugo Stamp). This discussion centered on Tier 4 and the efforts by Peter Emerson to get the Maine’s commercial fisheries exempt from using Tier 4 engines. He has worked with Senator Susan Collins and the EPA explaining them the hardships this has caused the industry. The EPA has come to Maine and visited a number of the boatbuilders and found that this is a valid request and are offering a waiver.

The next lecture was “Economic Carbon Construction” given by Rich O’Meara and Phillip Dushkewich, of Core Composites and Richard Downs-Honey, President

of The Landing School. They went through safety issues, what products are available and an analysis of its strength and costs. There are products in the boatbuilding industry that more builders should take advantage of and carbon is one. It is obvious that more needs to be done to bring the builders up to date with this technology.

Following lunch, surveyor Jonathan Klopman gave a talk “Post-Hurricane Survey Report,” which covered the hurricane destruction in the Caribbean. He discussed the lessons learned and how we could have prevented some of the boats from being severely damaged. After the talk, during the break, he showed some of the boats that were damaged, which showed just how poorly they were built.

The final talk of the day was “Quality Control in Boat Paints,” which was given by Alistair Smith (Alexseal) and Tim Taylor (US Paint). They explained their products and how they should be used and then how to address problems.

In the end, this was one of the most successful conferences held by Maine Built Boats with 10 exhibitors and about 80 attendees. It was also one that had a huge benefit for those that attended because of the information offered. I wish we had filmed each of the talks so they could be available to those that were not able to attend. Now the challenge is to make next year’s as good if not better. Lectures that have already been suggested: Ideas for the Modern Maine Lobster Boat, 3D Printing at UMO and Changes in the Electrical Systems of Boats are some of the suggested topics. If you have a suggestion please let me know.

# MCN's Calendar of Waterfront Events

<b>On-going Exhibits</b> After Ryder-Photos by Nicholas Whitman New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	Opening December Whales Today New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	<b>APRIL</b> 29-2 May ASMFC Spring Meeting Westin Arlington, VA	21 Friendship Lobster Boat Races Town Dock Friendship Info: Robin Reed (207) 975-9821
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	<b>JANUARY</b> 4-6 RI Boat Show One Sabin St. Providence, RI	<b>JUNE</b> 15 Boothbay Lobster Boat Races Boothbay Harbor Info: Ashlee Lowrey (207) 808-9230	28 Harpswell Lobster Boat Races Harpswell Info: Larry Ward (207) 798-1725
A New Bedford Whaler in Africa New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	5-7 ASMFC Winter Meeting Westin Arlington, VA	16 Rockland Lobster Boat Races Rockland Harbor @ Breakwater Rockland Info: Nick O’Hara (207) 542-4348 Mike Mayo (207) 542-1879	<b>AUGUST</b> 6-8 ASMFC Summer Meeting To be determined
The East Unlocks its Gates: American Whalers and Trade in Asia New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	23-27 New York Boat Show 625 W 34 <sup>th</sup> St. New York, NY	23 Bass Harbor Lobster Boat Races Bass Harbor Info: Wayne Rich (207) 244-9623	10 Winter Harbor Lobster Boat Races Town Dock Winter Harbor Info: Chris Byers, (207) 963-7139
Capt. Paul Cuffe: His Work, Vision and Living Legacy New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	<b>FEBRUARY</b> 7-10 Halifax International Boat Show 200 Prospect Rd. Halifax, Nova Scotia Canada	28-30 WoodenBoat Show Mystic Seaport Mystic, CT	11 M. Brackett Lobster Boat Races State Park Restaurant Pemaquid Info: Brent Fogg (207) 380-4909 Sheila McLain (207) 677-2100
Portugal and the Great War: Contexts and Protagonists (1914-1918) New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	9-17 Boston Boat Show 415 Summer St. Boston, MA	29 Moosabec Reach Lobster Boat Races U. S. Coast Guard Station Jonesport Info: Jay Mills (207) 598-6347	17 Long Island Lobster Boat Races Ferry Dock Long Island Info: Lisa Kimball (207) 332-3968 Amy Tierney (207) 317-1576
Death in the Ice: The Mystery of the Franklin Expedition Mystic Seaport Mystic, CT Info: <a href="http://mysticseaport.org">mysticseaport.org</a>	28-1 March Maine Fishermen’s Forum Samoset Resort Rockport, ME	<b>JULY</b> 7 Stonington Lobster Boat Races Town Dock Stonington Info: Cory McDonald (207) 664-4525 Genevieve McDonald (207) 266-5113	18 MS Harborfest Lobster Boat Races Portland Yacht Services Portland
	<b>MARCH</b> 22-24 Maine Boatbuilder’s Show Portland Sports Complex Portland Info: (207) 774-1067		



# BOATBUILDER TERRY JASON PASSES OVER THE BAR

**Terence John Jason**

August 08, 1935 - October 30, 2018  
STEUBEN Terry Jason of Steuben, Maine was born on August 8, 1935, in Huntington, Long Island, New York. His parents were Elizabeth Bennett (Jason) and Theodore Jason.

He passed peacefully at home on October 30, 2018.

He always enjoyed greeting/meeting friends and family with a smile and sharing stories of fishing out of one of his boats that he built.

Following his grandfather’s trade, he built many lobster boats as well as pleasure boats. He was a talented wood worker, carpenter, and boat builder; served many years as Planning Board Chairman as well as Volunteer Fire Department of Steuben; and mentor to many future boat builders / owners.

He was survived by siblings, Maryann Devito, and Theodore, wife , Barbara, of 62 years; four children, Terry (Cindy) Orono; Tanis Ross (Don) Chinook, Montana, Donna Jason, Franklin; Michele Parks (Donny) Winterport; numerous grandchildren, great-grandchildren, and nephews and nieces.

At his request, no funeral services at this time.

Online condolences may be offered at [www.directcremationofmaine.com](http://www.directcremationofmaine.com)

STEUBEN – When you think of a Maine boatbuilder, one would think of someone who grew up in a coastal town surrounded by other boatbuilders on the coast of Maine. You would also think that when he was young he was constantly underfoot in those shops, watching and learning and finally would be put to work cleaning up shavings, cutting off bungs or painting bottoms. Slowly he would learn his trade from these fellows until it was time to go out and try it on his own. Well, that is not exactly how Terry Jason of Steuben learned to build boats.

Terry comes from a family of boatbuilders. One worked on small vessels and another worked on big ships. The one that worked on the big ships at the Todd Shipyard was Llywelyn Jasson, who escaped from Austria as a teenager. As a teenager he worked as a stable hand, which was common in Brooklyn in those days. He also worked for someone who used to race horses on Coney Island. Just after World War I, he started working at Todd Shipyard

as a carpenter. After leaving Todd Shipyard, he opened a little boatyard right next door, which did more maintenance than building. Later in life he taught at Boy’s Town in Tarrytown, New York and it is thought that he wrote a book on philosophy.

Terry added, “Actually how I got into boatbuilding was not so much because of them. I really started building boats about 1956 for the clamming trade. Nobody was lobstering off Long Island at that time so I started building clam skiffs and big tong boats.”

Terry had been taught how to be a carpenter building houses when he was young. He explained, “I grew up on Long Island. I was born and raised at Huntington until I was eight. My parents broke up, and we moved to Brooklyn. I started working with my grandfather when I was 12 or so. I worked just cleaning up and stuff. Doing what I could do. As a kid in grade school I used to play on the docks during the Second World War. We used to swim off the cork barges. The cork used to come in big thousand pound bales and being mischievous kids we’d roll them into the water and use them for floats. That was fun. When I was a kid I worked for Goldsmith’s Stationery Company and I would deliver packs of paper and different things all over Manhattan and Brooklyn. Then I worked on the docks as a longshoreman, because my other uncle got me a job there when I was 16. I did that for three or four years and then my mother remarried and we moved back out to the south shore of Long Island to West Islip. That is when I really started building boats. I was clamming and then building boats just in the winter time. One thing led to another, and then I quit the bay. I took the kids to Disney World and lived with my wife’s family down in Nashville, Tennessee for a time. When I came back, a buddy had figured out what he wanted for a boat. He also got three more boats ordered with deposits. So, as soon as I came back I went right into boatbuilding and I have been building boats full-time ever since.”

“We built a lot of boats,” explained Terry. “We built big tong boats. They were 42 and 44 feet. All of the boats that we build down there, not all the boats, but most of them, were hard chine boats. The Great South Bay is real choppy so you wanted a real fine entrance, but real wide and that worked out for them. And then during the

winter those tong boats had to be able to break anywhere from 10 to 20 inch ice. It is just a different boat, different work. I graduated from building clam boats into lobster boats. I even built a few sailboats. Now before I moved to Maine I did work for Seafarer Yachts for about five years. We built nothing but big sailboats. In fact we got up to about 335 employees. Then I left and went back fishing for a while and at that point that is when I started to think about moving to Maine. Then I finished a few bare hulls. In fact, I came up a month after Repco went into business to buy a bare hull from them.”

“We really wanted to get off Long Island in the early to mid-1970s,” added Terry. “Long Island was getting to damn crowded. There were just a lot of people moving out from the city. We sat down and had a nice family meeting between the kids. My boy had just started college, I had two girls one in high school and one in grade school and Michelle was a little baby. We all decided let’s get the hell off Long Island. Then they put a stop light at the end of the street and that was it.”

“I knew I couldn’t come up here and go clamming or lobstering, I didn’t know the bottom or the water,” continued Terry. “Down there I did some gillnetting, but that wasn’t going to work out either. We sold the house, got everything together and found an ad for a home in Belfast, for rent with an option to buy. It was own by a Mary Best and she lived in Park Slope, Brooklyn. She was an heir to the Best family who has department stores; I guess it was their summer home at one time. It was originally owned by the Strout family, who made sauerkraut there. To make a long story short, after we lived there six months, we had a fire



**Terry Jason**

and the whole place burned down.”

Terry built three boats there, two big skiffs and a small lobster boat and then went to work for Glenn Holland for two weeks. Terry added, “Then I got two more orders so...that was right in transition, and we moved to Winterport to a house with an old gas station right on Main Street. I built in that two-car garage. We did those skiffs in 16, 18, 20, 22 and 24 all in wood. The 24 was used for gillnetting down in New York. A big flat bottom skiff is all it is. We were there not quite three years. Then we bought this property in Steuben. I put the shop up first and we rented a house right in town, a big old white mansion kind of house. That was a nice house. I think the first boat that I had in there was the MARGUERITE G. We were going to take a mould off of it for Glenn Holland. We also took a mould of a little plug, a 22 footer that Glenn had. Then I got the bright idea, I would go to see Calvin and talked to him about building me a 25 foot

**Continued on Page 19.**



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# News from Woods Hole Oceanographic Institute



Photo by Drew Bewely, Woods Hole Oceanographic Institution

## Climate Change Likely Caused Migration, Demise of Ancient Indus Valley Civilization

More than 4,000 years ago, the Harappa culture thrived in the Indus River Valley of what is now modern Pakistan and north-western India, where they built sophisticated cities, invented sewage systems that predated ancient Rome's, and engaged in long-distance trade with settlements in Mes-

opotamia. Yet by 1800 BCE, this advanced culture had abandoned their cities, moving instead to smaller villages in the Himalayan foothills. A new study from the Woods Hole Oceanographic Institution (WHOI) found evidence that climate change likely drove the Harappans to resettle far away from the floodplains of the Indus.

Beginning in roughly 2500 BCE, a shift in temperatures and weather patterns over

the Indus valley caused summer monsoon rains to gradually dry up, making agriculture difficult or impossible near Harappan cities, says Liviu Giosan, a geologist at WHOI and lead author on the paper that published Nov. 13, 2018, in the journal *Climate of the Past*.

"Although fickle summer monsoons made agriculture difficult along the Indus, up in the foothills, moisture and rain would come more regularly," Giosan says. "As winter storms from the Mediterranean hit the Himalayas, they created rain on the Pakistan side, and fed little streams there. Compared to the floods from monsoons that the Harappans were used to seeing in the Indus, it would have been relatively little water, but at least it would have been reliable."

Evidence for this shift in seasonal rainfall—and the Harappans' switch from relying on Indus floods to rains near the Himalaya in order to water crops—is difficult to find in soil samples. That's why Giosan and his team focused on sediments from the ocean floor off Pakistan's coast. After taking core samples at several sites in the Arabian Sea, he and his group examined the shells of single-celled plankton called foraminifera (or "forams") that they found in the sediments, helping them understand which ones thrived in the summer, and which in winter.

Once he and the team identified the season based on the forams' fossil remains, they were able to then focus on deeper clues to the region's climate: paleo-DNA, fragments of ancient genetic material preserved in the sediments.

"The seafloor near the mouth of the Indus is a very low-oxygen environment, so whatever grows and dies in the water is very well preserved in the sediment," says Giosan. "You can basically get fragments of DNA of nearly anything that's lived there."

During winter monsoons, he notes, strong winds bring nutrients from the deeper ocean to the surface, feeding a surge in plant and animal life. Likewise, weaker winds other times of year provide fewer nutrients, causing slightly less productivity in the waters offshore.

"The value of this approach is that it gives you a picture of the past biodiversity that you'd miss by relying on skeletal remains or a fossil record. And because we can sequence billions of DNA molecules in parallel, it gives a very high-resolution picture of how the ecosystem changed over time," adds William Orsi, paleontologist and geobiologist at Ludwig Maximilian University of Munich, who collaborated with Giosan on the work.

Sure enough, based on evidence from the DNA, the team found that winter monsoons seemed to become stronger—and summer monsoons weaker—towards the later years of the Harappan civilization, corresponding with the move from cities to villages.

"We don't know whether Harappan caravans moved toward the foothills in a matter of months or this massive migration took place over centuries. What we do know is that when it concluded, their urban way of life ended," Giosan says.

The rains in the foothills seem to have been enough to hold the rural Harappans over for the next millennium, but even those would eventually dry up, likely contributing to their ultimate demise.

"We can't say that they disappeared entirely due to climate—at the same time, the Indo-Aryan culture was arriving in the region with Iron Age tools and horses and carts. But it's very likely that the winter monsoon played a role," Giosan says.

The big surprise of the research, Giosan notes, is how far-flung the roots of that climate change may have been. At the time, a

"new ice age" was settling in, forcing colder air down from the Arctic into the Atlantic and northern Europe. That in turn pushed storms down into the Mediterranean, leading to an upswing in winter monsoons over the Indus valley.

"It's remarkable, and there's a powerful lesson for today," he notes. "If you look at Syria and Africa, the migration out of those areas has some roots in climate change. This is just the beginning—sea level rise due to climate change can lead to huge migrations from low lying regions like Bangladesh, or from hurricane-prone regions in the southern U.S. Back then, the Harappans could cope with change by moving, but today, you'll run into all sorts of borders. Political and social convulsions can then follow."

Also collaborating on the study was Ann G. Dunlea, Samuel E. Munoz, Jeffrey P. Donnelly, and Valier Galy of WHOI; William D. Orsi of Ludwig-Maximilians-Universität München; Marco Coolen and Cornelia Wuchter of Curtin University in Australia; Kaustubh Thirumalai of Brown University; Peter D. Clift of Louisiana State University; and Dorian Q. Fuller of University College, London.

The work was supported by the National Science Foundation's Division of Ocean Sciences and internal WHOI funds.

## Alvin Submersible Makes 5,000th Dive

In November 2018, the human-occupied research submersible *Alvin* made its 5000th dive. In over 50 years of service to the ocean science and engineering community, *Alvin* has shown us more about the deep ocean than anyone ever thought possible. (Photo by Luis Lamar, ©Woods Hole Oceanographic Institution)

*"Alvin revolutionized our understanding of the extremes that life can tolerate and caused us to re-think the origin of life on our planet."* - Adam Soule, NDSF Chief Scientist

*Alvin*, the country's only deep-diving research submersible capable of carrying humans to the sea floor, reached another milestone in its long career on November 25, 2018, when the sub made its 5,000th dive during an expedition to the Guaymas Basin in the Gulf of California.

Officially commissioned June 5, 1964, the Navy-owned and Woods Hole Oceanographic Institution (WHOI)-operated sub has been through a series of upgrades and advances that have completely re-made the vehicle and vastly expanded its capabilities. As a result, *Alvin* has remained at the forefront of ocean science and exploration for over 50 years.

On a 1977 expedition, scientists using *Alvin* made an astounding discovery—jets of hot, chemical-rich fluids flowing from the seafloor. With the **discovery of these hydrothermal vents**, *Alvin* enabled scientists to solve a puzzling riddle about heat flow from the planet's crust into the ocean. It also gave them their first look at communities of deep-sea organisms where they previously thought little—if any—life existed. Out of the reach of sunlight, the communities were not fueled via photosynthesis, but rather by chemosynthesis, utilizing the chemicals flowing from the seafloor.

*"Alvin revolutionized our understanding of the extremes that life can tolerate and caused us to re-think the origin of life on our planet,"* says Adam Soule, Chief Scientist for the National Deep Submergence Facility (NDSF), which operates the sub and other underwater vehicles, such as the remotely operated vehicle *Jason*, for the entire oceanographic community. "The sub also

**Continued on Page 20.**



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# Seventies Memories: Decoys and Incoming Tides

By Lee S. Wilbur

“Get down. Here they come. Steady now. Let em' set their wings....Now!!

Sun has just poked it's first rays over Cranberry island. Moment we've been waiting for since dropping into bed the night before. Wake at 3 AM, look at alarm clock. Another hour to go. Two rings at four before I locate the cussed thing and that tiny switch on top. Time to haul on the long Johns, pair of old jeans over and waterproof overhauls. Then shirts and old military sweater, cuff down hot cup of tea cooled by tap water, perhaps a piece of toast depending on finding the partial loaf the kids left from dinner. Grab the shorter gun in semi-waterproof case....semi because I never get around to either buying a new case cause I don't want to offend the “Good luck Genie”, or I'M JUST TOO DAMNED CHEAP. Whatever propels my reluctance never makes sense because the old “Mahogany-Ward 12 ga.” I paid \$55 for at Young's Store...Lo those many, many... years ago and now a distant memory (the store that is) is still the best game-getter in my closet.

The many patched “MFG” tri keeled fiberglass skiff is loaded on the trailer and waiting at the boat shop. Just have to locate which door I hid the key over night before. Hit the switch to raise main door. Back in trying to locate skiff and trailer in back-up lights. Hook up. Drive into the yard hoping I've cleared the door once again. Stop, hit the overhead switch, wait for it's interminable slide to the floor. Replace the key hoping this was the right door and head down over the hill to the new Manset launching ramp. What a pleasure. No longer the worry of getting stuck on the beach...although in our many launches never did...just another

3AM false concern to keep the lids open.

Crack of lightish gray cracks the morning sky as I crank the old 10hp “57” Johnson and it's proud smearings of camouflage greens into life and scale across the harbor for Beal's Wharf to pick up hunting partner “Den the Pill-pusher” who prefers not to drive clear around the Harbor of Southwest, some 2+ miles but be picked up a few hundred yards from his current place of abode having carried shot gun, thermos, extra jacket, perhaps a sandwich or two, flashlight and whatever necessity comes to mind.

Set and head out. Weave our way amongst lobster boats ready to leave harbor as well. We're soon abreast of “Wellington Ledge,” so-nicknamed and not to be discovered on any chart because the Family Wellington owns this long strip of shore frontage and the ledge runs alongside for most of it. No good for duckin' though. Too close in to the harbor.

Den keeps an eye on the buoys as I throttle up to planning speed and we head out for our favorite ledge. Then the difficult part begins. Debate. You'd think life depended on where and how to set the “towlers”. Now we have only hunted Greenings Island Ledge since we were in High school. We know what the tide is going to do at any phase, where we've set at what time, how today's wind direction will affect which location and could account for the number of downed birds and divers on any given hunt...if we debated long enough. Age and experience insignificant....so we go through standard drill of debate before setting a the decoys as sun starts to scale up and birds start to fly.

Decoys set, tangles untangled, we're hunkered as low as possible in a low free-

board skiff and Den then remembers he needs to load his shotgun as first singles round the ledge, take quick look at what we intend there be some old acquaintances and either set their wings or flare off.

Decoys have been a part of my life since a youngster. My father the doctor-sportsman built the first set in our basement from patterns developed by Wendell Gilley, Southwest Harbor's renowned bird carver, our next door neighbor....my second home (they had first Television set in the neighborhood as well) Wendell, Austin Gott, a local contractor, Dad, and I used to hunt the majority of available Saturday mornings (available meaning weather, tides vs, sun ups, and open season for Coot which ran from October first until December 31<sup>st</sup>). I can remember hunting day after Thanksgiving but seldom day after Christmas.... couldn't wrap on enough clothing, no-way no-how.

“Back then” and I have to use the term warily...”50's and 60's”...Coot ruled. Were the only sea ducks along our stretch of the coast. Only one hunt I remember when I happened to be hunting during a school vacation with a local game warden when we

towed a flight of Eiders who becoming severely confused, bunched up, and giving us no recourse other than to shoot as many as possible. Bag limit I think was 6 or 7 birds apiece and we easily limited out that morning.

Fast forward to late 60s, early 70s. Army service over, married, college time dragging, back to Southwest on weekends and vacations, hunting coot had sidelined to an occasional event. And, something was changing on the water. Weren't as many birds. More “Dippers and buffleheads” than coot. First wife Heidi and I did set towlers we'd borrowed from my old Shop teacher and mentor Les King and limited out (plus) one late fall morning. It was fun, just did not carry the weight like coot gunning.

WARNING...Stay tuned and I'll bring this discourse to an end next month if the “tree huggers haven't discovered my whereabouts.



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# U. S. NAVY NEWS



**YOKOSUKA, Japan (Nov. 27, 2018) The Arleigh Burke-class guided missile destroyer USS John S. McCain (DDG 56) is pulled towards a pier after departing from a dry dock at Fleet Activities Yokosuka. McCain is departing the dock after an extensive maintenance period in order to sustain the ship's ability to serve as a forward-deployed asset in the U.S. 7th Fleet area of operations.**

(U.S. Navy photo by Mass Communication Specialist 2nd Class Jeremy Graham/Released)

## USS John S. McCain Leaves Dry Dock, Continues Repairs in Yokosuka

From NAVSEA Public Affairs and C7F Public Affairs

YOKOSUKA, Japan (NNS) -- USS John S. McCain (DDG 56) achieved a major milestone this week as it successfully launched from dry dock and moored pierside at Commander, Fleet Activities Yokosuka, Nov. 27. This milestone is an important step in the ongoing effort to repair and restore one of the U.S. Navy's most capable platforms, and re-

flects nearly a year's worth of wide-reaching and successful coordination across multiple organizations. The ship entered dry dock at the Navy's Ship Repair Facility and Japan Regional Maintenance Center (SRF-JRMC) Yokosuka in February.

"After the initial repair assessments were conducted, we had to quickly mobilize and determine the most critical steps to develop an executable repair and modernization plan," explained Deputy Commander for Surface Warfare and Commander, Navy

Regional Maintenance Center (CNRMC), Rear Adm. Jim Downey. "As we began the restoration process, we assembled cohesive teams capable of delivering both materially ready and more modernized ships to the fleet."

To begin the repair and restoration effort, the Navy immediately reached out to personnel at Bath Iron Works (BIW) in Bath, Maine. BIW is the company that originally constructed the ship and currently serves as the planning yard for work on in-service Arleigh Burke-class destroyers. The BIW employees worked alongside representatives from Naval Sea Systems Command's (NAVSEA) Supervisor of Shipbuilding, also in Bath, Maine, to conduct a material assessment of the ship. That information was then used by SRF-JRMC and the local Japanese repair contractor, Sumitomo Heavy Industries, to plan and swiftly execute the work ahead.

The McCain crew has been involved in every aspect of the availability.

"I'm proud of and thankful for every person who has worked together to move USS John S. McCain another step closer to both normalcy and sailing again with U.S. 7th Fleet," said Cmdr. Micah Murphy, commanding officer, USS John S. McCain. "There is still a lot of work to be done, but I remain impressed by the incredible teamwork, determination and flexibility shown daily by this crew as well as the SRF Project Team to return a better, more lethal warship to the fleet."

Today, McCain has a fully restored hull, a new port thrust shaft, and newly construct-

ed berthing spaces.

The ongoing availability also includes completing maintenance work that had previously been deferred, which reflects the Navy's commitment to ensuring that required maintenance on ships is no longer deferred. Additionally, the U.S. Pacific Fleet implemented a new force generation model to protect maintenance, training, and certification requirements prior to operational tasking for ships forward-deployed to Japan, like John S. McCain.

The ship's crew worked alongside personnel from NAVSEA's Naval Surface Warfare Center (NSWC) Philadelphia and Port Hueneme divisions who were challenged to develop a test plan concurrent with repair efforts.

The complex repair and restoration required support and collaboration from all aspects of the U.S. Navy maintenance enterprise, including NSWC Philadelphia and NSWC Port Hueneme; Engineering Directorate (SEA 05); Deputy Commander for Surface Warfare (SEA 21); Commander, Navy Regional Maintenance Center (CNRMC); Southwest Regional Maintenance Center (SWRMC); Southeast Regional Maintenance Center (SERMC); Mid-Atlantic Regional Maintenance Center (MARMC); Puget Sound Naval Shipyard (PSNS); and Forward Deployed Regional Maintenance Center (FDRMC) Naples and Rota detachment.

Over the next few months, efforts will focus on testing the repaired ship's systems in preparation for a return to operational tasking.

# U. S. COAST GUARD NEWS

## Coast Guard medevacs sick fisherman 42 miles off Nantucket

11 November  
BOSTON — A Coast Guard Air Station Cape Cod helicopter crew medevaced a sick 54-year-old man from the 87-foot fishing boat Generation Sunday night 42 miles off Nantucket.

The captain of the Generation contacted the Coast Guard at approximately 5:20 p.m. and requested assistance for his sick crew member.

An MH-60 Jayhawk helicopter crew arrived on scene and hoisted the patient to the helicopter.

The aircrew flew the man to Massachusetts General Hospital for further care.

The patient was reported to be in stable condition at the time of the transfer.

## Coast Guard rescues 4 fishermen 60 miles off Maine coast

14 November  
BOSTON — The Coast Guard rescued four fishermen Wednesday after abandoning their boat off the coast of Rockland.

The captain of the 76-foot fishing vessel Aaron & Melissa II radioed watchstanders at Coast Guard Sector Northern New England at approximately 7:45 a.m., reporting the fishing boat was taking on water.

An HC-144 Ocean Sentry aircraft and MH-60 Jayhawk helicopter aircrews launched from Air Station Cape Cod and located the raft and fishermen.

A rescue swimmer deployed from the helicopter and hoisted all four fishermen to the helicopter.

The aircrew landed at Brunswick Executive Airport in Brunswick, Maine, where they were met by emergency medical service personnel and transported to Mid Coast Hospital.

The fishermen were reported to be in good condition.

The weather was reported to have 20-foot seas, 30-knot winds, and the water temperature 50 degrees.

## Cutter Spencer returns to Boston after 80-day counter-narcotic patrol

15 November  
BOSTON — The crew of Coast Guard Cutter Spencer returned to its homeport of Boston Monday after an 80-day patrol in the Eastern Pacific interdicting drugs, rescuing sea turtles, and saving a mariner off the coast of North Carolina.

During the deployment in the Eastern Pacific, Spencer's crew interdicted a smuggling vessel with 4,497 pounds of cocaine on board, an estimated street value of \$65 million.

The crew also rescued two sea turtles entangled in fishing nets, including a Hawksbill sea turtle.

On the return home from their deployment, the crew of the Spencer diverted to assist in a search and rescue case off the coast of Cape Hatteras, North Carolina. The crew rendezvoused with the crew of the 48-foot sailboat, Marie Elena, at approximately 7:30 a.m., Saturday, launched their small boat crew and transported the distressed 57-year-old crew member aboard the cutter.

An MH-60 Jayhawk helicopter crew from Air Station Elizabeth City, North Carolina, hoisted the crew member from the Spencer and transported him to Sentara Norfolk General Hospital in Norfolk, Virginia.

Spencer's crew also participated in hurricane recovery efforts during Hurricane Florence.

"The crew of the Spencer is looking forward to spending the holiday season with family and friends after a successful and eventful 80-day patrol," said Cmdr. John McTamney, commanding officer of Spencer.

Spencer is a 270-foot medium endurance



**The four crew members of the AARON & MELISSA II and the Aircrew that rescued them.**

ance cutter with a crew complement of 100.

## Coast Guard, local agencies find sunken barge off Nahant

5 December  
BOSTON — The Coast Guard and partner agencies located the missing barge, Dredge 200, Wednesday after it capsized and sank earlier this week in Broad Sound approximately two miles southeast of Nahant.

The barge's location was confirmed by a contracted company using multi-beam sonar just north of the North Channel, the major shipping lane into Boston Harbor, in approximately 100-feet of water.

Close coordination with the Boston Harbor Pilots was crucial to ensure maritime commerce impacts were limited and deep draft vessels carrying vital goods were able to safely transit into Boston.

Officers from Massachusetts Environ-

mental Police, Massachusetts State Police, and Quincy Police departments arrived on scene Monday and began the search with side-scan sonar equipment.

Tuesday, the crew on the Quincy Police boat Guardian located an anomaly with their side-scan sonar equipment consistent with the characteristics of the sunken barge.

"I am grateful for the rapid and sustained support of our partner agencies," said Capt. Eric Doucette, Sector Boston commander. "Search conditions were not ideal, but the expert operators and boat handlers of the Massachusetts State Police, Massachusetts Environmental Police, and Quincy Police were still able to accomplish great things."

Thursday, contractors are scheduled to send a remotely operated underwater vehicle to further inspect and verify the condition of the barge and mark its location.



# U. S. NAVY NEWS

The Navy’s enterprise leadership continues to make improvements with routine, close oversight provided by the fleet commanders and the Navy staff to generate ready ships and aircraft on-time and on-plan. Improved ship-class maintenance plans are capturing a more robust understanding of fleet maintenance requirements, and the elimination of work deferrals are improving the material condition of the fleet.

This summer, Secretary of the Navy Richard V. Spencer inducted Sen. John S. McCain III into the ship’s official namesake alongside his father and grandfather in a ceremony on board, July 12. The crew’s messdecks, known as the Maverick Café, re-opened for business on Nov. 19, the late Senator’s birthday.

John S. McCain is forward-deployed to Yokosuka, Japan as part of the U.S. Seventh Fleet. The ship is expected to complete repairs in late 2019.

## USS Zumwalt Holds Change of Command

From Carrier Strike Group NINE Public Affairs

SAN DIEGO (NNS) -- USS Zumwalt (DDG 1000) hosted a change of command ceremony Nov. 27 at Naval Station San Diego.

Capt. Andrew Carlson relieved Capt. Scott Tait and assumed duties as the third commanding officer of USS Zumwalt in a ceremony attended by distinguished visitors, family, friends and crew.

Tait, a native of Brighton, Michigan, and a 1992 graduate of the University of Michigan, assumed command in December 2016 and led Zumwalt through many of the ship's "firsts." During his nearly two-year tour, Tait led the Navy's newest and most advanced warship through numerous certifications, evaluations, and operational testing that brought a tremendous amount of knowledge to the Zumwalt-class program.

During the ceremony, Tait credited his crew, along with the Zumwalt program office, waterfront maintenance and training teams, warfighting development centers, and industry partners, for overcoming many challenges and finding solutions to increase their support to the fleet.

"The teamwork, resilience, technical excellence and extraordinary professionalism of this team are the foundation of everything we have accomplished," said Tait of USS Zumwalt's crew. "And Admiral Zumwalt's spirit of innovation and meritocracy is alive and well here."

The guest speaker for the change of command was Rear Adm. Dan Dwyer, commander, Carrier Strike Group (CSG) 9. Dwyer spoke of what Tait and Zumwalt's

crew accomplished over the last two years.

Tait was awarded the Legion of Merit Medal during the ceremony. Tait will retire after more than 26 years of distinguished service.

Carlson, a native of Chicago and 1995 graduate of the U.S. Naval Academy, became USS Zumwalt's third commanding officer following previous leadership assignments as commanding officer of USS Higgins (DDG 76), and the coastal minehunter crew Endurance, embarking USS Heron (MHC 52), USS Cardinal (MHC 60), and USS Cormorant (MHC 57). Carlson said he looked forward to the opportunities and challenges of commanding Zumwalt.

## Future USS Michael Monsoor Departs Naval Station Guantanamo Bay

From PCU Michael Monsoor Public Affairs

GUANTANAMO BAY, Cuba (NNS) -- The future USS Michael Monsoor (DDG 1001), the second Zumwalt-class guided-missile destroyer, departed Naval Station Guantanamo Bay after completing a port visit Nov. 19-21.

"I have been coming to Naval Base Guantanamo for nearly three decades and I've always been impressed with the level of commitment and service of the Sailors, Marines, Soldiers, Airmen, and Guardsmen here," said Capt. Scott Smith, commanding officer of Michael Monsoor. "It's only in later years that I've come to appreciate the logistical and strategic importance of our oldest overseas base. This is a maritime forward operating location that serves the joint force and partner nations well and I am pleased that we could be part of its rich history."

While inport, Michael Monsoor utilized the base's gun range by holding an M500 gunshoot, took advantage of the many Morale, Welfare, and Recreation facilities, and facilitated key leader engagement by providing tours for area leadership. Capt. John Fischer, Commander, Naval Station Guantanamo Bay and Command Master Chief Nicholas Messina, Naval Station Guantanamo Bay visited the ship while pier-side and joined Capt. Smith and Michael Monsoor's Command Master Chief, Master Chief Petty Officer Patrick A. Tummins, on air at American Forces Network (AFN) Guantanamo Bay, the radio station on base, the following day.

The ship is named for Master-at-Arms 2nd Class Michael A. Monsoor. Monsoor was a Navy SEAL who was posthumously awarded the Medal of Honor for his heroic actions in Ramadi, Iraq, Sept. 29, 2006, when, to save the lives of those around him,



**BOSTON (Dec. 1, 2018)** The crew of the Navy's newest Arleigh Burke-class guided-missile destroyer, USS Thomas Hudner (DDG 116), brings the ship to life during its commissioning ceremony. Thomas Hudner is the 66th Arleigh Burke-class destroyer and the first warship named for Capt. Thomas J. Hudner, Jr., who earned the Medal of Honor for his actions while trying to save the life of his wingman, Ensign Jesse L. Brown, during the Battle of Chosin Reservoir in the Korean War.

(U.S. Navy photo by Mass Communication Specialist 2nd Class John Benson/Released)

he threw himself onto a grenade that had been lobbed onto the rooftop where he was positioned.

The Zumwalt-class features a state-of-the-art electric propulsion system, a wave-piercing tumblehome hull, stealth design and the latest war fighting technology and weaponry available.

Michael Monsoor is currently transiting to San Diego, and, upon arrival, will begin a combat availability and then undergo a combat test period. The ship is scheduled to be commissioned into the Navy January 26, 2019, in Coronado, CA.

## USS Thomas Hudner brought to life in Boston

From Commander, Naval Surface Force, U.S. Pacific Fleet Public Affairs

Boston, MA (NNS) -- The Navy commissioned its newest surface combatant, USS Thomas Hudner (DDG 116), December 1 during a ceremony in Boston.

Thomas Hudner, commanded by Cmdr. Nathan Scherry, a Peculiar, Missouri native, is the 66th Arleigh Burke-class destroyer, and the 36th DDG 51 class destroyer built by General Dynamics Bath Iron Works (BIW). It is the first warship named for naval aviator and Medal of Honor recipient Capt. Thomas J. Hudner, Jr.

Capt. Hudner, a native of Fall River,

**Continued on Page 21.**

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NEWS FROM THE DEPARTMENT OF MARINE RESOURCES

State of Maine Land for Maine's Future Program Issues Call for Proposals

AUGUSTA - The Land for Maine's Future (LMF) Board is seeking proposals for Working Waterfront Access Protection Program (WWAPP) projects. The Board will make awards up to approximately \$2 million from Land for Maine's Future (LMF) bond funds.

The Maine Working Waterfront Access Protection Program provides funds to protect and secure commercial fishing access in Maine. WWAPP requires future development of funded property retain its use for commercial fishing and closely related activities.

A copy of the Working Waterfront Access Protection Program (WWAPP) workbook, which includes all information necessary to apply for LMF funds, can be

obtained online.

Eligible applicants for WWAPP proposals include private individuals, and business entities, non-profit land conservation organizations, counties, cities, towns and state agencies. Contact Matthew Nixon, Maine Coastal Program deputy director, 207-287-1491 with any questions.

To apply for WWAPP funds, a project MUST be sponsored by the Maine Department of Marine Resources (DMR). In order to receive a sponsorship, applicants are encouraged to submit a letter of intent (LOI) by Friday, Jan. 4, 2019. Details on the LOI can be found in the WWAPP Workbook located at the link above.

WWAPP proposals must be submitted to Matthew Nixon at the Maine Coastal Program, ME DMR, 21 SHS, 32 Blossom Lane, Augusta, ME 04333-0022 by March 22, 2019 at 5 p.m. EST. Proposals received after this day and time will not be considered.

New Marine Patrol Vessel Helps Stonington Patrol

STONINGTON - The Maine Marine Patrol has launched a new boat in Stonington to support its work patrolling Maine's most lucrative fishing port.

The new 26-foot Patrol Vessel Moxie, built by Biddeford-based General Marine replaces a 21-foot Boston Whaler. "The PV MOXIE's name represents the courage and determination of Marine Patrol Officers," said Marine Patrol Colonel Jon Cornish.

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

"This is a much-improved platform for



Pictured with the new Patrol Vessel MOXIE are MPO Daniel Vogel (left) and Tyler Sirois

patrol activity in this very busy fishing port," said Colonel Cornish.

"Prior to having this vessel in Stonington, Officers had to bring a larger boat from either Rockland or Mount Desert Island to haul lobster gear as part of routine patrols. Now, they have a local vessel they can use to haul and inspect lobster gear without having to bring a vessel from another patrol area.

"This saves valuable time and allows us to maintain assets in the other areas," said Colonel Cornish. "Stonington has consistently been the most lucrative port in terms of the value of landings, so we believe it is critical to invest in improved Patrol assets in this area."

MOXIE, a General Marine Blue Water 26, has a full keel for running gear protection and lateral stability, molded in spray rails and flair in the bow for a dry ride. "This hull

design ensures excellent handling, stability, and maneuverability and allows Officers to access areas near shore where larger boats are unable to go," said Colonel Cornish.

The hull is constructed of solid, high tech fiberglass. All hardware is 316 stainless steel above the waterline and silicon bronze below the waterline. The deck and interior are fully molded with diamond nonskid and molded in hatches. MOXIE is powered by a Volvo D6 310 engine and outfitted with a full electronics package for navigation.

Total cost for MOXIE was \$193,270, of which \$160,000 was paid for through a Joint Enforcement Agreement with the National Marine Fisheries Service, which provides the Maine Marine Patrol funding to support federal fisheries enforcement. The remainder of the cost was covered by the Department.

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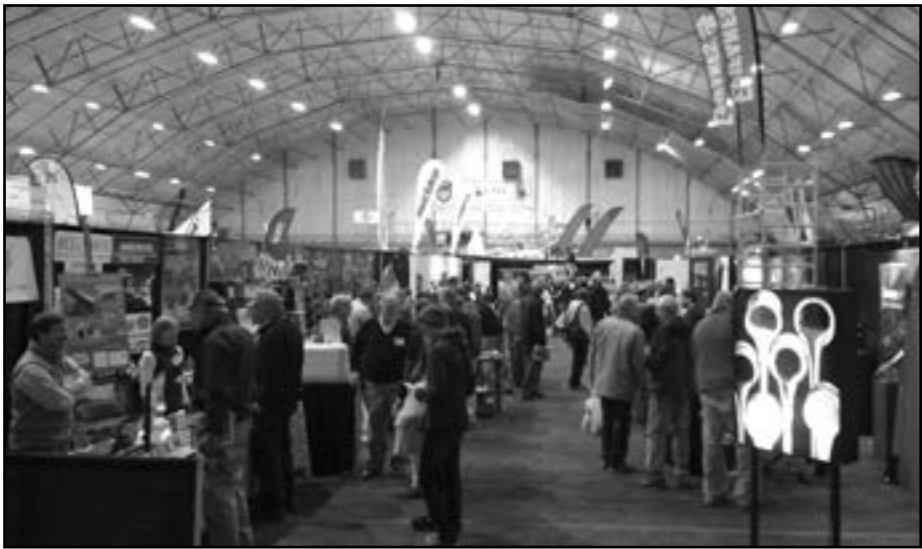
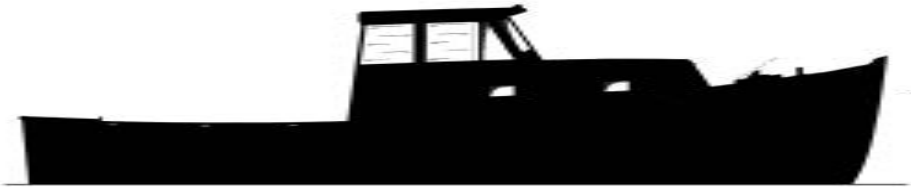
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Commercial Fishing News

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

From the Director -

Here’s wishing everyone a very Merry Christmas and a Happy New Year! It doesn’t seem possible that we have already had Thanksgiving and are in the middle of December already. I am so glad that I read Jon Johansen’s post yesterday, which stated that he was heading for deadline today. For some reason, I can’t always depend on cyberspace to carry me over. It seems that a lot of people have been having problems with their social media, as well as people taking our identity to make new friends. That can be a little scary in my Baby Boomer mind.

We had a DELA meeting last Thursday, December 6th at Tan Turtle (former Jasper’s) in Ellsworth. I want to say that the service and the food was very good! Thank you to all that helped to make it possible. To update you, we had a very good introduction and presentation from Kylie Bragdon, of Winter Harbor. She is taking a survey of fishermen in the range of 18 to 48, with the “younger” generation in mind. We told her that eliminates most of us……except for maybe two on our DELA Board. In all honesty though, she has a very good plan and point that she is making. She wants to see where the younger folk “are at” in our fishery, with their future in mind. Her contact information is kbragdon207@gmail.com and her phone is 207 266-8590 if you are interested in helping her with her survey. One quote that was mentioned, was “the fishery looks a lot different to you when you are 60 compared to when you are 30 years of age.”

This is definitely food for thought, as most of us are conserving the resource and maintaining our laws to protect the next generation. This also took in mind that the participation of younger folk would be much appreciated and welcomed. Since I have been back on the water, I have met some very helpful and personable young folk that make us proud. Please consider joining an association and keep our fishery alive and well. I am extending an invitation to any of you reading this message. Our membership information is in this issue of Maine Coastal News.

TRT Representative, John Williams gave us an update on the whale issue. He was very candid and honest with us. It was a very difficult meeting, as most of these people in the whale community Do Not Care if we fish or not. This can be very hard for us to believe, but it is true, as we all need to eat and survive in this world, financially as well. Three states have decided to concede and try ropeless fishing, Massachusetts, Florida and Georgia. They have no other choice at this time, if they want to continue lobstering. He also stated not to buy bigger rope, as every rope that was tested broke at 1700 pounds. This rope is being tested at the DMR in Boothbay due to the fact that they have a rope breaking machine. Thank you, John!

We also discussed that this is a serious problem, especially looking at the future. The DELA Board of Directors unanimously voted to donate \$1,500.00 to the MLA (Maine Lobstermen’s Association’s) Legal Fund. “We are all in this

together and need to help support saving our future fishery.”

I also had the letter passed around that was composed to Gov. Elect Janet Mills in support of continuing our Commissioner, Patrick Keliher. This was another combined effort of our industry working together in agreement. The Associations were: Maine Aquaculture Association, Maine Lobstermen’s Association, The Alewife Harvesters of Maine, Maine Lobster Dealer’s Association, Maine Coast Fishermen’s Association, Downeast Lobstermen’s Association and Maine Elver Fishermen’s Association.

One of the quotes from the letter: “Right now, our industries are confronted by major issues on the water, in international markets and within several regulatory arenas that have major consequences for our ability to do business and remain profitable. The future success of Maine’s seafood industry depends on the continued strong leadership, stability, institutional knowledge and political capital that only Commissioner Keliher possesses.”

It would also be a big help if you can also contact Gov. Elect Mills if you support this decision to maintain the leadership that we have in place and

support our Commissioner.

With the New Year approaching us, we are continuously working with our bait situation and availability for the new season. We do not want to panic and start using baits that are not approved for our area. This could also hurt more than help our industry.

There are alternative baits out there that are approved by the DMR and is safe for lobster consumption without bad effects on our product. Please stay in touch and trust us with this, as we are all in this together.

Please stay safe on the water and Have a Great Holiday Season! Sheila

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Moratorium on Northern Shrimp Commercial Fishing Maintained Through 2021

Northern Shrimp Section Approves Addendum I to the FMP

In response to the continued depleted condition of the northern shrimp resource, the Atlantic States Marine Fisheries Commission’s Northern Shrimp Section extended the moratorium on commercial fishing through 2021. This three-year moratorium was set in response to the low levels of biomass and recruitment and the fact that, should recruitment improve, it would take several years for those shrimp to be commercially harvestable.

The 2018 Stock Assessment Update indicates the Gulf of Maine northern shrimp population remains depleted, with spawning stock biomass (SSB) at extremely low levels since 2013. SSB in 2018 was estimated at 1.3 million pounds, lower than SSB in 2017 (1.5 million pounds). Recruitment has also been low in recent years, with 2018 recruitment estimated at two billion shrimp. This is below the time series median of 2.6 billion shrimp. Fishing mortality has remained low in recent years due to the moratorium.

High levels of natural mortality and low levels of recruitment continue to hinder recovery of the stock. Predation contributes significantly to the natural mortality of northern shrimp and has been at high levels over the past decade. In addition, long-term trends in environmental conditions have not been favorable for the recruitment of northern shrimp. Ocean temperatures in the western Gulf of Maine have increased over the past decade, with warmer water temperature generally associated with lower recruitment indices and poorer survival during the first year of life. With ocean temperatures predicted to continue to rise, this suggests an increasingly inhospitable environment for northern shrimp in the Gulf of Maine.

Given this change in the environment and the lack of change in stock status despite the fishery being under a moratorium for the past five years, the Section debated current management approaches and if they are appropriate in the face of changing ocean conditions. Ultimately, the Section unanimously agreed to establish a working group to evaluate management strategies for northern shrimp given changes in species abundance, particularly as a result of changing ocean conditions. In February 2018, the Commission approved guidance that species management boards and sections could use to address shifts in species abundance and distribution. The Section will have the opportunity to use this guidance to determine if or what management changes should be made if the stock has no ability to recover.

While industry members advocated for re-opening the commercial fishery in order to evaluate the stock status and provide economic benefits to local fishermen, Technical Committee analysis showed there is little-to-no possibility of 2019 SSB being greater than it was in 2017, even in the absence of fishing. Given the low biomass of the stock, the Section did not establish a Research Set Aside; however, annual surveys including the summer shrimp survey and the Northeast Fisheries Science Center trawl survey will continue to collect important data on the stock.

The Section also approved Addendum I to the Interstate Fishery Management Plan for Northern Shrimp. The Addendum provides states the authority to allocate their state-specific quota between gear types in the event the fishery reopens. Finally, the Section established a second working group to review the existing Gulf of Maine Summer Northern Shrimp Survey. This working group will evaluate ways to improve the reliability and efficiency of the survey, including shifting to greater commercial industry involvement in the collection of data. Transitioning the shrimp survey to a commercial platform would be one of the options considered by the working group.

For more information, please contact Megan Ware, Fishery Management Plan Coordinator, at [mware@asmfc.org](mailto:mware@asmfc.org) or 703.842.0740.

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For more information, please contact Megan Ware, Fishery Management Plan Coordinator, at [mware@asmfc.org](mailto:mware@asmfc.org) or 703.842.0740.

U.S. Tackles Global Fisheries Challenges

The United States holds the distinction of being a global leader in conservation and sustainable fisheries. Because our nation is one of the largest consumers and importers of seafood in the world, U.S. standards for imported seafood have a major impact on the sustainability of the world’s fisheries and the estimated \$140 billion<sup>11</sup> in annual global seafood trade. In 2018, NOAA made significant progress in combating various challenges affecting our world’s fisheries, including fisheries resource sustainability, conservation of living marine resources, and ensuring that U.S. fishermen and seafood producers compete globally on a level playing field for their products.

NOAA Fisheries, through the work of the Office of International Affairs and Seafood Inspection, leads our nation’s efforts in the international fisheries arena.

Much of this work involves bilateral engagement, participation in regional fishery management organizations and commissions, overseas capacity building, and the administration of conservation-based trade regulations.

Combating Illegal, Unregulated, and Unreported Fishing

IUU fishing undermines international conservation and management, endangers global food security, and puts law-abiding fishermen and seafood producers at a competitive disadvantage.

Seafood Import Monitoring Program

In 2018, NOAA implemented the Seafood Import Monitoring Program to combat the threat of IUU fishing and seafood fraud. A key objective of SIMP is to eliminate the United States as a market for IUU-caught seafood. SIMP requires the data collection and reporting of the chain of custody information for 13 imported species vulnerable to IUU fishing—tracing them from their beginning overseas through their arrival in the United States. This helps prove that the seafood entering the U.S. markets was legally harvested and produced and is what it claims to be.

IUU Fishing Report to U.S. Congress

In addition to preventing IUU-caught seafood from entering U.S. commerce, NOAA Fisheries identifies nations whose vessels have engaged, or are engaging, in IUU fishing. Every 2 years, NOAA Fisheries issues a report to Congress with its findings and analyses of foreign IUU fishing activities on the high seas. In 2019, we will release our next report identifying nations whose vessels engaged in these activities, and provide updates on our ongoing work with previously identified nations to address these issues.

Tackling Global Marine Mammal Bycatch

Bycatch is considered the most immediate threat to many populations and species of marine mammals worldwide. Global data on marine mammal bycatch has been generally lacking, particularly species-specific data. For these reasons, marine mammals have presented an array of issues and challenges for conservation and management.

In 2018, NOAA Fisheries published the *List of Foreign Fisheries* which, for the first time, offers a globally comprehensive catalogue of commercial fisheries and the marine mammal bycatch associated with them. The LOFF—which includes the evaluation of 3,296 foreign fisheries that export fish and fish products to the United States—offers an unprecedented review of 138 nations’ regulatory programs addressing marine mammal bycatch in commercial fishing operations. The LOFF is a key component in implementing the import provisions of the Marine Mammal Protection Act. Those provisions require that nations exporting fish and fish products to the United States meet

comparable fishing standards for protecting marine mammals to those followed by U.S. fishermen.

Ensuring U.S. Competitiveness in the Global Seafood Trade

While NOAA Fisheries works to achieve conservation benefits, we also work to ensure the competitiveness of U.S. seafood in the global marketplace. In fact, nearly one-third of the seafood traded in the United States is certified by our Seafood Inspection Program. As the competent authority to issue health and catch certificates for seafood exported from the United States, we maintain and advance the excellent reputation of U.S. seafood in global markets. And we strive to ensure and advocate for—often through negotiated agreements with export market nations—fair and efficient access to those markets.

As a global leader, the United States has both the opportunity and responsibility to advance sustainable conservation and management practices, not only in our domestic fisheries but around the globe. In 2018, we continued to make significant progress toward those goals. Our ongoing work in the international arena advances the sustainability of global marine resources, and provides additional protections for our national economy, while leveling the playing field for law-abiding fishermen.

Learning about Atlantic Salmon in Greenland via Satellite Tags

For ten days in October, NOAA Fisheries biologist Tim Sheehan spent 6-8 hours each day with a local fisherman trolling slowly in Igaliko Fjord in southwest Greenland, hoping to capture pre-adult Atlantic salmon. Their plan: capture and release all fish alive with a pop-up satellite tag attached to as many as possible, and hope the tags stay on between 5 and 10 months, recording the environmental conditions and the animal’s behavior in the waters around Greenland and during their journey home.

Atlantic salmon are an endangered species. Once common in many rivers and streams in the Northeast, they are now found in only a few rivers in Maine. Adult Atlantic salmon return to the rivers where they were born to spawn after spending up to two years at sea, part of that time in the waters off Greenland. Our ability to increase the number of spawning adults partially depends on understanding more about where they go and what they do while at sea, including time spent around Greenland.

Marine migration of Atlantic salmon is still a mystery. Researchers have a “big picture” understanding of where they go – from rivers to the Labrador Sea to Greenland and back – but don’t know the details. Salmon tagged and ready for release.

“We tagged 12 adult salmon with satellite tags during our 2018 effort, which was lower than we hoped for,” said Sheehan, an

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# MISCELLANEOUS COMMERCIAL FISHING NEWS

Atlantic salmon researcher at the NOAA Northeast Fisheries Science Center's laboratory in Woods Hole, Mass. "The local fishers were talking about this being a poor salmon year in the Qaqortoq region, but this doesn't appear to have been the case elsewhere in Greenland. That highlights the region-specific dynamics of the species in Greenland, which we really don't know much about and is one of the many reasons we are doing this study."

### A Collaborative Effort

Sheehan and other NEFSC salmon researchers are not alone in their efforts. They are partnering with the Atlantic Salmon Federation (ASF); Vice President of Research and Environment Jonathan Carr arrived in Greenland a few days before Sheehan and deployed a few different types of traps to try and passively catch salmon. ASF was also able to involve local fishers from the Association of Fisheries and Hunters in Greenland (KNAPK), who provide local knowledge and assistance. Rounding out the team are researchers from Fisheries and Oceans Canada.

Tagging efforts will help researchers understand the marine migration dynamics of salmon returning to natal rivers from Greenland. Answers to questions like how many survive, where do they go and when do they get there, what environmental conditions do they prefer, and who predate on them and at what rates, will enable Sheehan and colleagues to ask more specific questions and to estimate future impacts from a changing climate. Tagging adults in Greenland compliments ongoing NEFSC efforts to tag smolts in Maine rivers with ultrasonic tags to investigate their early marine migration as they leave natal rivers and start to migrate to Greenland.

Slow fishing equals long days, an unpleasant development this year. During exploratory fishing in 2017, Sheehan and the local fisher he works with hooked 11 salmon and landed 7 during 10 hours of fishing. In 2018, the pair fished for 70-80 hours and landed 14 fish.

"That is why they call it fishing, and not catching," Sheehan said. He and colleagues tried different capture options, but trolling was the most successful by far and will be their primary method moving forward. 2018 was a Good Start

The tagging tube keeps fish stable while the tag is attached.

"Considering we didn't deploy all of our tags this year, we have a start on next year's equipment list as the tags can be reprogrammed and used in 2019," Sheehan said. "This year was a good start. We settled on our capture method and worked out some of the kinks of capturing, tagging, and releasing an Atlantic salmon on a small fishing vessel in Greenland. We have a few ideas to help streamline the process for 2019. We hope to get some good migration data back for the tags we deployed this year, and we plan to deploy more tags next year. Every little bit helps."

The fishing season for Atlantic salmon in Greenland is August to October. The fish grow very fast during that time, so focusing tagging efforts later in the season meant obtaining bigger fish to tag. Working with bigger fish is beneficial as the fish are more robust and likely able to handle the impact from the attached tag, known as a PSAT (pop-off satellite tag), better. Next year, Sheehan says they will try to extend their late season capture and tagging window by sending one person for two weeks and then another for two weeks, with little overlap to capture and tag as many larger fish as possible.

The tags Sheehan and colleagues are using are programmed to "pop-off" or release after either five months or ten months. Once released, the tag will float to the ocean surface and transmit its data to passing Argos satellites, which in turn send it to a ground station and to the researchers.

A previous three-year tagging project, in 2010-2012, put out 25 tags but only about half reported back. Of those, two tags lasted 9 months, three were lost to predation, and eight tags popped off within 30 days of being attached.

### Learning from the Past

"I wanted to get all the data we did receive analyzed and learn from that first tagging effort before putting out another group of tags," Sheehan said. "We learned a tremendous amount from that effort and collected a ton of novel data on the behavior of Atlantic salmon as they migrate along the coast of Greenland and begin to make their way back home."

Mark Renkawitz, a colleague at the Northeast Fisheries Science Center, just submitted a scientific paper for publication detailing that 2010-2012 effort. The team is excited to see the information get out to a

larger audience and to take what they learned and apply it to today's work. "We are optimistic that many of the tags we just put out will last and we will start getting data back in 2019," Sheehan said.

This research project is one of many occurring during the International Year of the Salmon (IYS) in 2019. IYS is an international effort to bring awareness to the plight of the species and to encourage the public to take actions that can help recover the population. "This tagging effort furthers one of the main goals of IYS: to develop a better understanding of the factors driving salmon abundance and the challenges Atlantic salmon face," Sheehan said.

### 2018 Northeast Fall Bottom Trawl Survey Completed

The Northeast Fisheries Science Center's 2018 Fall Bottom Trawl Survey aboard the NOAA Ship Henry B. Bigelow has been completed. The survey began on September 4 as scheduled and ended on November 13, finishing 83 percent of planned stations. Working With, and Around, the Weather and Vessel Repairs

The Northeast Fisheries Science Center's 2018 Fall Bottom Trawl Survey aboard the NOAA Ship *Henry B. Bigelow* has been completed. The survey began on September 4 as scheduled and ended on November 13,

finishing 83 percent of planned stations (314 of 377).

The NOAA Ship *Henry B. Bigelow* supports a variety of marine research. The NEFSC's twice-yearly bottom trawl survey of fish and invertebrates is the longest running of its kind in the world, and collects data used to understand changes in marine life and their habitats over time.

### Resource Sampling

During Leg 1, Hurricane Florence passed through south of Delaware Bay, yet operations continued by adjusting the survey track. Some planned inshore stations in the storm's path were not sampled. Still, Legs 1 and 2 were the most productive for this survey.

Leg 3 left on schedule to cover Southern New England and Georges Bank. About midway through the leg, strong winds forced operations away from eastern Georges Bank and into Cape Cod Bay. While sampling there, crew members discovered a small hole in the aft part of the vessel through which draining seawater was being retained in a watertight space. The ship returned to Newport, RI on October 19 to address the issue. The repair was done quickly but continued high winds, short-term staffing issues, and replacement of a required back-up electrical

Continued on Page 20.



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# Boat And Ship Yard News



The plug for the Calvin 38 getting a total rehab at Friendship Boat in Friendship.

**Continued from Page 1.**

capacity 375 gallons and putting in the exhaust system. They then put a lot of insulation in the engine-room as the owner wants this boat to be as quiet as possible. Down below they have started putting in the V-berth, enclosed head with shower and hanging locker. This

has all been gel-coated and they are getting ready to fair. They built a custom house out of 4 x 8 foot panels and added a curved sweep to the sides where they ended in the cockpit. They even added a raised lip on the after end of the house, inside and outside, for getting a good hand hold. In the main salon, they have a galley with sink, stove-top, microwave



At Frankfort Boat Works in Frankfort they are getting closer on this Glas-Spec 35.

and refrigerator and a L-shaped settee all roughed in. The windows and sliding door will all come from Bomon. With the owner wanting the engine under the deck and 6 feet 4 inches of headroom the bulkhead/dash is low. Bill Doyle, owner of Frankfort Boatworks, said they will be installing a pod with the steering and instrumentation

all included. They are now in the process of fairing all this.

They are also getting ready to work in the cockpit. Here she will have a bench chair, pull away step and a free-standing helm station. Under the deck there will be a fish tank, built-in bait box and bait tank.

All the metal work, tower and such, is being designed by Mark Fitzgerald and that will be sent away to be fabricated. Nautilus in Trenton is going to do the bow and hand-rails.

Bill figures they will be done late in the spring. As for what comes next, they have some irons in the fire, but no one has committed as yet.

**Friendship Boat**  
Friendship

The main project that lasted several months was refurbishing the plug for the Calvin 38. She was fiberglassed inside and out and then polyfaired followed by Dura-Tech, but was not gel-coated. So she has had a complete bottom job done. They then added a split wheelhouse, added a visor and rain-roof, new rudder and rudder port, running gear, watertight lazette, and totally re-wired. They are now doing gel-coating and sanding. The new owner will then have her painted red, white and blue, which he is going to do.

On the other side of the shop is an unknown hull from Downeast that they are making some repairs to. The hull, which was originally an outboard model, had been widened and lengthened and an engine installed. They tore the floor out to level it, removed the engine so they could replace the hard mounts with soft ones, removed the rudder and straightened it, dropped the skeg so they could get a bigger propeller under her and modified the house. They were now in the process of putting her back together. Randy Young, who runs the shop, said he was going to put her in the water to see where she floated before he put the waterline on saying he was not going to guess on this one. She will be finished well ahead of the summer fishing season.

Before these were in the shop they finished out a Wayne Beal 36 as a lobster boat for Richard Olsen. She is powered with a 1,000-hp C-15 Caterpillar, which pushed her along in the high 30s. They hope by making changes to the propeller they will be able to get her up over 40. Randy said putting the 10-inch exhaust under the deck, along with 400 gallons of fuel, was a bit challenging. He added that he had had a ride on her and said she does get up and go when he gives it to her.

Coming in next is a 38 Young Brothers, which will be refurbished and then STARLIGHT EXPRESS, owned by Alfred Osgood of Vinalhaven. She is in to have

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Photo Anne Blanchard

Photo Anne Blanchard



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# Boat And Ship Yard News

some core repairs made to the hull from the hauling patch all the way around the stern. This means cutting out the affected areas, grind, add new core and outer skin, and then fair. Randy said the fairing will be the challenging aspect of this job.

### Hewes & Co. Blue Hill

It is interesting to stop at Hewes & Co. in Blue Hill as they always have interesting projects going on.

One Friday afternoon they got a call from a potential client in New York, who saw them listed on the Maine Built Boat's website, wondering if they could build a custom steel walk-bridge, which will be covered in wood for an interior of building in Manhattan, New York. The deal came together and over the last year they have been building the cold-moulded sections. Already two tractor-trailer loads have been shipped to New York with the remaining pieces to follow shortly.

Other jobs include a big Corian job for Atlantic Boat in Brooklin; two Beach Pea kits, Doug Hylan designs, have been cut with one going to Mount Desert Island and the other one to Delaware; a St. Isle skiff has been shipped to the Buffalo Maritime Center, which when completed means they have two they can race together in the harbor; and they are now cutting three Outridge feather prams for three retired guys in Williamsburg, Virginia.

Another project they are working on

is a Sam Devlin designed 24-foot plywood commercial lobster boat for Belmont Boat in Belmont.

A local doctor is building one of their Sea Hens; and they are doing an interior for one of the Morgan Bay 43 at Morgan Bay Boat in Frankfort. Gardiner Pickering said if all goes well they will probably do more interiors for them. The Botin 55, under construction at Brooklin Boat Yard in Brooklin, they did all the moulds for. They also just did a domed roof for a place in Castine so the builder just had to put the panels together without figuring out all the angles.

### Light's Fiberglass Steuben

We all know that Mike Light will be calling it a career when the current four orders are completed and in the water.

In the first bay Mike has a Libby 47, which is being finished out as a split wheelhouse lobster boat for a fisherman from Machias. She is powered with a 1,000-hp MAN. Down below she has a V-berth, work space with built-in toolbox and hydraulic locker with head. She is about four weeks from being done.

In the next bay is a Mussel Ridge 46, also finished out as a split wheelhouse lobster boat, going to a fisherman from New Hampshire. She has a work area, V-berth and hydraulic locker and up in the shelter is a big sofa and helm seat. She is powered

Continued on Page 18.

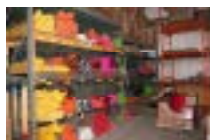
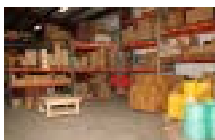
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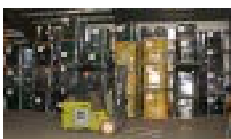
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The newly designed Calvin Beal 42 arrives at Farrin's Boatshop. This is the second new construction for a New York fisherman.

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# Boat And Ship Yard News

**Continued from Page 15.**

with a 750-hp John Deere.

In the third bay is a Mussel Ridge 48, which is being finished out as a split wheelhouse lobster boat for a fisherman from Corea. Under the deck there are three tanks, which will hold 36 crates. The centre tank also has a sprinkler system with the outer two dry. Down below there is a V-berth, work area with a built in tool box and a hydraulic locker with head. Up in the shelter is a big sofa and an air-ride helm seat. Right now Mike is running the last of the hydraulic hoses for the hauler. Some will notice that she is off white and with the bright red and black, she looks great.

All three of these will be ready for the water mid-winter.

The last boat Mike will be finishing off is a Calvin 44 as a basic split wheelhouse lobster boat for Randy Anderson of Corea, who he use to fish with. Over the years Mike has finished a Young Brothers 35, a Young Brothers 40 and a Young Brothers 45 for him and he is pleased that his last boat will be going to him. Mike feels that he will have this one over the end of April and then it is off to Florida until the heat chases him back north.

**Wesmac  
Surry**

Has all six bays humming along.

In Bay #1 is the plug for the Wesmac 46 mould. She is being finished out as a Sub-chapter T certified for 18 passengers, exposed waters between here and where ever for Linda Greenlaw. She will be used for sightseeing and commercial fishing (long-lining and halibut). She is powered 700 hp Scania with a 6 kW Northern Lights generator. She has an open accommodation plan, mostly benches. She has a big settee in the wheelhouse and counter space, very simple. She will also have a head with a hand sink. She will be over this spring.

In Bay #3 is the Wesmac 46, FAIR WARNING, a tricked out sportfisherman, which has been sold to a customer from New Hampshire and she is in for some upgrades.

In Bay #2, the former owner of FAIR WARNING has ordered a Wesmac 50, which he is naming FINAL WARNING. His only request was that she would be bigger and faster. She will be powered with twin C-18 1,150-hp Caterpillars. To make her twin screw they fitted her with tunnels aft to

each of the propellers and then cut the keel down to 4 feet 6 inches. She will carry 1100 gallons of fuel, a gyro stabilizer, fish holds, fish tanks and full accommodations down below. She will be fully appointed.

Last year they sent a Wesmac 50 hull Downeast and the owner said he wanted a Superwide 46 top, which they said would not work. He said he still wanted it and that they could make it work, which they did. They also proved that this top looks great on the boats over 50 feet. Wesmac saw the trend and took the mould and made modifications, including widening and adding to the washrails. They now can use it for a super wide 46, 50, 54 and it looks great proportionately and they are saving months on each build. This is because they were using a three piece mould, which had to be faired together.

In Bay #4 they are doing a Wesmac 50 hull which will be going Downeast with this modified top on it.

In Bay #5 there is a Superwide 46, which was Cappy Sargent's boat, and she is being finished out for the Department of Marine Resources. She will be named SERGEANT and will be stationed on Mount Desert Island. She is scheduled to be launched mid-winter.

In Bay #6 there is another Superwide 46 being finished out as a sportfisherman, which will be heading to San Diego. They are working on her below deck and accommodation structures and then this will all get gel-coated and faired. When done, the owner is planning to run her down to Costa Rica and then ship to San Diego. However, it is thought he may change his mind and sail her through the Panama Canal and up to San Diego on her own bottom.

In the lay-up shop they have started on a Wesmac 54 for the Department of Natural Resources of the State of Georgia. She will be powered with a C-18 1000 hp Caterpillar. She will be full Coast Guard certified Sub-Chapter T for 22 passengers. Down below she will have 4 berths, full head with a detached shower and a utility locker. They want full type domestic appliances so they can go to the store and get another one and throw it in.

Out in the parking lot is SWEET SENORITA, which is getting some work done on her interior. She will be shrinkwrapped so they can continue working despite the cold weather.

## Presenting the New Sabre 58 Salon Express



RAYMOND – Sabre Yachts is proud to announce that production has begun on their newest model, the 58 Salon Express. This new model is expected to debut in late 2019.

The Sabre Design Team has expanded upon customer-preferred elements from their recent award-winning Sabre 45 and 66 Dirigo, to create a new model that balances classic charm with contemporary innovation.

The 58 Salon Express design features large windows to flood the living areas in natural light, and a main salon door that opens fully from port to starboard, comfortably merging exterior and interior spaces. The result is a layout that is both spacious and elegant.

Located aft within the pilothouse, her fully-equipped galley boasts a u-shaped

counter to port with cooktop, sink, and ample under-counter storage, balanced to starboard with another stretch of linear counter and storage. From there, a single step accesses the salon, and the helm deck, creating a graceful and practical social space.

Below deck, the 58 Salon Express houses three cabins each with ensuite head and shower, and including an expansive, full-beam master stateroom with a walk-around king berth, a generously proportioned head and shower unit, and abundant storage.

The Sabre 58 will be equipped with Volvo IPS 950 drives and the full complement of Volvo Glass Cockpit accessories. She will also boast a fully-digital switching system from CZone.

## Future USS LYNDON B. JOHNSON (DDG 1002) Launched at BIW



(U.S. Navy photo courtesy of General Dynamics-Bath Iron Works/Released)

From Team Ships Public Affairs  
BATH -- The future USS LYNDON B. JOHNSON (DDG 1002) was launched Dec. 9 at General Dynamics-Bath Iron Works.

The process of launching a ship is a multi-day process that includes moving the ship from the land level facility to the dry dock which is then slowly flooded until the ship is afloat. With the ship in the water, final outfitting and production can commence.

"It's important for the DDG 1000 program and shipyard to reach this major milestone," said Capt. Kevin Smith, DDG 1000 program manager, Program Executive Office (PEO) Ships. "With the first two ships of the class underway, we are excited to continue the next phase of construction of the future LYNDON B. JOHNSON."

Zumwalt-class destroyers feature a state-of-the-art electric propulsion system, wave-piercing tumblehome hull, stealth design and are equipped with the most advanced warfighting technology and weaponry. These ships will be capable of performing

a range of deterrence, power projection, sea control, and command and control missions while allowing the Navy to evolve with new systems and missions.

"The crew of LYNDON B. JOHNSON looks forward to bringing this great warship honoring our 36<sup>th</sup> President to life, and we're proud to have the opportunity to be present for this important step in the ship's construction," said Capt. Jeremy Gray, prospective commanding officer, DDG 1002. "It is truly impressive to see the ship afloat in the Kennebec River for the first time and we look forward to taking her to sea."

The future LYNDON B. JOHNSON is the third and final DDG 1000 Zumwalt-class ship, and is scheduled to be christened in the spring of 2019.

As one of the Defense Department's largest acquisition organizations, PEO Ships is responsible for executing the development and procurement of all destroyers, amphibious ships, special mission and support ships, and special warfare craft.

## Hodgdon Launches Two Superyacht Tenders

DAMARISCOTTA - Hodgdon Tenders, the superyacht tender division of Hodgdon, announced that they launched a 9.5 meter (31'2") Venetian Limousine tender and an 8.0 meter (26'3") Venetian Center Console tender. Both were designed by Michael Peters Yacht Design of Sarasota, Florida and will be delivered early next year to a shipyard in Germany.

The Limousine features mirrored windows that electrically raise and lower, port and starboard hull side doors that swing

open for easy aft side boarding, and a power roof that lifts for full headroom height. The luxury cabin - with heat and air conditioning - feels spacious and allows for comfortable seating for up to twelve guests. The Center Console tender matches the look of the Limousine. The design, layout, and performance capabilities have been tailored specifically for guest beach use and water sports.

"We're thrilled to be delivering two more high-quality tenders and beginning the construction of others," said Audrey Hodgdon, Director of Sales & Marketing. "Each of these builds have a number of unique features based upon client requests and have been designed with functionality and aesthetics in mind."

Upon delivery, Hodgdon's dedicated Service and Support team will re-commission the tenders and provide crew training.

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# Boat And Ship Yard News

## New Sea Blade X Line of Center Consoles to Launch in Spring 2019



The first Sea Blade X, the SBX36, is now under construction at Front Street Shipyard in Belfast

Navatek Ltd of Honolulu, Hawaii, is launching a new line of center console boats next spring under the Sea Blade X brand. The composite boats are built on Navatek's signature stepped ultra-deep vee hull, originally designed for open-water military applications. The high-performance hull is married to a yacht-quality teak deck and dual 300hp outboards. The Sea Blade X line is the first time this exclusive Navatek hull is available to recreational boaters.

Navatek is a global leader in computational fluid dynamics. The company's patented Sea Blade hull was developed by Navatek engineers after studying the danger that traditional deep-vee hulls pose to Naval operators. The new hull was scientifically proven to drastically reduce physical trauma on the bodies of operators and passengers. Sea Blade vessels are currently in use as law-enforcement craft in Hawaii where high speeds on open ocean are mission critical.

With the Sea Blade X series, this advanced hull is now available to recreational boaters who want the precision and luxury of a yacht in addition to the exceptional ride quality of a military-grade vessel. The first Sea Blade X to be released is the SBX36, a 36-foot composite RIB. The SBX36 is ideal as a yacht tender, island commuter or family fun boat.

"The Sea Blade X line puts the best-performing rough-water hull ever engineered in the hands of recreational boaters for the

first time," said Brian Barer, director of advanced hull planing forms for Sea Blade and Navatek. "The SBX36 combines a truly revolutionary hull with yacht-quality outfitting. This isn't available anywhere else in the marketplace."

Navatek selected Front Street Shipyard of Belfast, Maine, as the builder for the Sea Blade X line. The first SBX36 is under construction now and will be ready for sea trials in spring of 2019. Sea Blade representatives are finalizing the dealer network for the boats; early sales inquiries can be directed



to the Sea Blade headquarters in Portland, Maine, or online at [www.seablalex.com](http://www.seablalex.com).

### Sea Blade SBX36 Specifications

Length overall (incl engines): 39'-10"  
Length overall (excl engines): 37'-5"  
Length waterline: 33'-6"  
Beam (max): 13'-10"  
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## T. Jason

Continued from Page 5.

plug. I brought that back to the barn and we started building them and we have built 109 of them. That really helped me a lot. Then we built the 28 and then the 35. The 35 is my own design. I fed the 25 into a computer but it came out really lopsided. So I drew it up on paper and pulled in and pushed it out where I wanted it. I built the plug and we pulled the mould off of that. The 35 is quite a bit different, fairly straight stem and real full of the bow, a different shape. We have done that 35 as an oyster dragger, lobster boat and ferry boat."

"Things have gone bad as you know in boatbuilding, but it is starting to pick up again," said Terry. "We've been building boats for guys in Europe and I don't know how that happened. The first one was for a guy in Greece. The next boat is going to Spain and we just had another guy write to us from France so we might have another one going there."

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# News from Woods Hole Oceanographic Institute

## Continued from Page 6.

continues to expand our knowledge of where and how life might exist on other planets.”

*Alvin* has had many **milestones** over the decades, including aiding in the recovery of a lost hydrogen bomb, exploring the wreck of the RMS *Titanic*, and examining impacts to deep-sea coral communities in the Gulf of Mexico following the Deepwater Horizon oil spill.

*Alvin*, which is supported by funding from the National Science Foundation, is one of only five deep-sea research submersibles in the world. The workhorse sub executes about 100 dives per year, and over its life has accounted for more than half of all of the scientific dives carried out by human-occupied submersibles worldwide. Scientists and students from colleges, universities, and research organizations around the country regularly use *Alvin* and the NDSF for a variety of scientific and ocean engineering studies that benefit from a human presence in the ocean and on the seafloor.

Currently, *Alvin* reaches a depth of 4,500 meters (15,000 feet), which gives

researchers in-person access—on dives lasting up to ten hours—to about two-thirds of the ocean floor. The sub will soon complete the final phase of its current upgrade, which will enable *Alvin* to dive to 6,500 meters (21,000 feet), putting 98 percent of the seafloor within its reach.

“*Alvin* helped inspire the development of new generations of deep-submergence technology and vehicles,” says Andy Bowen, Director of the National Deep Submergence Facility at WHOI. “And it continues to inspire generations of future scientists, engineers, and explorers.”

### Flounder Now Tumor-free in Boston Harbor

In the late 1980s, more than three-quarters of the winter flounder caught in Boston Harbor—one of the most polluted harbors in America—showed signs of liver disease, many of them with cancerous tumors. But now, a scientist at Woods Hole Oceanographic Institution (WHOI) has documented a dramatic rebound in flounder health spurred by decades of remediation efforts, including a \$3.8 billion project to construct a sewage treatment plant and a 9.5-mile dis-

charge tunnel with a 6,600-foot-long outfall diffuser. The findings appear in the Nov. 20, 2018 issue of the journal *Diseases of Aquatic Organisms*.

The last tumor we’ve seen in a winter flounder from Boston Harbor was back in 2004,” said Michael Moore, a biologist at (WHOI). “The fish aren’t getting liver tumors anymore.”

The turnaround, Moore said, is attributed to a number of major, long-term environmental cleanup efforts to reduce sewage sludge, nutrients, and toxins in the harbor and adjacent waters, including construction of the outflow discharge tunnel completed in 2000. The tunnel is wide enough to fit two semitrailers side by side and channels millions of gallons of effluent each day from the Deer Island Treatment Plant on Boston Harbor into Massachusetts Bay 9.5 miles offshore.

Moore has collaborated with the Massachusetts Water Resources Authority (MWRA), Battelle Norwell, and most recently, Normandeau Associates, to monitor the health impacts of contaminants on flounder since 1986 through annual fish surveys in and around Boston Harbor. The fish are caught, dissected, and their liver tissues are examined for signs of disease.

When the monitoring program began, the Harbor’s water quality suffered from a persistent buildup of pollutants: nitrogenous wastes, petroleum and pesticide chemicals, metals and nitrates from homes, commercial buildings, and industries were all discharged in millions of gallons of wastewater into the harbor each day. The toxic soup caused a spike in liver disease among flounder, and Boston Harbor, with its brownish tint and choked-off oxygen supply, became regarded as the “dirtiest harbor in America.”

Mounting pressure from local politicians, scientists, and residents to clean up the harbor led to a lawsuit filed by the city of Quincy, Mass., against local agencies responsible for sewage operations in the Greater Boston area. The landmark 1984 Boston Harbor Cleanup Case decision resulted in the creation of a new agency charged with the court-mandated, multi-billion-dollar public works project aimed at improving sewage and runoff handling in the harbor.

The harbor’s water quality began responding within months of the first cleanup efforts as organic matter, nutrient and chemical loading into the harbor dropped, and dissolved oxygen levels climbed. During its monitoring, the MWRA noticed other signs that the harbor was starting to breathe easier: Fewer contaminants were penetrating sediments on the ocean floor where flounder live,

and the quality of water, harbor bottoms, and beaches all improved.

“In government, you often debate shades of gray,” said MWRA’s executive director Fred Laskey. “But in this case, the empirical data are irrefutable. The clean-up of Boston Harbor is the greatest environmental achievement of this generation.”

Moore said that pesticides and other chemicals of particular significance to the flounder liver disease decreased, resulting in healthier fish. The liver tumor prevalence was also a good indicator that the harbor cleanup reduced human health risk, especially for seafood consumers. Moore said that the goal of cleaning up toxic chemicals in the harbor has been met. Importantly, while the health of flounder in the Harbor has improved, there has been no decline in the health of winter flounder caught near the long outfall. In fact, levels of disease associated with contaminant exposure are lower in flounder caught near the outfall than they were in the early 1990s.

“The amount of human endeavor that went into the project was staggering,” he said. “You don’t often see such a clear justification of the tax-payer cost for a public benefit when it comes to environmental protection, but the results of this study validate the idea that long-term investments in improving regional environmental quality actually work.”

This research was funded by the Massachusetts Water Resources Authority.

### Greenland Ice Sheet Melt 'Off the Charts' Compared With Past Four Centuries

Surface melting across Greenland’s mile-thick ice sheet began increasing in the mid-19<sup>th</sup> century and then ramped up dramatically during the 20<sup>th</sup> and early 21<sup>st</sup> centuries, showing no signs of abating, according to new research published Dec. 5, 2018, in the journal *Nature*. The study provides new evidence of the impacts of climate change on Arctic melting and global sea level rise.

“Melting of the Greenland Ice Sheet has gone into overdrive. As a result, Greenland melt is adding to sea level more than any time during the last three and a half centuries, if not thousands of years,” said Luke Trusel, a glaciologist at Rowan University’s School of Earth & Environment and former post-doctoral scholar at Woods Hole Oceanographic Institution, and lead author of the study. “And increasing melt began around the same time as we started altering the atmosphere in the mid-1800s.”

“From a historical perspective, today’s

Continued on Page 21.



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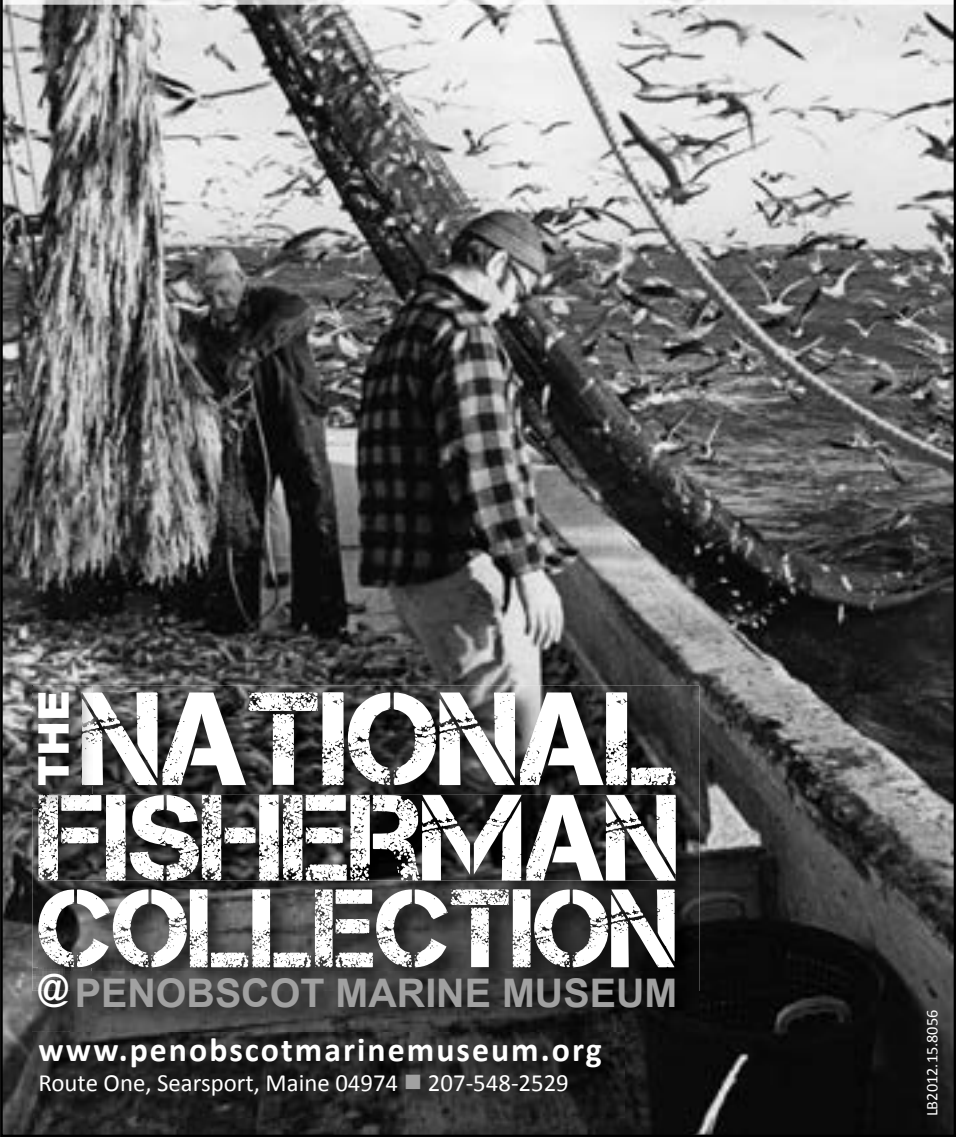
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## MISC. COMMERCIAL FISHING NEWS

### Continued from Page 13.

system consumed the remainder of sea days available for Leg 3. In all, 7 sea days were lost.

Leg 4 started on time October 30 with 3 sea days added to offset days lost during Leg 3. About mid-way through Leg 4, a damaged pipe was found in the vessel’s sea chest. The ship returned to Newport for repair November 8 and departed the same day resuming operations in the western Gulf of Maine. The 3 sea days added for use in Leg 4 were then lost to high winds. Priority was given to stations in the western Gulf of Maine and stations planned in the eastern Gulf of Maine were not completed.

Ecosystem Sampling

Temperature and salinity measurements were conducted at all but one of the stations

occupied. Plankton tows were also planned at a subset of stations, and about 75% (87 of 116) of the planned stations were completed. Reduced plankton tow coverage was mostly caused by lost sea days, although 4 stations were affected by equipment problems.

Gear Testing

In close consultation with the Northeast Trawl Advisory Panel, we set aside time during this survey to focus on achieving consistent net spread with our survey gear in shallow water, testing several different trawl door types. We completed approximately 24 hours of testing for the 66" Thyboron Type IV doors during calibration work leading up to the survey. We planned to test other types using any remaining sea days after the survey was completed. These experiments did not occur owing to lost sea days, but will be rescheduled during a future field season.



# U. S. NAVY NEWS

## Continued from Page 9

Massachusetts, received the Medal of Honor for his heroic actions during the Battle of the Chosin Reservoir in 1950. Hudner crash landed his plane in a selfless effort to save the life of his wingman and friend, Ensign Jesse Brown, the Navy’s first African American aircraft carrier qualified naval aviator.

Among the distinguished guests and speakers at the commissioning, Thomas Hudner III, son of Capt. Hudner, gave a speech about his father’s life and legacy.

“While many would say that my father’s actions were an extraordinary act, my father never thought of himself or that action as extraordinary,” said Hudner. “To the contrary, when he was asked through the years why he did what he did, he responded simply that it was the right thing to do and if he hadn’t acted, someone else would have. Throughout military history there have been countless acts of unselfish heroism, in fact the history of the United States has been built upon these acts many of which went unseen and without recognition. However, it was Capt. Hudner’s unselfish act in the service

of his country, the United States Navy, and his friend and squadron mate that lives in the spirit of this ship.”

Massachusetts Governor Charlie Baker delivered the principal address at the ceremony which was attended by Chairman of the Joint Chiefs of Staff General Joseph Dunford, Secretary of the Navy Richard V. Spencer, Mayor of Boston Martin Walsh, Congressman from Massachusetts 8th Congressional District Stephen Lynch, Vice Chief of Naval Operations Admiral William Moran, and others.

“Simply put, life was never about Tom Hudner,” said Baker. “He was the consummate team player. The only way a person would know anything about what took place on that mountain top during the Korean War would have been to hear from someone else or to have read about it because he never talked about that day. It is my fervent hope that this ship is imbued with the humility, selflessness, patriotism, the commitment to one another, the kindness and decency that transcends our differences that made Tom so special.”

The ship’s sponsors, Mrs. Georgea

Hudner, wife of Capt. Hudner, and Mrs. Barbara Miller, former Co-Chair of the Flag Officer Spouse Training, gave the traditional order to “Man this ship and bring her to life,” signaling the Sailors to embark and officially begin service as a U.S. Navy ship.

For the ship’s crew, the day was the culmination of a few years of work to get USS Thomas Hudner prepared for commissioning. The day was a special opportunity to bring the ship to life in Boston, where the legacies of great ships and great people are kept and revered.

In fall of 2015, the keel of Thomas Hudner was laid down. The ship was christened on April 1, 2017 during a snowy ceremony at the BIW Shipyard in Bath, Maine and launched several weeks later on April 23.

Next, the ship will make her way to homeport in Mayport, Florida.

Arleigh Burke (DDG 51 class) class destroyers are highly-capable, multi-mission ships that conduct a variety of operations, from peacetime presence to national security. These DDGs provide a wide range of warfighting capabilities in multi-threat air, surface, and subsurface environments. The

ship's Integrated Air and Missile Defense radar will provide increased computing power and radar upgrades that improve detection and reaction capabilities against modern air warfare threats, as well as ballistic missile defense. The Aegis Combat System will enable the ship to link radars with other ships and aircraft to provide a composite picture of the battle space, and effectively increase the theater space. New ships in this class, such as Thomas Hudner, have anti-ballistic missile capabilities as well. The DDG’s all-steel construction provides a survivable platform.

**The Blue Angels Release 2019 Air Show Schedule Changes, 2020 Air Show Schedule.**

From U.S. Navy Blue Angels Public Affairs

PENSACOLA, Fla. (NNS) -- The U.S. Navy Flight Demonstration Squadron, the Blue Angels, announced updates to the 2019 air show schedule and released the 2020 air show schedule at the International Council of Air Shows convention, Dec. 4, 2018.

**Continued on Page 22.**

# News from Woods Hole Oceanographic Institute

## Continued from Page 20.

melt rates are off the charts, and this study provides the evidence to prove this” said Sarah Das, a glaciologist at Woods Hole Oceanographic Institution (WHOI) and co-author of the study. “We found a fifty percent increase in total ice sheet meltwater runoff versus the start of the industrial era, and a thirty percent increase since the 20<sup>th</sup> century alone.”

Ice loss from Greenland is one of the key drivers of global sea level rise. Icebergs calving into the ocean from the edge of glaciers represent one component of water re-entering the ocean and raising sea levels. But more than half of the ice-sheet water entering the ocean comes from runoff from melted snow and glacial ice atop the ice sheet. The study suggests that if Greenland ice sheet melting continues at “unprecedented rates”—which the researchers attribute to warmer summers—it could accelerate the already fast pace of sea level rise.

“Rather than increasing steadily as climate warms, Greenland will melt increasingly more and more for every degree of warming. The melting and sea level rise we’ve observed already will be dwarfed by what may be expected in the future as climate continues to warm,” said Trusel.

To determine how intensely Greenland ice has melted in past centuries, the research team used a drill the size of a traffic light pole to extract ice cores from the ice sheet itself and an adjacent coastal ice cap, at sites more than 6,000 feet above sea level. The scientists drilled at these elevations to ensure the cores would contain records of past melt intensity, allowing them to extend their records back into the 17<sup>th</sup> century. During warm summer days in Greenland, melting occurs across much of the ice sheet surface. At lower elevations, where melting is the most intense, meltwater runs off the ice sheet and contributes to sea level rise, but no record of the melt remains. At higher elevations, however, the summer meltwater quickly refreezes from contact with the below-freezing snowpack sitting underneath. This prevents it from escaping the ice sheet in the form of runoff. Instead, it forms distinct icy bands that stack up in layers of densely packed ice over time.

The core samples were brought back to ice core labs at the U.S. National Science

Foundation Ice Core Facility in Denver, Colo., WHOI in Woods Hole, Mass., Wheaton College in Norton, Mass., and the Desert Research Institute in Reno, Nev. where the scientists measured physical and chemical properties along the cores to determine the thickness and age of the melt layers. Dark bands running horizontally across the cores, like ticks on a ruler, enabled the scientists to visually chronicle the strength of melting at the surface from year to year. Thicker melt layers represented years of higher melting, while thinner sections indicated years with less melting.

Combining results from multiple ice cores with observations of melting from satellites and sophisticated climate models, the scientists were able to show that the thickness of the annual melt layers they observed clearly tracked not only how much melting was occurring at the coring sites, but also much more broadly across Greenland. This breakthrough allowed the team to reconstruct meltwater runoff at the lower-elevation edges of the ice sheet—the areas that contribute to sea level rise.

Ice core records provide critical historical context because satellite measurements—which scientists rely on today to understand melting rates in response to changing climate—have only been around since the late 1970s, said Matt Osman, a graduate student in the MIT-WHOI Joint Program and co-author of the study.

“We have had a sense that there’s been a great deal of melting in recent decades, but we previously had no basis for comparison with melt rates going further back in time,” he said. “By sampling ice, we were able to extend the satellite data by a factor of 10 and get a clearer picture of just how extremely unusual melting has been in recent decades compared to the past.”

Trusel said the new research provides evidence that the rapid melting observed in recent decades is highly unusual when put into a historical context.

“To be able to answer what might happen to Greenland next, we need to understand how Greenland has already responded to climate change,” he said. “What our ice cores show is that Greenland is now at a state where it’s much more sensitive to further increases in temperature than it was even 50 years ago.”

One noteworthy aspect of the findings,

Das said, was how little additional warming it now takes to cause huge spikes in ice sheet melting.

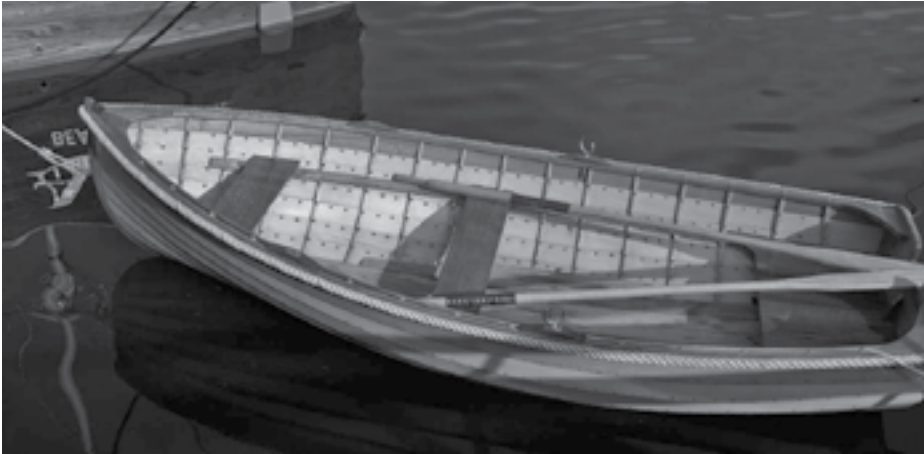
“Even a very small change in temperature caused an exponential increase in melting in recent years,” she said. “So the ice sheet’s response to human-caused warming has been non-linear.” Trusel concluded, “Warming means more today than it did in the past.”

Additional co-authors are: Matthew J. Evans, Wheaton College; Ben E. Smith, University of Washington; Xavier Fettweis, University of Leige; Joseph R. McConnell, Desert Research Institute; and Brice P. Y. Noël and Michiel R. van den Broeke Utrecht University.

This research was funded by the US National Science Foundation, institutional

support from Rowan University and Woods Hole Oceanographic Institution, the US Department of Defense, the Netherlands Organization for Scientific Research, the Netherlands Earth System Science Center, and the Belgian National Fund for Scientific Research.

*The Woods Hole Oceanographic Institution is a private, non-profit organization on Cape Cod, Mass., dedicated to marine research, engineering, and higher education. Established in 1930 on a recommendation from the National Academy of Sciences, its primary mission is to understand the oceans and their interaction with the Earth as a whole, and to communicate a basic understanding of the oceans’ role in the changing global environment. For more information, please visit [www.whoi.edu](http://www.whoi.edu).*



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# U. S. NAVY NEWS



JACKSONVILLE, FL F/A-18C Hornets assigned to the U.S. Navy Flight Demonstration Squadron, the Blue Angels, perform an aerial demonstration during the Naval Air Station (NAS) Jacksonville Airshow.  
(U.S. Navy photo by Mass Communication Specialist 3rd Class Michael Lopez/Released)

**Continued from Page 21**

The Blue Angels are scheduled to perform 61 demonstrations at 32 locations in 2019 and 56 demonstrations at 29 locations in 2020.

The 2019 air show schedule changes announced include: A show at Joint Base Andrews, Maryland, has been added (May 11-12). A show in Greenwood, Nova Scotia, Canada, has been added. (Aug. 31-Sep. 1).

The 2020 air show schedule is:

**March**

- 14 Naval Air Facility El Centro, CA
- 21-22 Lancaster, CA
- 28-29 MacDill AFB, FL

**April**

- 4-5 NAS Kingsville, TX
- 11-12 Weekend Off
- 18-19 Joint Base Charleston, SC
- 25-26 Vero Beach, FL

**May**

- 2-3 MCAS Cherry Point, NC
- 9-10 Dyess AFB, TX
- 16-17 McGuire AFB, NJ
- 20 U.S. Naval Academy, Annapolis
- 23-24 Jones Beach, NY

**June**

- 6-7 Scott AFB, IL
- 13-14 Eau Claire, WI
- 20-21 Millington, TN
- 27-28 Dayton, OH

**July**

- 4-5 Traverse City, MI
- 11 Pensacola Beach, FL
- 18-19 Weekend Off
- 25-26 Milwaukee, WI

**August**

- 1-2 Seattle, WA
- 8-9 Cold Lake, Canada
- 15-16 Brunswick, ME
- 22-23 Weekend Off

- 29-30 Ypsilanti, MI
- September**
- 5-7 Cleveland, OH
- 12-13 Baltimore, MD
- 19-20 NAS Oceana, VA
- 29-27 MCAS Miramar, CA
- October**
- 3-4 Pt. Mugu, CA
- 10-11 San Francisco, CA
- 16-17 Pensacola, FL

Demonstration sites are selected in support of Department of Defense objectives and in the interest of the armed services, with safety as the primary consideration. Performances greatly assist in recruiting and retention goals for the military services, enhance esprit de corps among uniformed men and women, and demonstrate the professional skills and capabilities of the naval services to the American public and U.S. allies.

The mission of the Blue Angels is to showcase the pride and professionalism of the United States Navy and Marine Corps by inspiring a culture of excellence and service to country through flight demonstrations and community outreach. Since 1946, the Blue Angels have performed for more than 500 million fans.

**Navy Accepts Final Component for LCS Anti-Submarine Warfare Mission Package**

From Program Executive Office Unmanned and Small Combatants (PEO USC) Public Affairs  
FORT PIERCE, Fla. (NNS) -- The Navy took delivery of the final component of the Littoral Combat Ship (LCS) Anti-Submarine Warfare (ASW) Mission Package, Nov. 30, following successful completion of a rigorous acceptance test regime at the Harbor Branch Oceanographic Institute.

The Raytheon-developed, Dual-mode Array Transmitter (DART) Mission System and ASW Mission Package will significantly increase ASW capabilities within the U.S. Navy, bringing the ability to maneuver active and passive sonars above and below the thermocline layer.

“The DART Mission System is an essential component of the LCS ASW Package, and when coupled with the SQQ-89 acoustic processing, the multi-function towed array and MH-60R [Sea Hawk] helicopter, makes up an ASW MP that will provide revolutionary capabilities to the

fleet,” said Capt. Ted Zobel, LCS Mission Module program manager.

Sailors attached to USS Fort Worth (LCS 3) Gold Crew, Dets. 1 and 2, have played an integral role in testing and evaluating the DART Mission System. The Sailors participated not only in early testing of the system, but also provided feedback to the manufacturer on the operation and usability of the system.

“LCS Sailors have participated in major testing and evaluation events throughout the development of the DART system,” said Senior Chief Sonar Technician Joseph Hart. “Raytheon’s willingness to accept Sailor input, as far as what the final production unit should look like and how it should operate has been exceptional, and has allowed the fleet testing team to ensure the DART system and the full extent of its capabilities will be effectively employed by future LCS crews.

“Tactically, this should be a game-changer for the surface Navy,” said Hart, who is with LCS ASW Det. 2.

The pre-production test article (PPTA) remained on schedule and met all contractual milestones since the award was made in March 2017.

Following the acceptance of the DART PPTA, the Navy plans to embark the system on a craft of opportunity and proceed to the Atlantic Undersea Test and Evaluation Center for an in-water demonstration of the of the LCS ASW Mission Package’s Escort Mission Module prior to formal developmental testing on Fort Worth.

The LCS ASW Mission Package aims to ensure the U.S. Navy will remain dominant in ASW and outpace submarine advances of international competitors.

**USS Oklahoma Sailor Killed in Pearl Harbor Will Be Interred in Arlington Cemetery**

By Yonca Poyraz-Dogan, Navy Office of Information Public Affairs  
WASHINGTON (NNS) -- Navy Seaman 1st Class William Bruesewitz, killed at the Pearl Harbor attack, will be interred at Arlington National Cemetery Dec. 7 on the 77th anniversary of the incident.

Bruesewitz, 26, of Appleton, Wisconsin, was assigned to the battleship USS Oklahoma (BB 37) moored at Ford Island, Pearl Harbor, when the ship was attacked by Japanese aircraft Dec. 7, 1941. The Defense POW/MIA Accounting Agency (DPAA)



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# U. S. NAVY NEWS

announced in November that Bruesewitz was accounted for March 19 this year and his remains were being returned to his family for burial with full military honors.

Assistant Secretary of the Navy Greg Slavonic who will be at the interment ceremony said he is honored to attend the ceremony for Bruesewitz.

“As battleship USS Oklahoma, which on December 7, 1941 sustained multiple torpedo hits and capsized quickly, Petty Officer 1st Class Bruesewitz and other sailors were trapped below decks. He was one of the 429 Sailors who were killed that fateful day,” Slavonic said.

“Bruesewitz and his shipmates are remembered at the USS Oklahoma Memorial on Ford Island which was dedicated in their honor December 7, 2007. Sailors like Bruesewitz who represent the ‘Greatest Generation’ gave so much and asked so little but when the time came to serve their Navy and nation, they answered the call.”

After Bruesewitz was killed in the attack, his remains were recovered from the ship, but they could not be identified following the incident. He was initially buried as an unknown at the National Memorial Cemetery of the Pacific. Forensic developments, like DNA analysis, allowed reexamination and eventual identification of his remains. Bruesewitz is the 118th crew member to be identified by the DPAA's USS Oklahoma project. There were 388 personnel unaccounted for from the ship and 187 Sailors have been identified so far.

Renate Starck, one of Bruesewitz's nieces, told us from Maryland that after Bruesewitz was identified and interment plans have started, the family requested that it be Dec. 7.

“Because we’ve been aware of loss of our uncle. Since he died, the family remembered him on this day. This is also easy for the young ones to remember. It gives us peace and forgiveness for his loss,” she said during a phone interview.

About 60 people, most of whom are family members and some close friends, will be attending the funeral ceremony at the Arlington National Ceremony which will begin at the administration building at 1 p.m.

A funeral service for him will be held earlier in the day starting at 7:50 a.m. at Salem Lutheran Church, Catonsville, Maryland, after which a procession to Arlington will take place. The Hopkins Symphony Orchestra, Baltimore, dedicated their Dec. 1 and 2 performances of W. A. Mozart's Requiem to Bruesewitz.

Explaining the historical process, a DPAA statement says that from December 1941 to June 1944, Navy personnel recovered the remains of the deceased crew, which were subsequently interred in the Halawa and Nu’uanu Cemeteries. In September 1947, tasked with recovering and identifying fallen U.S. personnel in the Pacific Theater, members of the American Graves Registration Service (AGRS) disinterred the remains of U.S. casualties from the two cemeteries and transferred them to the Central Identification Laboratory at Schofield Barracks. The laboratory staff was only able to confirm the identifications of 35 men from the USS Oklahoma at that time. The AGRS subsequently buried the unidentified remains in 46 plots at the National Memorial Cemetery, known as the Punchbowl, in Honolulu. In October 1949, a military board classified those who could not be identified as non-recoverable, including Bruesewitz.

In April 2015, the Deputy Secretary of Defense issued a policy memorandum directing the disinterment of unknowns associated with USS Oklahoma. On June 15,

2015, DPAA personnel began exhuming the remains from the Punchbowl for analysis. To identify Bruesewitz’s remains, scientists from DPAA and the Armed Forces Medical Examiner System used mitochondrial DNA analysis, anthropological and dental analysis, along with circumstantial evidence.

USS Oklahoma crew members have been honored Dec. 7 each year with a ceremony held on Ford Island at the USS Oklahoma Memorial to include, post of the colors, principle speaker, honoring those who served on the USS Oklahoma, 21-gun salute and taps. Leis are placed on some white standards in honor of each crew member where a picture is placed on a standard when they are identified.

Additionally, there is a USS Oklahoma Memorial in Oklahoma, which has a listing of the crew members lost, near the Oklahoma Capitol honoring 429 Sailors who were killed on USS Oklahoma during the Pearl Harbor attack.

## Navy Conducts Unprecedented Flyover for President George H.W. Bush

By Mass Communication Specialist 1st Class Christopher Lindahl, Commander, Naval Air Force Atlantic Public Affairs COLLEGE STATION, Texas (NNS) -- The act of conducting a ceremonial flyover is nothing new for naval aviators, but the flyover that occurred Dec. 6 is one that has never occurred before in our Navy’s history.

At approximately 4:15 p.m. (CST), aviators from various squadrons assigned to Commander, Strike Fighter Wing Atlantic (CSFWL) and Commander, Naval Air Force Atlantic (CNAL) flew an unprecedented 21 jet flyover at the George H.W. Bush Presidential Library to honor the former naval aviator and president at his interment in College Station, Texas.

Following six days of national mourning, the ceremony served as the third and final stage of a state funeral for President Bush who was laid to rest alongside his wife of 72-years, former First Lady Barbara Bush and their late daughter, Robin.

Planning of a state funeral typically begins around the time of a president’s inauguration; however, the execution of that plan may not happen for decades and often with little notice of a president’s passing.

The plan for President Bush’s funeral service called for a 21 jet flyover, which was the responsibility of the operations team at CNAL led by Capt. Peter Hagge.

“Before I even checked in to [CNAL] a year and a half ago, this plan was in place.” Hagge said.

Following the former first lady’s passing April 17, 2018, Hagge and the CNAL team coordinated efforts with CSFWL to start making preparation for the president’s death. On Nov. 30, both teams snapped in to action to execute that plan.

“We coordinated with Joint Reserve Base (JRB) Fort Worth and reached out to the commanding officer, executive officer and operations officer to make sure we had ramp space and hangar maintenance facilities,” said Hagge. “Cutting orders for the aircrew and all 50 maintainers and the other administrative details was the easy part. The tactical level detail was a lot more complex.”

All told, 30 jets made the trip to JRB Fort Worth in addition to the ground team on station at the presidential library in College Station. The extra nine jets served as backups to ensure mission success.

“It was reactionary to make sure we had the requisite number of aircraft with spares to make sure we could fill [the request] with 21 aircraft,” Hagge said.

The extra nine jets comprised of five airborne spares with four more spares on

ground ready to support.

Cmdr. Justin Rubino, assigned to CNAL, served as the forward air controller on the ground. He remained in radio contact with the aircraft to match the flyover’s timing with the funeral events on the ground.

“I like the responsibility and feel like I had the most direct role in ensuring success – other than the aircraft of course,” Rubino said. “I like being the ‘point person,’ communicating what’s happening on the ground, relaying that information and directing when the flyover occurs.”

Rubino coordinates all of CNAL’s flyovers, but believes this one is special.

“It’s special because not only was he the 41st president, but he was also a naval aviator,” he said. “He flew off aircraft carriers just like we do today and that’s a bond all of us share. He’s one of us. Sure he was the president of the United States, yes, but he was also a naval aviator.”

Coordinating a nationally televised 21 jet flyover for a state funeral is no small task,

but Hagge remains humble, giving much of the credit to the Joint Task Force National Capitol Region, which was responsible for the overall planning.

“As far as the complexity goes, for us, we are a really small portion of an incredibly complex machine.”

The “small portion” included executing the Navy’s first 21-jet formation that originated from an Air Force formation already in existence.

That “spin” included changing the distance between the aircraft and altering the formation to a diamond shape for the first four jets. The last formation utilized the standard “fingertip formation” in order to do the missing-man pull.

Hagge and his team were honored to support.

“A funeral is a family’s darkest hour and a flyover, an opportunity where we can support them in a time of mourning, means the world to them,” said Hagge. “But this one, I think, means the world to our nation.”



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HISTORY FROM THE PAST - Maine Industry Journal - 1882

25 August  
Page 540.

**HOTELS AND SUMMER RESORTS**  
At the head of one of Georgetown’s many inlets and just across the mouth of the river from the fort is the summer residence of Mr. John Watson, a wooden cottage, said to be 125 years old. The cellar of the house contains many nooks and corners, which were, in the first part of this century, the storage place for smuggled goods, the house being the headquarters of a gang of smugglers who operated along the coast. These nooks or false cellars were so built as to be concealed by movable stone arches ingeniously arranged. At this cottage now enjoying a summer rest is a party of Boston musicians, among others being the fine so-prano Miss Clara Poole. [Bath Independent]  
\* \* \* \* \*

**BAR HARBOR** — From now until the first or middle of October is by far the pleasantest time of year at Mount Desert. There is less confusion at the hotels and those who remain are invariably of the better class of people; consequently society is less mixed and friendships are more easily made. Those who go early are of that fashionable set that shines brilliantly for a time, and then suddenly collapses. A great many people have already engaged rooms for the last of this month, and for September, and are daily arriving by the boats. The detective who was searching for the highwayman, has gone home in disgust. That highwayman has probably so effectually concealed his tracks that he will never be found, although they do say that he is still in town, and not so very far away either. Hops and germans are now in full blast. The swell of german of the season is soon to come off at the Rodick. The concert on Saturday evening for the benefit of the Clarke Memorial Church was a grand success. Nearly \$300 was raised.

**Page 541.**  
**NUGGETS**  
Seals are abundant in the harbor and vicinity of St. John, New Brunswick.  
\* \* \* \* \*

An English schooner is reported ashore on the ledge off ‘Tit Menan Point. She run on in the fog and is likely to remain.  
\* \* \* \* \*

Patents issued to Maine inventors under date of August 15<sup>th</sup>, 1882, reported for the MINING JOURNAL by William Franklin Seavey, Solicitor of Patents, Bangor, Maine: Augustine Crosby, Benton, machine for filling cans with meat, fish, etc.; W. H. Johnson, Industry, shovel handle; Nathan Littlefield, Portland, extension fire ladder; James C. Rundlett, Cape Elizabeth, egg pack and holder. Whole number for the week, 388.  
\* \* \* \* \*

The Bodwell Granite Company, of Rockland, Maine, own a nautical novelty in the shape of a three-masted steam schooner, being the only vessel of the kind afloat. There are other steam schooners, but none have the mizzenmast and smoke stack combined as in this one. All others have the smokestack by itself. Her name is MAYNARD SUMNER. She is an ordinary looking three-masted schooner, full rigged and does not differ in appearance from a common schooner except that the mizzen mast is made of iron, and does not resemble a timber mast. She is 150 feet over all and 28½ feet deep, and was built in Rockland. She is capable of carrying 450 tons, and is of 307.07 tons burden.

**1 September**  
**Page 550.**  
Mr. E. J. Richardson, has returned to the Boston and Bangor Steamship Company’s

employ, having accepted a position of general ticket agent. Mr. Richardson has for the past year been connected with the railroad business in New Mexico.

**Page 554.**  
**EASTERN INDUSTRIES**  
The cod fishing along the lower coast of the Gulf of St. Lawrence has improved, and some mackerel have been caught along the coast and in the bay.  
\* \* \* \* \*

At the factory of the Columbia Falls Packing Company August 19 they received and probably packed, 234 bushels of blueberries. The five preceding days the average was 100 bushes per day, so we are told.  
\* \* \* \* \*

There are four schooners discharging hard pine at Goss & Sawyers lower yards in Bath, and one at Deering & Donnell’s. The frames are all up for the large four-masted centreboard schooner building by the Morse firm. Her keel is 190 feet long.  
\* \* \* \* \*

Messrs. Hancock & Crowell, the well known Philadelphia ice dealers, who have several interest on the Kennebec, have sold out all their ice and contracts on the river, and all their Philadelphia property, to the Philadelphia Knickerbocker Company.  
\* \* \* \* \*

The fishermen are making great complaint against the mackerel seiners, who are destroying and driving all the bait out of our bays. We cannot wonder at their indignation, when we see the same steamers that were used to annihilate the porgies, are now employed in seizing the small mackerel, their last resort for bait.

**Page 555.**  
**BATH SHIPBUILDING**  
A meeting in the interests of the proposed shipbuilding company held in that city recently, showed that there was at least some interest in the matter, City Hall, being quite well filled. Charles Davenport, Esq., was elected chairman of the meeting and made the following remarks: “If I understand the object of this meeting,” said Mr. Davenport, “it is to get up some enthusiasm for the establishment in our midst of new engine and boiler shops and new shipyard for either wood or iron; it will soon come to the latter; wood is getting scarce. In this matter of steel ships we want to get started before they do in other places. There is a need to encourage manufactures if we ever expect to be anything. Bath has a good climate and the right people and I see no reason in the world why the thing should not succeed. Convince people it is a paying thing and they will take stock. It isn’t much use as a general thing to appeal to the patriotism of people to get them to invest their money, as witness William Pitt Fessenden’s appeal to the people for money in war time. A great deal depends upon the management.”

Other prominent businessmen advanced opinions and ideas in regard to the matter and the general idea seemed to be that without doubt the enterprise would pay well after a year or two. The manufacture of the engines and hulls of steamers coming together would make a great saving. The contemplated works would build, say twelve compound engines a year for vessels from 800 to 1500 tons. There is to be a great demand for steam sailing vessels, in order not to lose the South American trade, of which the Norwegians and Italians are fast gaining control. It seems now an assured fact that the corporation will be formed, as \$85,000 have already been subscribed. The corporation is to known as the Bath Shipbuilding Company.

**HOTELS AND SUMMER RESORTS**  
In building the big Rodick Hotel at Bar Harbor, over 1,000,000 feet of timber was used, 450,000 laths, 27,000 clapboards, 230,000 shingles, 20 tons of nails and 500 casks of lime.  
\* \* \* \* \*

North Haven is becoming quite a summer resort. Boston parties have purchased what is known as Kent’s Hill, a prominence over-looking the thoroughfare, and will erect four cottages.  
\* \* \* \* \*

The long, narrow point of land stretching out from the inner shore of Cushing’s Island, in Portland harbor, was formerly known by the occupants of the island as “Old Cellars Point,” there being two old cellars there, dating probably from the earliest settlement by white men. Heaps of clam shells and Indian arrowheads were also found there, showing that it has been a place of resort for the Indians.

**Page 556.**  
**OLD ORCHARD.** — Patrons of summer sea side resorts will find no place on the New England coast with more attractions and comforts than old Orchard beach. An old physician who has traveled much, and visited many beautiful resorts on both sides of the Atlantic, say: “Old Orchard is a pleasant resort at any time during the summer, but during the month of September it has the finest and most healthy climate of any place I have ever visited.” The most beautiful days of all the glad year come in September. The beautiful month at Old Orchard is worth a dozen like July and August. If visitors want to get to health, and strength, and rosy cheeks, and happiness enough to last them a whole year, they should engage board for every day during the bright exhilarating month of September. A lady guest of the Sea Shore house put a fifteen hundred dollar diamond pin into her son’s shoe Saturday night, as she was retiring, so that in the event of burglars, it would be in a safe place. Later, her husband went up, and before embracing Morpheus, put his son’s shoes and his own outside the door to be blacked. John, otherwise known as “the faithful” took the shoes away in the morning and out dropped the diamond pin. He immediately took it to the office, and the clerk, foreseeing amusement told him to say nothing of the discovery. At quite an earl hour the lady presented herself at the office exclaiming, “Those shoes! Those shoes! Was anything found? The clerk’s kind heart relented when he saw her pale, anxious face, and he told her everything was all right. John was remembered, and deserved to be, as it is not every one in his place who would have acted the honest part he did. The lady’s husband says she will never put a diamond in a shoe again.  
\* \* \* \* \*

**BAR HARBOR.** — Bar Harbor was never before blessed with such an array of musical talent. The amount of talent in town this summer is, to quote the words of Carlyle Petersilea, himself a well-known musician, “prodigious.” During the last few weeks musicales, impromptu and formal, and amateur concerts have been all the rage. A great many people have been viewing land with an eye to purchasing and building. Cottage life is fast increasing on the island. The pleasantest feature at Bar Harbor and indeed of the whole island, is the number of private cottages built for family homes during the summer. Many of the most picturesque promontories, hills, sheltered coves, and beautiful outlooks are thus occupied, and every season sees additions to these houses. These cottages and dwellings bid fair to multiply and to people

the island with an agreeable, cultivated, and valuable class of summer residents. The present is a kind of transition state between the wild freedom of former years and the staid habits of a settled community. Yachting parties and buckboard ride, long tramps and climbs, canoeing and fishing, and dancing in the evening, are so strangely mingled with lawn tennis and morning service at the Episcopal chapel, and literary culture and serious study, and quiet home life, that the visitor is confused by the jumble, and inquires with some embarrassment, for the real and distinctive life of the place. The concert for the benefit of St. Sylvia’s at the Rodick, was a success pecuniarily. News has been received that the Atlantic Squadron is soon to arrive, in part at least. This will create a whirl of excitement, in town, and hops and receptions to the gallant tars will be the order of the day. We need only the presence of President Arthur to cap the climax, and rumor strongly hints that he is coming. The grounds of Mrs. Leed, on High Brook road, have afforded opportunity for laying out the best tennis ground in the village. Here was played the grand four days’ tennis tournament of last week in which the championship of Mount Desert was won by Mr. George Winslow, of Cambridge, the prize being a handsome racquet. “You needn’t tell me people are going away,” says the assistant postmaster, “the mails are fully as large as ever they were, if not larger. Last Monday we sent off five thousand letters.” People are staying longer each successive year. They are discovering that Mount Desert looks its prettiest in the autumn and the month of September is by far the pleasantest of the season, after the inevitable four days of cold rain and fog are past. Our hotel proprietors are daily receiving letters asking accommodations for September, and appearances this season indicate that an unusually large number are to remain far into September. Of course, on the first there comes the usual exodus. Many families return home on account of their children beginning school, and the vacation of many fellows is over then. But those who have leisure and means, wait to enjoy the gorgeous weather of autumn.

**RAILWAY AND STEAMSHIP NOTES**  
Another steamboat wharf is to be built at Lamoine. Hon. John D. Hopkins and several others are to form a stock company and build at Alanson Googins’ shore.  
\* \* \* \* \*

There are now no less than seven steamers plying on the water of Moosehead Lake. All of these are passenger steamers except one, which is used principally for freight and for towing logs across the lake.

**8 September**  
**Page 571.**  
**EASTERN INDUSTRIES**  
A flourishing trade in plaster is being carried on between Nova Scotia ports and Bangor.  
\* \* \* \* \*

Three large tanks were shipped by the Portland Company, Saturday, to the Cumberland Mills Paper Company.  
\* \* \* \* \*

The Portland Company, Saturday, delivered another engine to the Northern Pacific railroad on their contract.  
\* \* \* \* \*

The work of canning corn began at the factory of the Portland Packing Company on Friday at Cumberland Mills.  
\* \* \* \* \*

James Amos, J. T. Murray, G. C. Spence and S. A. Spence, of Botsford, New Brunswick, have united to carry on the lobster business.



HISTORY FROM THE PAST - Maine Industry Journal - 1882

\*\*\*\*\*

The Times says there is now building in the yard at Bath, formerly occupied by W. V. Moses & Sons, a four-masted schooner of about 1,000 tons.

\*\*\*\*\*

The Bowdoinham Lumber & Ice Company, have sold their mills and other property to Stephen A. Nye, Fairfield. Mr. Nye will run the mills both summer and winter.

\*\*\*\*\*

The blueberry-canning factory at Cutler opened last Monday with good prospects. About 25 bushels of berries have been canned a day for the last week. The price paid for berries at the factory is 4 cents a quart.

\*\*\*\*\*

The fishermen of Bristol are catching dogfish, for which they are paid one cent each at the factories. Some of them make fair wages at this price. Hake and cod are now bringing the highest price for many years.

\*\*\*\*\*

Mr. Warren Brown is canning blueberries at his factory in Eastport, and is prepared to handle 150 bushels per day. Lobsters canned at Mr. Brown's factory are for sale at several of the stores in town, and are said to be of excellent quality.

\*\*\*\*\*

The ice supply is fast disappearing and not more than 150,00 or 200,000 tons of the Maine crop remains unsold, and there is only a limited supply with a prospect of a shortage before the season is over. It is probable that all we have in Maine will be wanted and at much better prices than have ruled thus far this season.

\*\*\*\*\*

There are 12 vessels now in the stocks in the upper yards in Bath all in frame in different stages of completion, and they will

probably take to the water close on to one another this fall. One vessel in Goss, Sawyer & Packard's yard is numbered 162. Next year according to present prospects will see the two hundredth vessel, built by the firm, completed.

Page 572.

The Augusta Journal says: The company which bought the Sprague cotton mills and waterpower in Augusta have just purchased additional property to the amount of \$21,000. This new acquisition includes all the stores and lots on both sides of Water street above the railroad bridge, formerly owned by the Spragues, the house on Sewall street occupied by Captain N. W. Cole, the brickyard property and quarry lot, land and buildings on Northern Avenue, York and West street, and certain lots and parcels of land on the east side of the river. The purchase papers are to be executed and delivered to the company by the 11<sup>th</sup> of September. The present mills are to be started up in from 30 to 60 days, and new buildings are to be erected in the spring. The tower on the mills will be raised 15 feet and a story added to the picker building this fall.

\*\*\*\*\*

The following vessels are building at Bath shipyards. In Mr. Rogers' yard a ship of 2,000 tons, to be named the ABNER COBURN, in honor of one of Maine's most enterprising and most useful business men; a vessel of 400 tons, to be named the HARRIET PRESCOTT, for New Haven parties; in the yard of Chapman & Blair, a ship of 2,000 tons; in the yard of Goss, Sawyer & Packard, a bark with steam auxiliary apparatus of 1,100 tons, for Captain Bessy (Besse), of New Bedford; a steam barque of 900 tons, for Captain Tucker et al, of Bath and New

York; two schooners; in Goss & Sawyer's yard, one ship of 2,000 for Captain Otis and others of Bath, three large schooners; in the yard of Sewall & Company, a ship of 2,000 tons and a schooner of 400 tons; in the yard of Goss, Sawyer & Packard, a steam barque of 800 tons, for the Messrs. Bird of Rockland; in the yard of D. W. & H. F. Morse, a four masted schooner of 1,300 tons; in the yard of Thomas Hogan, a schooner for Portland parties; in the Hathorn yard by Goss Sawyer & Company, two large schooners in frame; in the yard of Donnell & Deering, a schooner of 400 tons for themselves and other Bath parties; in the yard of John McDonnell, a ship of 2,100 tons for himself and Mr. Flint of New York; in the yard of C. V. Minot, Phippsburg, a ship of 1700 tons. This shows a total of twenty-one vessels building, of which five are of 2000 tons and upward. — a fleet of themselves. In addition to these, twenty-two vessels have been launched since January 1, 1882 having an aggregate tonnage of 27,638 tons. The total tonnage for the year 1882 will be about 42,000 tons. Last year 36,334 tons were built at Bath, and in 1874, 34,100.

CULTIVATION OF CODFISH. — The operations of the United States Fish Commission, in the direction of fish hatching and other experiments, are being at present carried on at Wood's Hole, where the work has been done for a couple of years past. Previous to that time hatching operations for codfish were carried on at Gloucester, and millions of young codfish were set free there. Vast numbers have been let loose into the ocean from the hatching rocks at Wood's Hole. Since this work has been done but little, if anything, has been seen of the cod small fry, till now the fishermen report

vast multitudes of little codfish, from four to ten inches in length, in the mouth of the Piscataqua River and vicinity at Portsmouth. Since these little fish are strangers in that vicinity, it is believed by those interested, that they are "Professor Baird's fish," or, in other words, that they are the first visible results of the codfish hatching experiment of the Government under Professor Baird's direction. It is believed, and not without good reason, that the little cod off the Portsmouth shore were really hatched in the Government boxes at Gloucester and Wood's Hole, and that they have drifted northward along the shore in their natural emigrations towards colder waters. Should such prove to be the true state of the case, it certainly is a most happy result, and may be the first step towards again stocking the waters from Cape Cod to the Bay of Fundy with millions of codfish, as they once were, before the fisherman, in his search after food and profit, had so nearly robbed this part of the Atlantic shore of its rich treasury of food fish. If it has been discovered that the supply of codfish near our shore can be kept up by artificial propagation the importance of what is known as the shore fishery, which

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HISTORY FROM THE PAST - Maine Industrial Journal - 1882

has grown in fifty years from a few cargoes in winter to sell frozen to 30,000,000 pounds at this port alone last year, can be doubled again in a few years, the Government has been well paid, and Professor Baird has done a noble work. [Boston Herald]

**RAILWAY AND STEAMSHIP NOTES**  
The Eastern Maine Railway Company, has purchased the Hancock House property and will move the stable down upon the wharf for a storehouse, and probably tear the old house down, after which the station house now at the steamboat wharf will be moved upon the site of the old mansion, making a very desirable and convenient depot.

\*\*\*\*\*  
The steamer CITY OF RICHMOND has done the largest business this season of any boat that comes to Bar Harbor. Her fine looks, great speed, and the gentlemanly bearing of her officers, has given her an almost enviable reputation. She is so exceedingly popular that she gets about all the return travel. [Bar Harbor Tourist]

**Page 573.**  
**NUGGETS**  
Several Rockland gentlemen are associated under a charter granted General Tillson and others, for the purpose of introducing a new system of water works in that city, the supply to be taken from a hill about 80 feet higher than Chickawaukie Pond, where a large swamp, on the farm of Captain Robert Crockett, and in a region full of springs, is being excavated for the purpose.

**15 September**  
**Page 585.**  
**BUCKINGHAM (P. Q.) BUBBLES**  
Phosphate Region — Navigation Notes — New Steamers — Mining Operations — The Lumber Trade.

There seems to be a mania for owning a steamer raging in Buckingham just now. Two boats, the EDIE MAY, owned by Mr. Asa Cook, and the JOHN MCDONALD, of Messrs. Camm, Kroft & Company, were until this week, the only boats running on the DuLievre. The traffic during the whole season has been constantly increasing, while the towing of phosphate from the various mines on the river kept the boats running most of the time night and day. Yesterday, Mr. MacIntosh, representing a new company, launched a steamer, which has yet to be baptized. The new craft is not very large, but is said to be very powerful and capable of running 9 miles an hour. And still another boat is coming. Messrs. Cook & Laboughie have purchased in Sorel a steamer which will carry passengers alone; it will have accommodation for over a hundred, and plenty of room for freight; in fact, it is to be the “boss” of the river, and will no doubt do a good trade. The EDIE MAY is to be transported above the High Falls and will connect daily with the new steamer, thus forming a continuous line of some fifty miles of navigation, with an interruption of but about one-mile at the “Chute.” The benefits which this new line will confer on the farmers and traders of the upper DuLievre cannot be too highly estimated, and Messrs. Cook and Laboughie in their truly patriotic enterprise deserve the support of all right thinking men. With four boats and seven barges on the river, the DuLievre will present a lively scene, and should the progress of the last few years continue unabated, we may expect a large influx of immigration, for with such facilities for arriving to the markets, and the prospect of a railroad in the near future, the splendid lands which form the valley of the DuLievre will certainly be taken up by intending settlers.

We have said nothing as yet of the mines — the great source of wealth of this section of the county. There never was so much activity displayed as at present. The “High Rock” is holding out splendidly and sustaining the high reputation which it acquired some years ago. Some seven or eight thousand tons of phosphate will, it is expected, be shipped from those mines alone next spring. The Philadelphia & Canada Company has just shipped to their mines an improved steam pump and hoisting apparatus. This we believe is a move in the right direction. The introduction of labour-saving machinery cannot but be productive of good results, and where the “shows” warrant it we believe steam drills are also to be used. Messrs. Camm, Kroft & Company, as well as Mr. Haycock, are doing good work taking out large quantities of very fine ore, and from reliable sources we are informed their mines are improving every day. The French company has been completely remodeled and is now in first-class working order and turning out plenty of phosphate. The “Old Fort” which for so long, held the proud title of the finest property on the river, though there are one or two mines which dispute the title, still holds its own and justifies the predictions which were made years ago. Mr. Murray is getting out some of the finest phosphate ever shipped from Canada, and there is lots of it. To enumerate all the mines and give a description of each would be an inviting task, but, we fear, somewhat tedious to your readers. There must be about three hundred men employed in all, and there will be an output of from ten to twelve thousand tons this year.

Our mills are in full blast and will have to keep running until the ice comes to prevent them, if they wish to saw all the logs now in the river. They have been coming down at the rate of four thousand a day for the last week, and had to be put over the falls recently to clear the river at the different wharves.  
The crops look splendid and the farmers are earnestly praying for some dry weather, in order to save the hay and grain. It has been very wet lately and the water in the river has risen about two feet. It has not been so high at this season for many years.

**A NEW DEPARTURE AT BATH**  
Bath, Maine, is determined to hold its place in the shipbuilding world. It is known far and near as the center of the wooden shipbuilding industry — not of this country alone, but of the world. It yearly turns out the finest clipper sailing ships afloat, and in spite of all the assertions as to the rapid decline of sailing ships in navigation, these Bath built vessels have proved so profitable that their builders do not suffer from a want of orders for new ones. That little city has practically made a new class of sailing vessels — the large three-masted schooner. The man who is always on the lookout for mistakes is always ready to correct, will rush forward with his statistics and proof to show that this is a wrong statement. He will prove that the three-masted schooner rig is quite old. He is correct in the point he makes. And so would be the man who asserted that the steamboat was invented over two centuries ago. Yet to all intents and purposes the steamboat is a modern creation.

And on the same principle to Bath must we give credit for having supported the movement which has brought forth the large tonnage three-masted schooners. The Bath builders have replaced the brigs, schooners and small ships, with big ships, barks and numerous three-masted schooners. They have got control of all about that is left of the sailing vessel trade, and their skill and

energy as builders have kept it alive. But they are not satisfied. They have found the business comparatively small.  
The wants and spirit of the age demand the iron or steel propeller steamers, and our people who buy these must go elsewhere than to Bath for them. As capital and shipwright skill are largely concentrated at that place, the ambition has seized upon certain builders there to enter the field of iron shipbuilding. They hold to the belief that if they can build a good wooden vessel, there is no reason why they should not be able to build an equally good iron one. And they have the courage of their convictions for they have resolved to make the experiment. A company has been formed there with a capital of \$100,000 for the purpose of building iron or steel vessels and also for manufacturing the engines and necessary equipment for such vessels.  
This is indeed a new departure at the seat of the wooden shipbuilding industry. Bath owed part of its supremacy in its special industry to its proximity to the great lumber and timber districts. It is maintained by many that this is a proof that it cannot succeed as an iron shipbuilding place, for the reason that it is far removed from the supplies of iron and coal, and other places nearer the sources of such supplies for iron shipbuilding will take that trade. But Bath has held its own even though it has had to send south for timber and hardwoods and go to Oregon for spars and masts. And the shrewd and energetic men of that enterprising town, who, have adventured their money in the dew departure see no reason why they should not succeed.  
It is to be hoped success will crown their efforts. If iron shipbuilding can be maintained successfully on the Kennebec, it will keep within the State, which has been for years its centre, an industry which owing to a change in the material used now threatens to leave it. The experiment will be closely watched, and we trust that the result of the adventure may confirm the expectation of its originators and give them a new lease of the shipbuilding trade. [New York Maritime Register]

**Page 586.**  
**EASTERN INDUSTRIES**  
A Mirimichi lobster packer has had to purchase 43,200 lobsters to fill his Toronto orders.  
\*\*\*\*\*  
Crosby Brothers, Wednesday, at their yard in this city, launched a three-masted schooner named the F. C. PENDLETON. She registers 388 4/100 tons.  
\*\*\*\*\*  
ISLESBORO. — Captain E. E. Pendleton, who owns the “narrows lot” at Oak Head, is having the same surveyed into cottage lots. A wharf will probably be built there before another season.  
\*\*\*\*\*

The Portland Argus says: “The Hal- lowell Granite Company has set up a very beautiful sarcophagus for the late Mr. Justice Clifford, in Evergreen Cemetery. The design of the sarcophagus is purely classic and is a combination of different granites which gives a very pleasing effect. It is said by competent judges that this is one of the finest monuments of its class in New England.”  
**Page 587.**  
American sardines ought to bring good prices this fall. There has not been up to the present time much more than half the quantity canned as at the same time last year. August is considered one of the best months in the year for fish, but they have been unusually scarce this month and what

the factories do get they are obliged to pay too high prices for, on account of the recent advance in the price of smoked herrings. One of the largest factories closed last week. [Sentinel]  
\*\*\*\*\*  
The Belfast Journal says that with the exception of Portland, North Haven is the largest fishing port in Maine. The enterprise has developed wonderfully within a few years, until the fleet now embraces some of the finest vessels that seek the finny tribe. Last year six vessels from North Haven stocked on an average \$10,000 each. Up to the present time the fishing vessels have been even more successful than last year. Here are two large fishing firms — Lewis McDonald and Freeman H. Smith, where not only the island fishermen fit out, but many others from different towns. At one time the fishing vessels from the islands came to Camden and Belfast for their outfits, but now everything is procured at home. The town is made a port of entry, and has a custom house officer, Nelson Mullin, a subordinate of the Belfast Custom House. Salt is purchased by the cargo, and taken out in bond. Another industry is the canning establishment of W. K. Lewis & Company, Boston. Lobsters, mackerel and herring are put up, and employment is given to a large number of small boat fishermen.  
\*\*\*\*\*

FISH AND GAME. — The sportsman may now shoot the roughed grouse. The American says that a few days ago, four deer comprising a family, the old buck with his spreading antlers, the doe and two young deer, were seen feeding in the field near Mr. John Lurvey’s house at Southwest Harbor. The destruction of salmon, at the Cotton Mill dam, is deplorable. No fishway has yet been provided by the corporation, and the salmon gather under the rolling dam and attempt to pass through the water that falls over the top of that structure, and in doing so fall back and are stunned by falling across logs and ledges. Men and boys, not being satisfied with netting these fish, now arm themselves with pitchforks and spear them. Many of the fish escape, after having the tines of the fork driven through them, only to die. All this is done in defiance of our State laws, and will be done so long as laws are made and lawmakers make no provision for their enforcement. [Calais Times]. Fish Commissioner H. O. Stanley is stocking ponds in Oxford county with black bass. At Point Escuminac, New Brunswick, at the site chosen for the Breakwater, from 20 to 30 Indians and others are making great hauls of black bass. Herring are plenty, and some boats are taking as many as ten barrels a day. Shipments of bass are being made to Boston and New York, where they bring 15 to 14 cents per pound. One of our principal packers has had to purchase 900 boxes (3,000 dozen) of canned lobsters to fill his Toronto orders. Tuesday finished the extension of time for lobster packers this season.

**Page 588.**  
The proposed route of Captain Eads’s ship railroad over the Mexican Isthmus of Tehuantepec is in round numbers about 150 miles long, and will lead in a direction nearly north and south, or from the Pacific side north to the Gulf coast. As there are two rivers running along the route, they will be utilized for some 50 miles; thus the actual length of the railway will not be much more than 100 miles.

**HOTELS AND SUMMER RESORTS**  
The Acadian House, Castine, is still open and every room, occupied. Mr. C. E. Lyon and wife and A. D. Manson of Bangor



## HISTORY FROM THE PAST - Maine Industry Journal - 1882

have been spending a few days vacation there.

\* \* \* \* \*

A project is on foot for the purchase of a tract of land on the inner shore of Great Hog Island, Casco Bay, and the formation there of a colony of summer residents. The other afternoon a meeting of gentlemen interested in the project was held at the island. It is proposed to purchase 213 acres on the north side from the Fessenden and Preble heirs, and form an organization. A committee was appointed consisting of Judge Peabody, E. G. P. Smith, P. S. Larrabee and W. H. Corey, all citizens of Portland, to make necessary arrangements.

\* \* \* \* \*

BAR HARBOR. — Summer guests are more and more seeking the Maine sea coast to spend the hot months on its cool and health-giving shores. But Mount Desert especially is gaining in summer population. Nor is this growth wholly confined to Bar Harbor. Visitors find their way to Seal Cove, Bass Harbor, Southwest Harbor and other points. Cottages are springing up all over the island. At Northeast Harbor a nice little settlement has been started. President Eliot of Harvard has a beautiful cottage upon a height overlooking the harbor and the islands of the bay. Mr. Curtis, the civil engineer from Boston, also has a very attractive little home, in the same neighborhood; and Bishop William Croswell Doane of the diocese of Albany, has a very lovely house between Somes Sound and the bay of Northeast Harbor. He has erected through the munificence of a kind friend a most unique little chapel adjoining his house. This chapel is filled every Sunday not only with worshipers from that vicinity but also from Bar Harbor, the latter driving over or coming by steam launch — a most plausible excuse for a Sabbath excursion. If people aren't in too much of a hurry to make money and don't frighten guests away by high charges, there is no doubt that this island will some day be one continuous village. Colonel W. F. Holland, intends erecting this winter an Opera House of the following proportions: Its front upon the street will be 100 feet in length, its depth 60 feet. It will be three stories in height. The first story will contain four stores, 21 feet, 9 inches in width, by 60 feet in depth. A fine cellar will afford storage room below. The second story will be devoted to dramatic entertainments, etc. The stage room will be ample, the scenery excellent and the seating capacity eight hundred and sixty. The entrance to this hall will be at the east end by a stairway 9 feet in width. The ticket office will be found on the left and on the right the ladies dressing room and retiring-room. The gentlemen's dressing room, coat-room, etc., will also be on the left. The number of green-rooms will be four. The third story will be devoted to Masonic purposes. The Masonic hall is to be 60 feet in length by 30 in width with ante-room, smoking-room, etc. The height of the first story will be 13 feet, of the main hall 18 feet clear and of the Masonic hall 14 feet. A fine tower will grace the centre of the building, the front of the latter being elaborately decorated. The Opera House will be lighted by gas. It will be an ornament to the village. It is reported that Mount Desert this year will contribute its wonted share toward the matrimonial market. In fact, several engagements are on the tapis already. A co-operative store is now projected at Bar Harbor. The object being to get better market supplies and at more reasonable prices. Efforts are being made to organize at Bar Harbor, a society for the Prevention of Cruelty to Animals. A great many complaints have been made with regard to the way sheep and poultry

have been treated, especially at the wharf, where the latter are left in the broiling sun without water, and crowded together in close compartments. No little indignation has been aroused by this culpable neglect and ill treatment of dumb creatures. The visit of the President caused quite a commotion, and it is to be regretted that the weather was so unfavorable during his stay. He rode from Bar Harbor to Bangor Tuesday afternoon and left on the train from this city the same evening.

### NEW ORGANIZATIONS

The International Lift Raft Company has a capital of \$250,000; stock paid in \$2,730; par value shares \$1. President, William B. Frink; Treasurer, George R. Kelso; Directors: G. R. Kelso, W. B. Frink and J. M. Kinney.

### Page 589.

### NUGGETS

Patents issued to Maine inventors under date of August 29<sup>th</sup>, 1882, reported for the MINING JOURNAL by William Franklin Seavey, solicitor of patents, Bangor, Maine. Lorenzo Chesley, Mount Vernon Shearing and Punching Machine; R. A. Wentworth, Appleton, Fish Trap; whole number for the week, 382. Under date of Sept 5, 1882: George W. McKenzie, Harrington, automatic Water Elevator, and a windmill; Hiram Peavy, Bangor, Rotary Engine; A. S. Bangs, Augusta, Mortising Machine. Whole number for the week, 393.

\* \* \* \* \*

In reference to the white water lately seen off Monhegan, which is puzzling fishermen and scientists, a correspondent of the Boston Advertiser describes a similar phenomenon which he observed in the Indian ocean about 500 miles from Bombay in January, 1879. The appearance extended as far as the eye could reach, in all directions. The steamer was two or three hours in passing through it. It probably extended twenty-five or thirty miles. Fish were plainly seen in great variety, from three to fifteen feet in length, and from six to thirty inches in diameter. The captain had once before seen a similar occurrence; he attributed it to the vast numbers of animalcules. It was suggested the fish were feeding upon them. It has the appearance of milk and water. There were light fleecy-white clouds at the time, which might be the cause of the reflection. We passed out of the white water, the clouds continuing the same. It ceased rather abruptly, the edges being a little broken, like snow mixed with water. It was not phosphorescent lights, common in that ocean, as they were present during and after we had left the white water.

\* \* \* \* \*

A Wesley correspondent of the Eastport Sentinel gives the following: We now have more evidence of the truth of Mr. Hall's story concerning the Chain Lake Serpent. Last Friday, after school was out in the afternoon, our teacher, Mr. Loring Rollins, and Mr. Lyman Gray (both nephews of mine, good blood you notice) borrowed a boat of Mr. Hiram Quimby and went up to the last winter camp of said Quimby to stop the night and catch some fish. They arrived there safely, stopped all night, and Saturday while fishing at the outlet of the second lake, Lyman on looking up toward the head of the lake saw something, apparently about two miles off, seemingly in form of a short log of wood, say about six feet high and from one to two feet in diameter, going in a northwesterly direction and with a waving, or vibratory, motion. He says he called the attention of his companion to the object and he agreed with Lyman in the description of the "critter." I

interviewed the young men yesterday and learned the truth of the story as the story as stated above. They say it made very rapid progress for nearly a mile and then suddenly disappeared, as they think, under the water.

### 22 September

### Page 6.

The steamer KATADHIN will shortly be taken off the route for repairs and the two other steamers of the Boston & Bangor Line will make four trips per week during the fall.

\* \* \* \* \*

The Forest City Steamboat Company estimate their boats have carried 70,000 paying passengers the past season, which is a very large increase over any previous season's work.

\* \* \* \* \*

The Portland Company will soon ship two more locomotives to the Northern Pacific Railroad. The company are also building one hundred freight cars for the Maine Central Railroad, and on completing them will start on an additional hundred for use on the European & North American road just leased by the Maine Central.

\* \* \* \* \*

It is now assured that a new steamer is to ply next summer on the Kennebec between Augusta and the islands. Mr. William Kane, of Gardiner, has recently brought the matter to a focus by circulating a subscription paper, and at the present time has \$16,200 subscribed with promises of more. The list comprises some of the best businessmen of Augusta and Gardiner, and the enterprise is a positive success. She will be built expressly for this route, and will cost \$25,000.

### Page 7.

The Portland boats have changed their time of leaving Boston from 6 o'clock PM to 5 o'clock PM.

### Page 8.

There was launched September 9<sup>th</sup> from the yard of J. Manchester Haynes, Wiscasset, the clipper built centreboard schooner EMMA S. BRIGGS, of about 350 tons, to be commanded by Captain Alonzo Lewis of Boothbay.

\* \* \* \* \*

### 29 September

### Page 3.

### GOSS IRON WORKS

The subscribers to the Bath enterprise met at the Common Council Room in Bath on Friday evening, September 22, at 7 o'clock. The meeting was called to order by John H. Kimball, Esq., who called Dr. A. J. Fuller to the chair. George P. Davenport, Esq., was chosen secretary. Mr. Kimball stated that the object of the meeting was to decide whether the proposed company shall or shall not go on; secondly, in regard to procuring a charter for said company. The amount stated as being necessary for purchasing tools, property and buildings was about \$75,000, and that would leave \$25,000 for working capital. The questions were taken up in their proper order, and it was moved

that a ye and nay vote of the stock be taken (a majority of it being represented) to see whether they should proceed to temporary organization. Vote taken, 21 yeas, no nays. A committee of five was appointed to prepare charter and by-laws, to give due notice of a meeting for regular organization and present a list of officers necessary; and the following gentlemen will constitute the committee: Arthur Sewall, John H. Kimball, J. G. Richardson, H. W. Swanton, Henry E. Palmer. Mr. Kimball moved that a committee of three be appointed "to make all necessary repairs upon the wharves and real estate, and make such contracts for the purchase of material and erection of buildings, and purchase of an engine and machinery, as they shall deem necessary until the organization of the company and the election of officers. The committee appointed consists of G. C. Goss, J. D. Robinson, J. R. Kelley. It was then moved that the name of the organization be called "Goss Iron Works". The meeting adjourned subject to the call of the committee of organization. The meeting was enthusiastic throughout, and not a doubt exists but that the enterprise is on a permanent footing and will be pushed to the fullest extent by the gentleman concerned in the management. The committee of subscription, reports that \$90,000 have been subscribed up to the present time.

### RAILWAY and STEAMSHIP NOTES

The steamer CITY OF RICHMOND made her last trip of the season to Bar Harbor on Thursday.

\* \* \* \* \*

The steamer MOUNT DESERT has again broken her walking beam and will probably be taken to Boston for repairs.

\* \* \* \* \*

The fall arrangement of four trips per week of the steamers of the Bangor & Boston Line goes into effect October 1st.

\* \* \* \* \*

The keel of the fine steamer to be built for the Portland Steam Packet Company has been laid at the yard of John Englis & Son, Brooklyn. It is understood she will be named the CUMBERLAND.

### Page 5.

The shipowners of Bath, Maine, will be \$750,000 of the \$2,000,000 of the Geneva award coming to Maine.

\* \* \* \* \*

Mr. Arthur Sewall, of Bath, is having drilled at his residence an artesian well, which he proposes to fit out with windmill for pumping purposes. The well is down 143 feet at present.

\* \* \* \* \*

About half a dozen ship joiners will leave Bath on the first of October for Alexandria, Virginia, where they are to finish work on a schooner building at that place under the supervision of Messrs. Goss and A. G. Page, of Bath.

\* \* \* \* \*

The contract for about 30,000 tons of rubble stone for the breakwater in the harbor

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17' Herreshoff Buzzards Bay 14 Sloop, 1977. 19,500.

23' San Francisco Super Pelican, 2010, \$7,500.



HISTORY FROM THE PAST - Maine Industry Journal - 1882

of Rockland has been awarded to John F. Hamilton, of Portland, the lowest bidder. It is understood that work will be resumed this fall and continue so long as the weather remains moderate enough to permit.

\*\*\*\*\*

The act to provide for deductions from the gross tonnage of vessels of the United States approved August 5, 1882, has changed the registered burden of vessels of the United States from gross to net tonnage. Hereafter, therefore, the fees to be collected for the inspection of steam vessels will be computed on the basis of their net tonnage, as expressed in their marine documents.

Page 6.

The Portland Steam Packet Company are to build a new steamer to accommodate its rapidly increasing business. The contract for the hull has been made with the firm of John Englis & Sons, Brooklyn, New York; and for the engine and machinery with the Quintard Iron Works, of New York city. The dimensions of the new boat will be as follows: length of keel 250 feet; 37 feet beam and 12 feet depth of hold. It will contain one hundred staterooms, which with the berths will accommodate about seven hundred passengers. The ladies' and lower cabins will be models of elegance - and in fact everything

connected with her build and outfit will be of the latest and most approved pattern. The engine will be a 56-inch cylinder with eleven feet stroke. Work of laying the keel of the new boat commenced, as stated above, Wednesday, the 13th inst., and she will be completed and go on the route previous to June 1, 1883.

Page 8.

The life and activity which have been displayed in Bath shipyards during the present season, does not, apparently, diminish to any great extent, as there are now building within the city limits 18 vessels, whose aggregate tonnage is about 19,000 tons. Of these, five are ships of 2000 tons and upwards, two are barques, two are four masted schooners of 1000 tons each, and eight are three masted schooners and one small schooner.

\*\*\*\*\*

A large shipment of mackerel, consisting of between four and five hundred barrels, went from Prince Edward Island by the I. C. R. on Tuesday and was forwarded to Boston by the I. S. S. Company's steamer CARROLL to Boston yesterday evening consisted of 1,400 barrels mackerel, 360 cases of eggs, 100 barrels potatoes, 187

cases of lobsters, 207 packages of lamb, 3 cases of skins and sundry other articles. [Charlottetown Examiner]

FISH AND GAME

There were 350 sail of mackerel smacks in Boothbay Harbor one day recently making a pretty sight

\*\*\*\*\*

Fishery Inspector Rogers, of Nova Scotia, has received a letter from the Fishery Commission of France, asking for sketches and plans of his patent fishway.

\*\*\*\*\*

Euly Wallace, a son of Captain Moses W. Wallace, of Friendship, less than fourteen years of age, has fished with a trawl all summer in deep water and his share of the fish amounts to \$900. What boy can beat that?

\*\*\*\*\*

Assistant Postmaster Cummings, of Bangor, and Captain Butler, of Rockland, recently captured four hundred magnificent trout from a pond near one of Palmer's camps, several miles northward from Katakhdin Iron Works.

\*\*\*\*\*

The Sea World announces that our long-lost fish, the menhaden, have appeared off the New Jersey shore to immense numbers, said to be more than ever before seen. The

Sea World adds: "Where have they been, and where do they come from now? In the meantime the fishing steamers will look after them," and their question will soon be answered when the steamers get after the fish, provided they can find some expert to follow Mr. Menhaden in his retreat, for he will leave Jersey just as he did the Penobscot if crowded too hard.

6 October

Page 4.

Mr. Charles B. Harrington, the widely know yacht builder of Bath, has purchased a shipyard at the south end of that city and will there carry on the boat building business, and the building of steam or sailing yachts and small vessels of any kind.

\*\*\*\*\*

At Rockland the spars of A. F. Ames' new schooner are being put in place. The work is being done by Longley, who is also to rig the vessel. The spar work was done by Robert Benner. The masts are hard pine and made of pieces, forming what is called a made spar. The light spars were furnished by George F. Ayers. The name of the schooner is FANNY WHITMORE, after the Captain's wife. Her measurements are as follow: length 154.3 feet; breadth 34.7 feet; depth 13.2 feet: total tonnage 581.65 tons.

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13' BOSTON WHALER SIDE CONSOLE, 1974. With 1986 Johnson 30 hp outboard and 2017 Load Rite

POWER

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17' SCOUT 175 SPORT DORADO, 2018. With Yamaha F90LB Outboard and EZ Loader trailer. Available in White or Rascal Blue. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, (207) 865-4103.

POWER

17' SPORTSMAN ISLAND REEF CENTER CONSOLE, 2018. With Yamaha F70LA outboard, Light Blue hull color, bimini top and EZ Loader trailer. Call for price. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



18'POLARKRAFTSIDECONSOLE, 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 \$15,000. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

POWER



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20' WELLCRAFT V-20 STEPLIFT, 1987. With 2000 Evinrude 150 hp O/B

## POWER

and 1987 Shorelan'r trailer. Asking \$6,500. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103.



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21' SCOUT 215 XSF, 2019. With Yamaha outboard, Aristo blue hull color, powder coated t-top, rocket launchers, raw water washdown, folding transom seat, forward seating backrests, JL Audio Speaker upgrade and New EZ Loader trailer. Call for price. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).

## POWER



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, (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).

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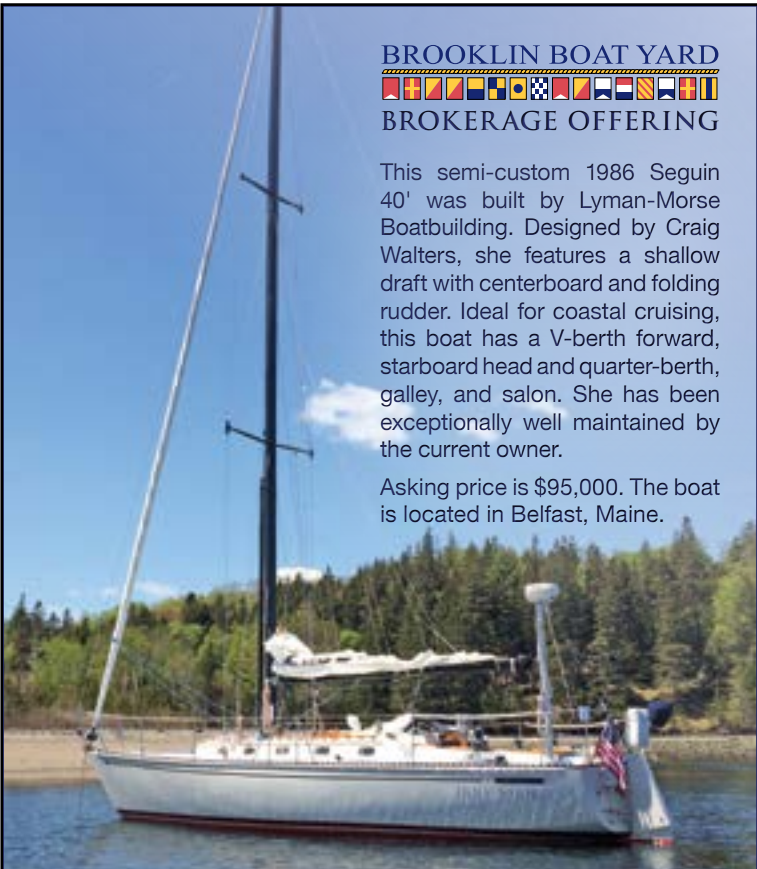
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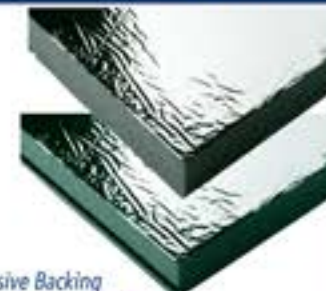
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