

Maine Coastal News

Volume 32 Issue 3

March 2019

FREE

Remembering Racer Galen Alley of FOOLISH PLEASURE



Galen Alley and his racer FOOLISH PLEASURE on their way to the dock in Friendship in 2015.

JONESPORT – There are a number of names that come to mind when a discussion takes place on who had a major influence on Maine lobster boat racing over the years. Names such as Gus Alley; Benny Beal; Calvin Beal, Jr.; Isaac Beal; Merle Beal; Jim Clemons; Glen Crawford; Richard Duffy; Sid Eaton; Andrew Gove; Bill Hallinan; Corliss and Glenn Holland; Andy Johnson; Steve Johnson; Freddy Lenfesty; Alfred Osgood; Jim Preston; Lewis Stuart; and the Young Brothers (Arvin, Arvid and Colby) to name a few. In recent years one name that has been talked about the most is Galen Alley. He came on the racing scene in 2005 in LORNAR. and two years later introduced us to the aptly-named FOOLISH PLEASURE, in which he dominated the racing scene from 2006 to 2015. Unfortunately, on his way home from dragging off Rockland and within just miles of his home he hit black ice just north of Wayne Beal’s Boat Shop in Jonesport and lost control of his vehicle. The vehicle rolled over and Galen sustained injuries that cost him his life on 16 January.

Galen was born 21 May 1961 to Dick and Lorna Alley. He leaves behind his mother, Lorna; his wife Trisha; his children, Austin, Madison, Caleb, Osmond and fiancé Logan, and Lexi; his brother, Rocky and wife, Carmen, their children, Corey and wife, Farrah, Jamie, Kayley and fiancé, Mike; a special cousin, Archie; and too many family members and friends to name. A celebration

of his life was held at the Beals Elementary School Gymnasium on 26 January, which was attended by more than 500 people.

I used to visit Galen at his home or down on the dock where he operated his business Great Wass Lobster, but I did not know him like Jeremy Chandler did. Jeremy is Galen’s cousin and worked with him at Great Wass Lobster for a time and on the race boats. He fondly remembered working for Galen, saying, “I think it was my senior year of high school, that was in '04, he says, “Be to work tomorrow, I have got a bunch of stuff I have got to do.” I went to school that day and I was supposed to go back over after school and I didn’t go after school, I went and hung out with my friends. Well, the next day I went over and he says, “Where were you yesterday?” “Well, I was out and about,” and he said, “Guess what? You’re fired.” I said, “Good enough see you later.” I walked up the wharf and it wasn’t a half an hour later, he called back and he said, “Any chance you could come back and work for me?” I said, “Yeah, I will be right there.” He never had a bad word to say about me and I never had anything bad to say about him. I mean we were always good with each other.”

Jeremy was not sure when Galen saw or was in his first race, but he remembered a great story. He said, “He was with his father when he was pretty young, they were actually racing out here in the Reach. That was back when every boat builder had a boat

and they would race. They got beat and he looked up and he told his father, “that’s a bitcher.” He said, “Yeah, you win some and you lose some, no big deal.” Racing was in his blood, like anybody.”

“Back in like '04, or '05,” continued Jeremy, “he tracked his father’s boat down and brought it back. He did a lot of work: peeled the glass off it, sanded her down, got her smooth, got her back to an actual wooden boat. That is when the big power started coming around again.”

Most everyone had heard that someone was putting a race boat together with big power and when she went over she made news when she was running of Beals Island during her first sea trials, lost a plank and sank. Jeremy added, “He said, “I am going to put her in the water tomorrow.” I said, “I ain’t going to be around. I got to go on the boat.” Well, it was like 6:30 in the morning he put her in the water and his brother Rocky told him not go out and run her until he got home. Just let her have time to soak, make sure she is good. He said, “Yeah I will.” Well, he couldn’t help himself he jumped right in. I was actually on my way to the marina and I heard the boat. I was like that has got to be him out there. So he went out, he had two other people with him and he blew the plank off and he sunk it and by the time I got out to the marina there she was bobbing in the water. She was stove all to pieces, ripped the stern pretty darn near right out of the

boat. They hauled her out, and a lot of the older guys looked her all over and some of them were saying burn it, it’s junk. He was bummed right out. It was just like he had lost his best friend. He talked to Calvin, Jr. and he said, “You can fix that, no problem.” So they hauled her out and got her down to Albert Carver’s put her in the shop and two weeks and two days, she was back together and in the water. He made it to the first boat race that year, I think it was Boothbay. They put like 2200 screws in her, 6 or 7 sharp-risers (floor timbers), re-timbered her pretty much right from the bulkhead right back. I mean that was a lot of work, and the whole family basically jumped in on it.”

“I think it was 3 or 4 years later he wanted to take a one-off of her,” said Jeremy, “and FOOLISH PLEASURE was born. I guess that is when speed went from 50/60 to damn near 80 mph. I mean he’s still got the speed record 77.2.”

Well, that is not the official record that Galen set in FOOLISH PLEASURE. In her debut in 2008 at Boothbay she did 53 mph in the Fastest Lobster Boat Race. At the next race in Rockland he pushed that to 61.6 mph setting a new record. At Friendship he set the record again with a speed of 64.1 mph. The following year at Stonington he set the record again with a speed of 64.5 mph. In 2010 he broke the record once again with a

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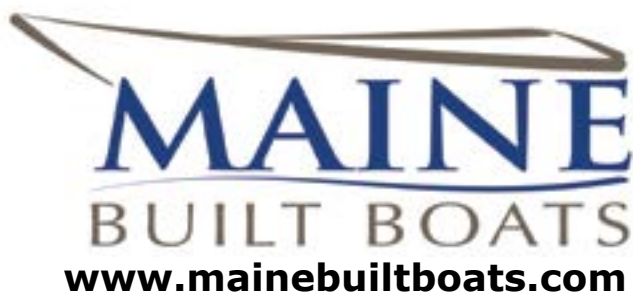
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Maine Coastal News is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news and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

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Publisher

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Advertising Deadlines: The deadline for the April issue is March 8.
The deadline for the May issue is April 12.

Publisher's Note

Another issue done and gone, but I always wonder if the content is what the masses want to read. I print what I find interesting and I always have to wonder how others feel. Since I have been using a digital recorder and Rachel has been doing the transcription it has become much easier to write articles from these recordings. I am even doing boat yard news this way because of the amount of information that gets overlooked because no one can write that fast. Articles such as these, especially personal accounts, are interesting to most and in the end we have an interview which documents that person for historical purposes as all these recordings have been saved over the years.

My bigger concern about content is the Navy and Coast Guard news and some of the yacht racing events, especially the singlehanded round the world races. There is a lot of news from both the Coast Guard and Navy and I try to find what might be of interest to the most people and stories that they would not get from the mainstream media. I have had comments saying they appreciate these being included so I do my best to include them.

With the internet there is a lot of information available if you are subscribed to the right sources or you know what to search for. However, some people opt not to search for information on the internet, but would rather wait to see it in print. Yes, this is probably an older generation not willing to utilize the digital world and that does not give a very positive future outlook for print media, unless they have a niche. Most publications have lost a vast amount of their readers, but I have been fortunate to find we are actually expanding. Hopefully it is because of the content.

One section that I receive a lot of positive comments on is the historical newspaper articles. There is so much that needs to be done just in documenting what is in the newspapers that it would take me a couple of lifetimes to complete it and I could easily fill a 40 page paper like this every month with ease, but that might be a little too much history. I have had people tell me that some of the articles added details about their family and in one case changed their family history or they were captured by some of the events that took place more than a 100 years ago.

I worry about history and those that think they ought to change it to make it more palpable for the current generation. I was once told that history is the best told lies and another time that the victor writes their version over what happened. History is what it is, nothing more. Historical facts should not be altered or watered down. People are all upset about the Civil War and yes, it was not a high point in the history of this country. Society was very different then and we need to understand why our society is better for what happened and how it changed the way society thought. Should the French and Spanish rewrite the Battle of Trafalgar; should the French rewrite the history of their revolution; should Germany and Japan rewrite their involvement in World War II. A revision should only be made to correct mistakes and it is the historians that need to discuss and dissect the facts to make sure they are correct. Humans can do horrible things, but if we sweep what they did under the carpet it makes it harder to get people to make the appropriate change in the future.



MCN's Calendar of Waterfront Events

On-going Exhibits

After Ryder – Photographs by Nicholas Whitman

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

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

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

A New Bedford Whaler in Africa

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

The East Unlocks its Gates: American Whalers and Trade in Asia

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

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

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

Portugal and the Great War: Contexts and Protagonists (1914-1918)

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

Death in the Ice: The Mystery of the Franklin Expedition

Mystic Seaport
Mystic, CT
Info: mysticseaport.org

Whales Today

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

FEBRUARY

9-17 Boston Boat Show
415 Summer St.
Boston, MA

28-1 March Maine Fishermen's Forum
Samoset Resort
Rockport, ME

MARCH

22-24 Maine Boatbuilder's Show
Portland Sports Complex
Portland
Info: (207) 774-1067

APRIL

29-2 May ASMFC Spring Meeting
Westin
Arlington, VA

JUNE

15 Boothbay Lobster Boat Races
Boothbay Harbor
Info: Ashlee Lowrey (207) 808-9230

16 Rockland Lobster Boat Races
Rockland Harbor @ Breakwater
Rockland
Info: Nick O'Hara (207) 542-4348
Mike Mayo (207) 542-1879

23 Bass Harbor Lobster Boat Races
Bass Harbor
Info: Wayne Rich (207) 244-9623

28-30 WoodenBoat Show

Mystic Seaport
Mystic, CT

29 Moosabec Reach Lobster Boat Races
U. S. Coast Guard Station
Jonesport
Info: Jay Mills (207) 598-6347

JULY

7 Stonington Lobster Boat Races
Town Dock
Stonington
Info: Cory McDonald (207) 664-4525
Genevieve McDonald (207) 266-5113

21 Friendship Lobster Boat Races
Town Dock
Friendship
Info: Robin Reed (207) 975-9821

28 Harpswell Lobster Boat Races
Harpswell
Info: Larry Ward (207) 798-1725

31-1 August Castine Classic Yacht Race Symposium

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AUGUST

3 Eggemoggin Reach Regatta
WoodenBoat Waterfront Facility
Brooklin

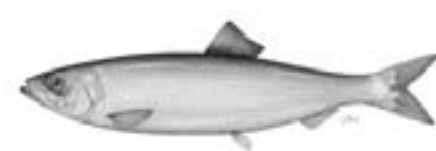
6-8 ASMFC Summer Meeting
To be determined

10 Winter Harbor Lobster Boat Races
Town Dock
Winter Harbor
Info: Chris Byers, (207) 963-7139

11 Merritt Brackett Lobster Boat Races
State Park Restaurant
Pemaquid
Info: Brent Fogg (207) 380-4909
Sheila McLain (207) 677-2100

17 Long Island Lobster Boat Races
Ferry Dock
Long Island
Info: Lisa Kimball (207) 332-3968
Amy Tierney (207) 317-1576

18 MS Harborfest Lobster Boat Races
Portland Yacht Services
Portland



HAMILTON MARINE OPENS NEW LOCATION IN PORTLAND

PORTLAND – In business you are taught that there are three important things you need to consider: location, location, location. So when you must make a change in location a lot of thought has to go into it. For the last several years Hamilton Marine knew at some point in the near future they would need to relocate their Portland store. After analyzing their options, a decision was made last summer and in early February they opened their new store at 197 Presumpscot Street, Portland.

The eastern end of the Portland waterfront is undergoing a lot of changes with several new buildings going up over the last year. A number of people are wondering what the owner is going to do with the old Portland Yacht Services location. A new marina is associated with this property and is supposed to be going in and be operational this summer, but progress seems to be a bit slow so far. As for Hamilton Marine they were sitting right in the centre of the changes in a building they did not own and that meant they did not control their destiny.

Peter Ayers, who manages the Portland store, explained, “Every business that comes to Portland needs to have associated parking. The owner’s son wanted to liquidate the property, realizing it was worth a lot of money so he sold it to someone who needed it for a parking garage. The first thing we heard was from a real estate agent that we were dealing with, because at the time we were looking for alternate places; we are growing and we always need more space. We also wanted to be on the waterfront, When he told us someone had bought the property, we knew the clock was ticking.”

“At one point we were going to Anderson Street,” said Peter. “We actually got a buy and sell agreement for a place down there, but the owner of our old location lowered our rent and

made it very attractive for us to stay. So we got a lease up to 2016 and then they renewed it again and that would have run out in 2022. However, the new owner sent us a notice saying he wanted us to leave.”

As they searched for a new site they focused on the waterfront, and talked with Phin Sprague about his new location on the western end of Commercial Street, but the numbers did not work. They finally settled on 197 Presumpscot Street as their best option, which is owned by the same person who owns Maine Yacht Center.

There was no question being on the Portland waterfront would have been nice, but it had some serious drawbacks, mainly traffic. Peter said, “This place was the best, shortest distance from everywhere that our customers come from. And even the easiest to get to. We have a lot of people that drive up from Connecticut, Massachusetts, Rhode Island, New Hampshire, and even over from Vermont. All they have to do is come up 95 to 295 and then go one more exit, exit 8, the Washington Avenue exit go through one set of traffic lights and take a right at the next one and just go a half a mile and you are here.”

A lease agreement was made and signed last fall. Then came another three major hurdles, getting the building cleaned out, make alterations, and move in.

The building had been occupied by Asian West Furniture and they subleased to several other businesses. When asked if the building was cleaned out Peter said, “No, that was another problem. It took an extra two months to get it cleaned out, not to mention refurbishing it, which took three more months beginning in November.”

When you walk through the front doors all the retail items are to your left and in front of you. To your right is the warehouse and commercial fishing items and up above are the offices. The



office space was modified slightly, which included new bathrooms. Then they did a total cosmetic upgrade with new carpets and paint.

Downstairs was gutted and new enlarged bathrooms were installed. John Wallace added “We sat down and tried to make a list of priorities, what are we looking for, how much retail space, how much warehouse space did we need; height of ceilings. It was pretty much a blank slate. This side is where we wait on a lot of commercial fisherman.”

Peter said, “That stuff tends to be very bulky. We get pot wrap and you can't really stack them up on normal shelves or somebody is going to get clobbered. So you put it on pallets and you wrap it with shrink-wrap. The sole reason for the barrier between the retail and warehouse was too air-conditioned all of that rope cost effectively.”

Then came moving all the items from the old store to the new one. A rep came in who had experience in moving stores and said they could not make the move in less than eight weeks.

Hamilton Marine closed their old location in Portland on 18 January and the move began. On 4 February, in just two and a half weeks, they opened their new location with a majority of their items moved and one the shelves. How did they do this? Hamilton Marine prides themselves on being a family and they all pitched in to make it happen and that included employees from their other stores.

A problem, albeit a good one, is that Hamilton Marine continues to grow in Portland. The new location does offer room to expand so that base is covered.

So for those that were doubters of the new location, try it. I came up from southern Maine to the new location and I am a believer as it was a lot easier to get to the new location than it was to get to the old one. The grand opening of the new store is going to take place the same weekend of the Maine Boatbuilder’s Show in March, which will be a great time to attend a boat show and see the new Hamilton Marine location in Portland.

Castine Classic Yacht Race to Celebrate Herreshoff 31 July - 1 August 2019

Please join us for the 20th annual Castine Classic Yacht Celebration, sponsored by the Castine Yacht Club, which will honor the iconic designs of Nathanael G. Herreshoff.

On July 31 noted examples of Herreshoff craft will be on exhibition at the Castine, Maine, town dock, followed by a Symposium at the Maine Maritime Academy with a panel of distinguished Herreshoff experts and sailors, chaired by Bill Lynn, Executive Director of the Herreshoff Marine Museum/ America’s Cup Hall of Fame. The Castine Yacht Club will host a reception following the symposium.


We will welcome at the exhibition--and discuss at the Symposium--some of the smaller Herreshoff classes, such as BB 25s, BB 15s, Herreshoff 12½s and Herreshoff Coquinas. Please notify the Committee below if you plan to have such a boat in Castine.

On August 1 a fleet of over 40 classic yachts will race a 19.6 nm course from Castine to Camden, followed by the Camden to Brooklin Race on August 2 and the Eggemoggin Reach Regatta on August 3.

For Race Notice, Registration and other information, please refer to our website, www.castineclassic.com.

Your registration for this race may now be completed on this website.

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News from Woods Hole Oceanographic Institute



Photo by Vincent Munier

Emperor Penguins' First Journey to Sea

Emperor penguin chicks hatch into one of Earth's most inhospitable places—the frozen world of Antarctica. Childhood in this environment is harsh and lasts only about five months, when their formerly doting parents leave the fledglings to fend for themselves.

New research by the Woods Hole

Oceanographic Institution (WHOI) and colleagues reveals the previously unknown behaviors of juvenile Emperor penguins in their critical early months when they leave their birth colony and first learn how to swim, dive, and find food. The paper, published Jan. 17, 2019, in the journal *Marine Ecology Progress Series*, also highlights the unique connection between juvenile diving behaviors and a layer of the ocean, known as the thermocline, where warmer surface waters meet cooler deep waters below and where their prey likely gather in groups.

"This study provides insights into an important, but poorly understood, part of their life cycle, which is essential to being able to better predict the species' response to future climate change," says Sara Labrousse, a postdoctoral investigator at WHOI and lead author of the paper.

Researchers from Centre d'Etudes Biologiques de Chize in France tagged 15 juvenile penguins before the animals left

their colony in Terre Adélie during 2013 and 2014 fieldwork in December, when the weather usually starts to warm and the ice begins to break up, creating open waters near the nesting site.

The researchers attached tags to the lower backs of healthy chicks that had the best chances of survival. The tags recorded the penguins' movements and transmitted diving and location data via satellite. More than 62,000 dives were recorded.

The tags revealed that the juvenile penguins initially moved far north to reach open water areas and warmer waters.

"This is when they are essentially learning how to swim," says Labrousse. "That's not something that their parents teach them. When they first go in the water, they are very awkward and unsure of themselves. They are not the fast and graceful swimmers their parents are."

The tags showed that once the juvenile Emperor penguins became more experienced at diving, they headed south, entered the sea ice zone where they spent the winter months making deeper dives within sea ice.

"That was something that surprised us because we didn't previously know how long they were staying within the sea ice," Labrousse says. "It turns out that they spend most of the winter diving beneath the sea ice."

The thermocline starts to deepen in autumn. The animals' deeper dives likely were related to the depth of the thermocline and the seasonal change in the distribution of their prey, krill and other fish from the surface to the depths, Labrousse says. The deepest dive recorded by the tags was to 264 meters.

"The next step in this research would be to utilize tags that could record death at-sea," says Labrousse. "That would give us data on their survival rates, which we don't have for this study."

Tags stopped recording dives after less than one day on two individuals, while one individual's tag stopped after 31 days. The tags on the remaining 12 penguins, recorded trips lasting from 86 to 344 days.

"In those cases when the tags stop transmitting, we don't know whether something happened to the animal or if it was due to a battery or other technical problem with the tag," Labrousse adds.

Emperor penguins are the largest species of penguins. They are particularly vulnerable to climate change because their life cycles are so dependent on sea ice. Their breeding cycle begins in March (autumn in Antarctica) when the sea ice is thick enough to support their colony.

After laying a single egg each, the females leave the colony to catching fish and fatten up so they can feed their chicks. The males stay behind and cradle the egg on the tops of their feet, tucked under their brooding pouch for warmth and protection. Too little sea ice during this time can reduce the availability of breeding sites and prey; too much sea ice means longer hunting trips for adults, which in turn means lower feeding rates for chicks.

"Juveniles stay at sea for five or six years before they return to the colony to mate," says Stephanie Jenouvrier, biologist at WHOI and coauthor of the study. "We need to better understand the dynamics of what happens during the time the juveniles are away from the colony. Understanding how they will respond to the changing landscape in terms of breeding and other life history stages is key to predict population responses and species persistence to future climate change."

This research was supported by the French Polar Institute, the European Re-

search Council, and the National Science Foundation. Additional coauthors are: Florian Orgeret, Christophe Barbraud, Charles A. Bost, and Henri Weimerskirch of the Centre d'Etudes Biologiques de Chize; Jean-Baptiste Sallée of Sorbonne Universités; and Andrew R. Solow of WHOI.

For Zombie Microbes, Deep-Sea Buffet is Just Out of Reach

Far below the ocean floor, sediments are teeming with bizarre zombie-like microbes. Although they're technically alive, they grow in slow motion, and can take decades for a single cell to divide—something their cousins at the surface do in a matter of minutes. A new study from the Woods Hole Oceanographic Institution (WHOI) is beginning to pick apart how they survive by examining their source of "food"—nearby molecules of organic carbon. The study helps further our understanding of the limitations of life on Earth and could help inform how life might exist on other planets.

In a paper published in the January 21 issue of the journal *Nature Geoscience*, WHOI scientists examined long core samples taken aboard the *R/V Knorr* and *R/V Revelle* in the middle of the north Atlantic and south Pacific oceans. By analyzing the core's sediments using high intensity X-rays, the researchers found that they contained low levels of organic carbon molecules—bits of ancient proteins from long-dead organisms—preserved in sediment up to 25 million years old.

Under normal circumstances, carbon like this would be snatched up quickly by microbes. There's not a lot of it out there in deep mid-ocean sediments of the Atlantic and Pacific, making them tough places for microorganisms to survive. Any bacteria that stumbled across it would be treated to a tiny feast. But for some reason, the microbes nearby aren't taking full advantage of this windfall.

"From a pure chemistry perspective, they should be able to metabolize all of that carbon, but they're not," says Emily Estes, lead author on the paper, who is currently a postdoctoral researcher at the University of Delaware. At the time of the study, Estes was a PhD student in the MIT-WHOI Joint Program, working directly with co-author Colleen Hansel.

The presence of carbon is unusual, she adds, because the sediments contain oxygen as well. Usually, the types of microbes that thrive there would use both chemicals. Oxygen acts as a sort of "fuel" for metabolism and other biochemical reactions inside the organisms; carbon provides raw materials for those reactions, and lets the cells rebuild their own structures and organelles. But in the deep sediments, the balance between the two is oddly lopsided.

It's unclear exactly why excess organic carbon remains, Estes says, but her study has ruled out at least one existing explanation. Previous research suggested that the microbes weren't "eating" excess carbon because it was in a form they couldn't metabolize. Estes and her colleagues, however, found that the organic carbon is in a form that is usable to microbes and has essentially the same structure throughout the sediment. Instead, she says, a more plausible answer is that the carbon has fused to minerals in the sediments, making it unavailable. She also offers a third and likely most dominant mechanism: that the microbes can't physically reach the excess carbon. Deep under the ocean floor, this food source is very sparsely distributed, and the microbes too sluggish to do much searching.

Continued on Page 24.

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70s Memories: Advertising a Maine Powerboat

By Lee S. Wilbur

Almost six years (few semesters at other endeavors) at the University of Maine, Orono in what was then “The School of Business” with minor in Education, I’d finally graduated. Taught a few years before becoming a boatbuilder. I’d dis-appointed my father, the country Doctor a few times over the course of history; first by not becoming a doctor, then by not accepting a position at a local bank. Never had the smarts or the staying power for the doctor route, and I’d have been...no offense to friends...bored out of my mind working in a bank. Push finally came to shove and I wound up in my own back dooryard doing what I thoroughly enjoyed for the next 30+ years...Boatbuilding.

I firmly believe that one of the main reasons outside of terrific people I was privileged to work with and the majority of people we built for, that the day to day challenge of figuring out what had to be done, the next step, and how to make it happen were what made my life such fun. I do not recall more than perhaps two mornings coming to work I would just as soon have fast forwarded to the next day, but when faced weren’t so bad after all. Just part of the learning curve.

My generation of boatbuilders were quite fortunate. Wood...the stuff you might recall that came from forests...was becoming something of the past for boatbuilding. I had asked Ronald Rich a few years prior if he would teach me how to build a boat from wood. Luckily he’d said “No”. He was a singlehanded builder there in Southwest Harbor, suffered from diabetes, and didn’t want some younger squirt slowing him down. So when time came and I had to make a decision, Fiberglass was the prod-

uct of choice. I loved the smell of wood but as Jarvis Newman, whose bare fiberglass hulls I started with, and I agreed, “Fiberglass smelled more like money”.

It wasn’t but a few years when Heidi and I realized with the orders we were taking, a new and larger building had to be constructed.

One thing’s always amazed me about life in general, and I’m sure I’m not alone in saying that one item, one revelation often leads to another. We had just had Glen Webber, a mason from Bar Harbor and old friend of my Father’s jack up our “mobile home/house” and put a foundation around it. His suggestion, and we agreed, was to use a new method called “Block Bond” where the concrete blocks were set dry on footings (a concrete leveling base) and this stuff mixed with glass fibers was smeared over to create the bond. Guaranteed for 30 years and much less expensive. Easy to heat...We used it to build the first section, then 2-3 years later added the next section, then the next, and the next.

First boat was a sportfisherman. Next 3 or 4 were lobsterfishermen, then as we moved to the new building, more pleasure boats were ordered. Some reason, some thought process started me to think that perhaps if we wanted to move in this direction...building time was longer, boats were more expensive... perhaps we should be a bit more serious about advertising. We’d placed some ads in the old “National Fisherman”, but these would surely not reach the “New York Yacht Club” members. Next rung of the ladder had to be climbed.

By this time we’d been “discovered”. Couple of advertising salesmen from various publications such as “Motor Boating and Sailing”, “Boating”, “Yachting”, etc.

were “visiting” on a monthly basis, trying to sell advertising space. We had almost no clue which route to take other than asking clients what publications they read in order to pick the best ones.

Someone, more than probably an owner, suggested I tell one or more of the salesmen we’d do a contract if their magazine would do an article on one of our boats. It worked. First to sign on was “Boating”, writing about a boat named “Fins”, newly minted Wilbur 34 which we’d just launched. They not only did an article, but gave us the cover as well. Turned out to be a fun time for me. I went to Long Island Sound for the “shoot” and continued on to one of our first in-water boat shows in Connecticut as well.

Advertising in major magazines can be quite expensive. And, one thing the keeper of checks and bookkeeping did not like was spending money frivolously. Boating’s salesman suggested we start with something small, 1 and 1/2 inch square. Response was great. Price was right so kept the same ad for several years. May have been just a tad of unintended humility in a small ad with a smart looking boat coming from Maine trying to compete with the “big

guys”. Whatever it was, worked well.

As “Lee S. Wilbur and Co. became “Wilbur Boats”, then “Wilbur Yachts”, advertising had to increase commensurately, I don’t recall exactly whether we followed H. R. Hinckley’s lead or the idea came from friends Jay Coyle or Mark Mascariotte. Our next step in advertising should be doing some major boat shows with Miami top of the list. Turned out to be one of the best advertising decisions we made, going from relatively rural to worldwide exposure. Not only did we get the exposure and articles in other magazines, we sold at least one boat over the years from every Miami show.

As the IN-Water section of Miami Boat Show began to take shape and the Power Boat section began to outpace the Sailboat section, we went from having a booth at the Colliseum to booth and in-water boat to finally just a boat.



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Sloop PROVIDENCE of the CONTINENTAL NAVY

By Mike Waters

Sloop PROVIDENCE was the name she bore while she sailed under the flag of the Continental Navy. Not to be confused with the Frigate PROVIDENCE, an entirely different vessel. Having already been a gunship for the Navy of Rhode Island and before that a successful privateer owned by John Brown of Providence RI who had also operated her as a general cargo vessel; the KATY, before the war. Congress had authorized her purchase, in part because of her previous successes, and she was fitted with two more carriage guns about this time giving her a total of 12 in two batteries of six. The up gunning was only possible because the Navy Board of Congress had 1st claim on all captured ordinance; of which there was high demand and short supply. A vessel of her size and construction would have cannon no heavier than 6 pounders, (the weight of the shot) and likely had, during her active war career a mix of 4 and 6 pound carriage guns and assorted swivel guns of smaller calibre arrayed around her quarterdeck. These swivels were kept below until needed for action and then swiftly brought into place mounted on permanent pillars built into the framing. They were anti-personnel weapons only and aptly nicknamed “murderers”. Positioned high up on the quarterdeck they could sweep the whole of an opposing vessel’s helm, deck and waist, with the efficiency of an enormous shotgun and, once fired, quickly replaced by another equally lethal. They were justly feared by any crew and were highly effective weaponry for privateers whose aim was first and foremost to capture, intact if possible, enemy vessels and their valuable cargoes. This was also, for the most part, true of Continental Navy vessels, especially the smaller ones like the KATY/PROVIDENCE whose primary use was to intercept British supply shipping and divert anything useful to the Continental Army. Using stealth, ruse, superior sailing, aggressive tactics by captain and crew and as

often as not dumb luck a privateer or official commerce raider would seek to get within hailing distance of a likely and hopefully unsuspecting target. Hailing distance on any windy day at sea is about 30 yards or less. Get that close and the surprise is sprung by suddenly revealing your carriage guns (whose ports are not marked as on a man-of-war), by suddenly mounting a half dozen “murderers” in commanding positions all around the highest deck and a whole lot of heavily armed men (40 or more) shouting for blood. This will probably be enough to convince even a patriotic British merchant captain sailing shorthanded (6 to 12) because of the Royal Navy Press gangs that the game was not worth the candle. Surrender was the only sensible choice and if armed a token unshot firing of one gun for honor’s sake, striking of the colors, luffing up and awaiting boarding followed.

In the early summer of 1779 the original Sloop PROVIDENCE (whose replica is at the town dock at Wiscasset) was in Boston Harbor awaiting orders and had just completed several local cruises including taking the brig DILIGENT (14 guns) as a prize off Cape Cod. Capt. Hoysted Hacker (pronounced “hoisted”) had been in command since the fall when John Paul Jones had been assigned the ALFRED. Capt. Hacker was himself a Providence son and had likely known the vessel since her days before the war. Being a fore and after rigged craft there were many of the deep-water career Continental captains who felt uncertain as how to best sail her in combat or flight; their careers and experience had been in square rigged ocean traders and it was for just this reason that John Paul Jones had once turned down command of her earlier in the war. But Capt. Hacker knew precisely how to sail her into and out of danger.

The word came in late June that the Redcoats were fortifying a harbor on the eastern side of Penobscot Bay near to the mouth of the river called Bagaduce. Their



This is the replica of PROVIDENCE hoisted out at Gloucester Marine Railway last winter for some repair work.

presence was sudden, swift and in force. It cowed the local settler/trader/Indian inhabitants and landed a force of about 1000 of Regular highly trained troops that immediately built palisade and entrenched gun emplacements and did it really well from any strategic viewpoint. But the response in Massachusetts, whose province this was, was also swift and meant to be overwhelming. Three Continental warships, including the WARREN, a 32 gun frigate, were included in the Expedition and a fleet of no less than 17 more armed vessels and another twenty supply sailed within one month of the news of the British landing. This fleet of 40 something sail with an army of nearly equal numbers to the British arrived at the newly fortified harbor on July 25th 1779. The British commander McLean and his naval subordinate Capt. Mowet were as ready for the Americans as they could be but had dispatched a message to New York as soon as the American fleet hove into view. Any help for them that could be sent would be weeks away.

Commodore Saltonstall, Continental Navy, was overall naval commander and General Lovell the Army commander. Their collaboration proved to be flawed and despite some setbacks and some extraordinary successes they could not find a way in or chance an all-out combined assault on the fort and harbor. Their efforts to crack the nut seem feeble to us but were fraught with danger and death to the participants. The sub commanders, including Capt. Hacker, felt a combined assault was feasible but only a combined assault was likely to succeed with reasonable casualties. It never happened. Time passed and despite warnings that a British fleet was at sea the fort remained untaken. An American militia army faced two battalions of Britain’s best on shore and that little harbor that swirled with tidal currents, rocks, shoal water and four Royal Navy warships anchored bow to stern making a solid wall of gun muzzles just seemed too dangerous to sail into. Imagination was lacking and procrastination fatal.

Late in the afternoon of August 13th the vanguard of the British relief fleet began appearing at the mouth of Penobscot Bay. The entrapment of the Massachusetts fleet was complete; not a single vessel of any size would escape.

The retreat itself quickly took on the air of a comically slow motion disaster. Anyone who has sailed the waters of the Penobscot in mid-August knows of the late day calms and slow drifting on tide currents. The soldiers abandoned all positions ashore as ordered but the reembarkment became increasingly chaotic. All the while the British fleet is visible a few miles away

and closing slowly. The transports and supply vessels are headed off like a herd of sheep into the narrows of the river Penobscot and will beach and burn themselves before the next day is done. Two vessels of the Americans make a run for the western shore beyond Islesboro but are intercepted and beach and scuttle themselves to release the crews to the woods ashore. The management or lack of it of the fighting vessels was augmented by the light airs and already scattered condition of the fleet. What messages passed between officers were done so by rowing between craft. The whole, rapidly disintegrating expedition became beyond management in the long dusk, evening and night and PROVIDENCE was right in the thick of it with orders vaguely sent which sent her upstream all the way to what would become Bangor and Brewer at the head of navigation and tide. There were orders from somewhere to fortify at that spot but it made no sense to the few soldiers and sailors assembled there. The only intelligence they got of their own forces was nothing but bad news and so the decision was made by individual captains to scuttle and burn their own craft. It must have been a sight to see; at least nine vessels were reported to be there with PROVIDENCE and the burning must have lit the river like daylight.

Her bones and those of all the others are still there in the Penobscot. The remains of at least two of the fleet have been located and identified but I could find nothing that exactly locates the site of the PROVIDENCE. There has been, in recent decades, some excellent archeological efforts to pin point fleet wrecks and more may now be known. There are artifacts recovered that are on display at several local museums and state and college archives. Twice there were major efforts to recover cannon from the wrecks with no small success. But much still lies buried in Penobscot mud. The Navy still has ownership of all remains wherever to be found and private attempts to recover anything are illegal and foolishly dangerous.

So ended the story of the original Sloop PROVIDENCE, her captain and crew walking home overland. Capt. Hacker’s part in the farce was small and he gave testimony now in the public record. The material loose of the fleet; vessels, ordinance and supply, was enormous and it has been suggested that the condemnation of Commodore Saltonstall, a man whose record of command was sterling up till, by the Massachusetts’ Court was a secret effort to spread the loss and lay a major portion of the cost on the Continental Congress. I recommend the Penobscot

Continued on Next Page.



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U. S. NAVY NEWS



WASHINGTON (Jan. 18, 2019) Personal photo provided by the family of Chief Cryptologic Technician (Interpretive) Shannon M. Kent, 35, who was killed Jan. 16, 2019, in Manbij, Syria, while assigned to Cryptologic Warfare Activity 66 (CWA 66), supporting Combined Joint Task Force - Operation Inherent Resolve. (U.S. Navy/Released)

Navy Identifies Sailor Killed in Manbij, Syria

From U.S. Fleet Cyber Command / U.S. 10th Fleet Public Affairs
WASHINGTON (NNS) -- A Sailor assigned to Cryptologic Warfare Activity 66 (CWA 66), based at Ft. George G. Meade, Md., was killed while deployed in Manbij, Syria, Jan. 16, 2019.

Chief Cryptologic Technician (Interpretive) Shannon M. Kent, 35, was killed while supporting Combined Joint Task Force - Operation Inherent Resolve.

"Our thoughts and prayers go out to the family, friends, and teammates of Chief Petty Officer Kent during this extremely difficult time. She was a rockstar, an outstanding Chief Petty Officer, and leader to many in the Navy Information Warfare Community," said Cmdr. Joseph Harrison, Commanding Officer, CWA-66.

Kent, who hailed from upstate New York, enlisted in the Navy December 11, 2003, and graduated from boot camp at Recruit Training Command, Great Lakes,

Ill., in February 2004. Her other military assignments included Navy Information Operations Command, Fort Gordon, Ga.; Navy Special Warfare Support Activity 2, Norfolk, Va.; Personnel Resource Development Office, Washington, D.C.; Navy Information Operations Command, Fort Meade, Md.; and Cryptologic Warfare Group 6, Fort Meade, Md. Kent reported to CWA 66 after the command was established on Aug. 10, 2018.

"Chief Kent's drive, determination and tenacity were infectious. Although she has left us way too soon, she will not be forgotten, and her legacy will live on with us," said CWA 66 Command Senior Enlisted Leader, Senior Chief Cryptologic Technician (Collections) Denise Vola.

Kent's awards and decorations include the Joint Service Commendation Medal (2), Navy/Marine Corps Commendation Medal, Army Commendation Medal, Joint Service Achievement Medal, Joint Meritorious Unit Award, Good Conduct Medal, National Defense Service Medal, Iraq Campaign Medal, Sea Service Deployment Ribbon, Rifle Marksmanship Ribbon, and Pistol Marksmanship Ribbon.

USS Michael Monsoor Commissioning Ceremony Honors Legacy of Navy SEAL

By Mass Communication Specialist 1st Class Woody Paschall, Commander, Naval Surface Force, U.S. Pacific Fleet Public Affairs

SAN DIEGO (NNS) -- The Navy's newest Zumwalt-class destroyer, USS Michael Monsoor (DDG 1001), was commissioned Jan. 26 at Naval Air Station North Island, California.

Twenty Gold Star families and four Medal of Honor recipients witnessed the second Zumwalt-class destroyer enter the fleet.

The ship honors Petty Officer 2nd Class Michael Monsoor, a Navy SEAL who was posthumously awarded the Medal of Honor for his heroic actions in Ramadi, Iraq, Sept. 29, 2006. At the ship's 2008 naming ceremony, former Secretary of the Navy Donald C. Winter recognized Monsoor as "a consummate professional who faced terrorist enemies with aplomb and stoicism."

"When you man the rails today and you man your first watch stations at [general quarters], you bring this ship to life in the spirit and legacy of Michael Monsoor with toughness, courage and love, and you will be the defenders," said Vice Adm. Timothy Szymanski, deputy commander of U.S. Special Operations Command. "You will defend. Stay in the Fight."

"Monsoor is an incredible honor that the Navy has bestowed upon him and his family," said Chief Warrant Officer Benjamin Oleson, one of Monsoor's teammates in Ramadi. "I went out to the christening event, and I was completely blown away [by] the sheer size of what this ship represents. I think if Mikey saw the ship, he'd be like, 'That's too much. That's not for me. I'm just laid back.' But I think it's truly an honor that the Navy did this, especially the type of destroyer that it is. ... [with] its cutting-edge, advanced technology. I think, with Mikey in the platoon, always at the front, leading the way, the way the ship is designed, it's going to be leading the way in the future."

California Congressman Scott Peters delivered the commissioning ceremony's principal address for the ship named for the southern California native.

"You never quit." Those are the words Michael Monsoor wrote with permanent marker inside the camouflage hat he wore

throughout his [Basic Undersea Demolition School] training at the Naval Special Warfare Training Center here at Coronado," said Peters. "If you visit the quarterdeck of the magnificent new ship we commission this morning, you will see his hat there with those words inscribed within it. It is encased in glass where and it will remain on display permanently for the life of the ship. The letters are faded from time and wear but their significance and how Michael applied them to his life are as vivid and meaningful today as they were that day when he wrote them many years ago as his reminder to persevere. The words 'you never quit' are also brandished prominently throughout the ship as if Michael himself is offering encouragement to every man and woman who sets sail upon her.

"She was constructed for stealth and speed and will navigate and operate using the newest and most sophisticated technology and weaponry available. She was built for battle and reflects the highest level of combat readiness as was her namesake, Petty Officer Michael Monsoor."

Sally Monsoor, Michael Monsoor's mother, served as the ship's sponsor and delivered the time-honored first order to "man our ship and bring her to life!" The crew of

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SLOOP PROVIDENCE

Continued from Page 8.

Expedition by George E. Buker for an alternative to the conventional judgement of Saltonstall and the conduct of the siege.

Despite her inglorious end the record of Sloop PROVIDENCE and the brave men who sailed her to make an infant cause live and her singular place as the first war-craft

commissioned by the Continental Navy (a fluke of timing but it is true) made her the vessel to represent the best that Little Rhody had to offer for the Glorious Bicentennial of 1976. That Sloop PROVIDENCE is currently in the hands of Maine craftsmen being thoroughly overhauled for her new service on the Potomac. Her story to date will be my next article.

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Waterfront News

IMOCA News: Kairos and his IMOCA Projects

Roland Jourdain, twice winner of the Route du Rhum in the IMOCA category and third placed skipper in the 2000-2001 Vendée Globe, is certainly being kept busy. Based in Concarneau, his firm, Kairos using its refit yards and coaching services, is involved with the IMOCA projects skippered by Yannick Bestaven (Maitre CoQ), Kojiro Shiraishi (DMG Mori) and Maxime Sorel (V&B). We met up with Bilou, who is keen to pass on his skills and know-how.

A well known figure in the world of IMOCA sailing, Roland Jourdain through his Kairos business, got his hands on the former Safran, a foiler first launched in 2015. The goal was to find partners to get another Vendée Globe project up and running for Morgan Lagravière. Unfortunately, the project did not come about. “We gave ourselves the deadline of the end of 2018. After that, it would have been too risky financially for Kairos to keep the boat without any guarantee for the future,” explained Roland Jourdain. “The project had everything going for it. We were well advanced in moving forward and were close to getting a signature. We all know how haphazard it can be at times

when you are looking for sponsors, and this is one of the great uncertainties in our sport. We had to abandon the idea of taking part in the Route du Rhum and then had to put the boat up for sale.”

Three serious candidates to buy the former Safran expressed their interest and in the end it was Yannick Bestaven, who was the quickest at getting out his cheque book. While the VPLP-Verdier designed boat is no longer the property of Kairos, the business remains deeply involved in managing the boat...

Before the IMOCA was sold, the Japanese skipper, Kojiro Shiraishi, who is currently having a VPLP designed boat built at Multiplast, had already signed up for a two month long training programmes with Kairos. “We were clear about the fact that the boat could be sold by then. Indeed that turned out to be the case and the boat is now in the colours of Maitre CoQ. Koji, who doesn’t yet know about sailing on IMOCAs with foils, needs to train on this type of boat.”

What about the new owner, Yannick Bestaven? He too will be training for two months under the watchful eye of Roland Jourdain and the boat captain Stan Delbarre. What this really means is that Maitre CoQ will be in Cascais (Portugal) in February and March, where a part-time coaching programme will be set up.

Another IMOCA is currently in the shed at Kairos in Concarneau: V & B, skippered by Maxime Sorel, a newcomer to the IMOCA class. This is the boat aboard which Thomas Ruyant took part in the last Vendée Globe (a VPLP-Verdier design from 2007). “We are currently carrying out a refit, giving the boat a thorough going over before she is relaunched in March,” explained Roland Jourdain..

Kairos is a business that is working at full pelt, with Tom Dolan and Gildas Mahé’s Figaro 3 boats also present. There are projects linked to biocomposites and it is home to the Explore endowment fund. This support role is something that suits Roland, who loves the idea of spending two months sailing on an IMOCA with Yannick Bestaven and Kojiro Shiraishi. “I started out at a sailing school, so maybe I have gone full circle,” he smiled. “I like this role of

passing on know-how. I can offer my vision of the overall management of a project, which does not just involve performance out on the water. The way to aim for the final goal starts with life in your little business. You have to make the right choices, avoid getting bogged down with things that aren’t important for performance, while putting to one side things that are not so obvious, but which are essential.”

New Online Marine Store at PYS

PORTLAND - Portland Yacht Services (PYS) is now offering an online marine store to handle every customers’ boating needs. With over 60,000 parts available, the online store provides a comprehensive and convenient option for boaters while maintaining the same quality service PYS has upheld for over 35 years.

“As we continue to grow and expand our business, this is a very important step for us. Our goal is to be the only boat yard you will ever need, and, in keeping with that vision, we are excited for the convenience the online store will afford our customers,” explains Phineas Sprague Jr, President of PYS.

The user-friendly process allows customers to search for parts in over 25 boating-related categories on their desktops and mobile devices. Buyers can then choose between a number of shipping options, including at home delivery and free, in-store pick up the next day for most parts.

The online store also features a manufacturer parts look-up for the five major outboard brands serviced by PYS: Evinrude, Honda Marine, Mercury Marine, Suzuki, and Yamaha.

Introductory promotions will offer up to 25 percent off the entire store inventory and free ground shipping on orders over \$100.00.

“Even with this new online store, PYS is committed to maintaining a high-level of customer support. Everyone should feel welcome to call in to speak with our techs if they are not sure what they need or cannot find the right part,” noted Jason Curtis, Vice President of Operations at PYS.

Portland Yacht Services is a full-service boatyard and marina, providing customers with a full spectrum of services for outfitting and maintaining a motor or sailing vessel. Their dedicated staff handles major restorations, refits, and repair projects on wood and glass boats, and they have an extensive marine parts department.

For more information contact: Tori Hubbell, Parts Department Manager, 207-774-1067, parts@portlandyacht.com; or Jason Curtis, Vice President of Operations, 207-774-1067, jason@portlandyacht.com.



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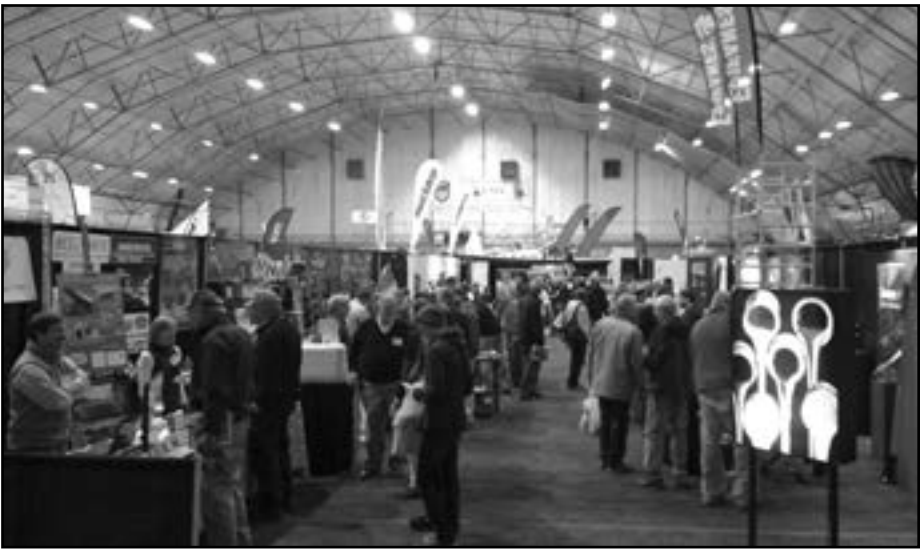
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Commercial Fishing News

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

From the Director -

As I sit here and reflect on the most important subjects in our Maine Fishery, I am not quite sure where to begin. For many, the bait is a topic for big concern. We are hearing that a lot of folk are down 30% from their catch from previous years. Is this a product of Global Warming? The Mammal Protection Act (whales) is an on-going concern. Offshore drilling and the placement of cables for electricity is in the mix. Now, a new one is making sure there is enough room for the fishermen and the aquaculture lease areas, not to mention the working waterfront is being crowded out by condominiums and waterfront recreation and tourist attractions. There is also the big concern over the amount

of plastic and trash that is taking over the ocean floor and washing up on the shore fronts. This is just a sample of the issues that the fishermen are dealing with in this day and age.

When I first came into this position, I was asked to make my reports as positive as possible. Well, I'm "positive" that we (the American Fisherman) have a lot to be concerned about if we are going to conserve this fishery for our next generations to come. We, as an association, have a responsibility to speak for the membership and keep our fishermen and their families as informed as much as possible. Lately, we have had a lot of communication with fishermen that are concerned about the price of overhead, the

price of fuel, bait, boat payments, insurance coverage, all overhead that we possibly did not have to deal with "back a generation." I can remember going to the local sardine cannery and shoveling the chum into barrels and fish trays as it came off of the conveyor line. The biggest expense was the price of the salt that we bought to go along with it.

The Maine Legislature is now in session as well. One of the big topics is LD 28, An Act Regarding Access to Lobster Licenses. This one wants to allow a lobster license if you've been on the waiting list for ten years. Our Board of Directors have weighed in on this one trying to be as fair as possible to all concerned. We feel that the bill has merit, but needs more work and numbers to look at. We want to be sure that one has been active in the fishery during their wait time. It also looks like it may be a Zone issue more than an overall issue. Some of our Zones are quite happy with their exit and enter ratio. D.E.L.A. wants you to know that we are working with our representatives and making suggestions for the comment period that works the best. Sometimes, we have to be careful what we are asking for, especially with the issues that I previously referred to in my report. If you would like to weigh in on this, please feel free to e-mail me or give me a call, dassatt711@Yahoo.com or 207 322-1924. We are always open for your concerns and suggestions. There are more bills on the docket, but this one seems to have a lot of impact, understandably. Let's hear from you!

The Maine Fishermen's Forum is right around the corner! This is a great place to get up to date and attend the seminars for better information. The Forum is very informational when it comes to the issues. The Forum Board of Directors have devoted a lot of time in choosing the right topics for the seminars and hope that you find them informative. Please remember, there is no admission fee, Free! This makes for a great day trip for the family. D.E.L.A. will be there with our booth and look forward to seeing you. Feel free to sign up for membership! We have a whole new generation coming into the fishery, which means that we welcome your participation. Your voice makes a difference for sure. The larger the numbers, the bigger difference we can make.

We must pay attention to our fishery for the future. I was at the local "fish market" looking at point of origin...shrimp from Indonesia, talapia (bottom feeder), haddock filet (f.a.s.) frozen at sea, a very small supply of scallops, which have already had emergency ruling to slow down the catch...take a long hard look the next time you're at the store.

We will be scheduling our next meeting soon due to re-scheduling our February meeting due to medical issues. This has been a particularly difficult winter, between the cold, freeze-ups and medical issues. I am sorry for any inconvenience that this may have caused. Spring is on its way and better days are coming!

See you at the Forum!, Sheila

Latest Round of Coastal Community Planning Grants Awarded

AUGUSTA - The Department of Agriculture Conservation and Forestry (DACF) announces the award of nearly \$270,00 through its Coastal Community Grant Program for six projects located throughout coastal Maine. This year's grants, awarded and administered by DACF's Municipal Planning Assistance Program, will help coastal communities by supporting planning to reduce flood damage to municipal infrastructure, restore fisheries habitat, protect working waterfronts, and increase the climate resiliency of coastal downtowns.

The grants are made possible by the Maine Coastal Program, Department of Marine Resources, which provides funding through Maine's federal coastal zone management award from the National Oceanographic and Atmospheric Administration. Each project involves regional or local-level partnerships and each grantee provides a minimum of 25% in matching funds or services.

The Coastal Community Grants are an important element of the Municipal Planning Assistance Program's mission to foster innovative and effective approaches to land use management by providing technical and financial assistance to Maine municipalities. This is the ninth round of Coastal Community Grants, which since 2012, have provided \$1.7 million for 65 projects in coastal Maine.

This year, grants totaling \$269,880 have been awarded to the following projects: *Town of Bowdoinham: Re-Development of Public Works Waterfront Property (\$45,750)*--> Project Description: This project is part of the Town's efforts to re-develop the Town's former Public Works property on the Cathance River. With the Coastal Community Grant and matching funds, the Town and its subcontractors will conduct necessary surveys, produce preliminary and final designs and construction documents,

Continued on Page 23.

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Commercial Fishing News

COMMERCIAL FISHING NEWS FROM ASMFC MEETING

Atlantic Herring Board Approves Draft Addendum II for Public Comment

Draft Addendum Considers Measures to Protect Spawning Herring in Area 1A

ARLINGTON, VA – The Commission’s Atlantic Herring Management Board approved Draft Addendum II to Amendment 3 of the Interstate Fishery Management Plan for Atlantic Herring for public comment. The Draft Addendum proposes options to strengthen spawning protections in Area 1A (inshore Gulf of Maine). This action responds to the results of the 2018 Benchmark Stock Assessment which showed reduced levels of recruitment and spawning stock biomass over the past five years, with 2016 recruitment levels the lowest on record.

Currently, the Board uses a series of closures to protect spawning aggregations in the Gulf of Maine. These closures, which were implemented through Amendment 3, use biological samples to annually project the start of spawning. The closures are initially implemented for four weeks but can be extended by two additional weeks if samples indicate the continued presence of spawning herring. Recent analysis by the Atlantic Herring Technical Committee found that while the current spawning closure system was significantly improved under Amendment 3, the protocol could continue to be strengthened by considering when, and for how long, a closure is initiated. Specifically, the analysis showed, under the current protocol, spawning closures are initiated when there are approximately 25% spawners in the fishery; greater protection could be provided by initiating a closure when a lower percentage of the population is spawning and extending the closure for a longer time. As a result, Draft Addendum II considers extending the length of the spawning closures as well as altering the point at which closures are triggered in order to provide greater protection to the stock.

Interested groups are encouraged to provide input on the Draft Addendum either by attending state public hearings or providing written comment. The Draft Addendum will be available on the Commission website (www.asmfc.org) under Public Input by February 20, 2019. Public comment will be accepted until 5:00 PM (EST) on April 3, 2019 and should be forwarded to Megan Ware, FMP Coordinator, 1050 N. Highland St., Suite 200 A-N, Arlington, Virginia 22201; 703.842.0741 (fax) or at comments@asmfc.org (Subject line: Atlantic Herring Draft Addendum II). It is anticipated some states will conduct public hearings on the Draft Addendum; the details of which

will be released via a press release once they are finalized. For more information, please contact Megan Ware at mware@asmfc.org or 703.842.0740.

Meeting Summary

In addition to approving Draft Addendum II for public comment (see press release), the Board also reviewed a report from the Advisory Panel on the annual specification of Area 1A quota periods. This report was prompted by a motion made in October 2018 which considered initiating an addendum to provide greater flexibility to the Board when setting quota periods. This motion was subsequently postponed to provide an opportunity for AP input. As outlined in the AP Report, industry members were split in their support for this motion. Some felt the Board already had enough flexibility when setting quota periods and that additional regulations would be burdensome to industry; others noted the need for additional flexibility given the expected reduction in herring quotas. Following the AP Report, the Board voted not to initiate a draft addendum to increase flexibility when setting quota periods given uncertainty surrounding the 2019 and 2020 sub-ACLs.

Next, ASMFC staff provided an update on Draft Addendum III, which was initiated in October 2018 to establish spawning protections in Area 3. Staff noted the New England Fishery Management Council added Georges Bank spawning protections as a 2019 work priority. As a result, there is potential to collaborate on the investigation of applicable data and potential management strategies.

Finally, the Board tabled action to set 2019 fishery specifications (i.e. the 2019 sub-ACLs) given values were not available from NOAA Fisheries at the time of the Board meeting (see Policy Board meeting summary). For more information, please contact Megan Ware, Fishery Management Plan Coordinator, at mware@asmfc.org or 703.842.0740.

Motions

Move to approve Atlantic Herring Draft Addendum II for public comment.

Motion made by Mr. Grout and seconded by Dr. Pierce. Motion carries unanimously.

Postponed Motion from October 2018:

Move to initiate an Addendum which considers providing the Atlantic Herring Board greater flexibility to set annual quota period specifications for the Area 1A fishery. This issue can be included in the addendum initiated regarding the Gulf of Maine herring spawning protections, or it can be a separate

document. Task the PDT to expand the quota period options to increase flexibility when distributing harvest during the months of July through September. However, in years of higher sub-ACLs, choose options that would allow for expansion of harvest to meet the needs of the market.

Move to table indefinitely.

Motion made by Mr. White and seconded by Mr. Kane. Motion carries unanimously.

Move to postpone final action on Atlantic herring specifications until Policy Board on Thursday if NOAA Fisheries provides the final rule.

Motion made by Mr. Grout and seconded by Mr. Train. Motion carries unanimously.

WINTER FLOUNDER MANAGEMENT BOARD

Meeting Summary

The Winter Flounder Management Board reviewed fishery specifications for the 2019 fishing year, approved the 2019 FMP Review and state compliance reports, and discussed a recent scientific paper on environmental factors contributing to the recovery of the winter flounder stock.

ASMFC staff reviewed the current commercial and recreational winter flounder specifications as well as catch estimates from the 2017 fishing year. While catch in states waters of the Gulf of Maine exceeded the state-waters sub-component, the Board agreed to maintain the current regulations given total catch was well below the ACL.

The Board also reviewed a paper entitled “Rebuilding in the face of climate change” by Bell et al. (2018) which investigated the effect of environmental factors on the recovery of the Southern New England/Mid-Atlantic winter flounder stock. Given its relevance, the Board agreed to have technical representatives review this document and discuss its management implications. The Board also agreed to request the New England Fishery Management Council’s Scientific and Statistical Committee participate in the discussion of the paper.

For more information, please contact Megan Ware, Fishery Management Plan Coordinator, at mware@asmfc.org or 703.842.0740.

Motions

Move to approve the 2019 Winter Flounder FMP Review and state compliance reports.

Motion made by Mr. Hasbrouck and seconded by Mr. Ballou. Motion approved unanimously.

ASMFC Summer Flounder, Scup and Black Sea Bass Board Approves Status Quo Measures for 2019 Recreational Black Sea Bass Fishery

The Commission’s Summer Flounder, Scup and Black Sea Bass Management Board approved status quo measures for the

2019 black sea bass recreational fishery (see Table 1). This action is based on the recommendations of its Technical Committee, which found that status quo measures are not likely to exceed the coastwide recreational harvest limit for 2019. Based on the most recent stock assessment, the stock is estimated to be above the biomass target and not experiencing overfishing.

The Board also approved proposals from Virginia and North Carolina to participate in the February 2019 recreational fishery specified by NOAA Fisheries. The season will be open from February 1-28, 2019 with a 12.5 inch minimum size limit and 15 fish possession limit. To account for any harvest in February, Virginia and North Carolina will adjust their management measures later in the season, if necessary. Recreational anglers should verify regulations with their respective states.

Meeting Summary

The Summer Flounder, Scup and Black Sea Bass Management Board met to consider approval of scup proposals for 2019 recreational measures, finalize 2019 black sea bass recreational measures, consider Virginia and North Carolina proposals for Wave 1 recreational fishery, and receive a progress report from the Black Sea Bass Commercial Working Group.

For scup, the northern region of Massachusetts through New York submitted proposals to adjust their 2019 recreational management measures. At its previous meeting in December, the Board approved continuation of ad hoc management of the recreational scup fishery for 2019. The 2019 RHL for scup is 7.37 million pounds, and based on preliminary 2018 harvest estimates (5.61 million pounds through October), measures could be adjusted to allow up to an approximate 30% increase in harvest for 2019. Taking this into account, the northern region states requested the Technical Committee (TC) review analysis exploring increases to the for-hire possession limit and adjusting the ‘bonus season’ which currently allows for a higher possession limit during two months in the fishing season. The northern region states put forward six different proposals for 2019 measures, including possession limit increases for both private and shore-based anglers as well as the for-hire sector. A majority of the proposals to adjust measures for the for-hire sector demonstrated a potential coastwide harvest increase of 3% or less. The TC reviewed the proposals and recommended the Board only consider approving options that adjust the for-hire possession limit and bonus season due to uncertainty in how coastwide harvest could increase as a result of changes to the possession limit for other fishing modes. Additionally, the TC recommended states use the ‘additive’ approach to explore other options outside of those already evaluated; this is the standard method the TC has used to

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evaluate changes in recreational measures. The Board approved the TC's recommendations and the states will finalize their 2019 recreational scup regulations in the next few weeks.

For black sea bass, in addition to finalizing 2019 recreational measures, the Board received a report from the Commercial Black Sea Bass Working Group, which was formed in August 2018 to identify management issues related to changes in stock distribution and abundance. Over the course of several conference calls from September 2018 to January 2019, the Working Group identified two key issues with regard to commercial black sea bass management, proposed goals and objectives for the commercial fishery, and developed potential management strategies for Board consideration. First, the Working Group highlighted that state commercial quota allocations have remained unchanged for 15 years, though scientific evidence supports shifts in distribution and abundance of black sea bass. A second issue the Group identified is that coastwide commercial quota management can limit harvest opportunities for some states if another state's harvest overage results in a coastwide fishery closure.

Related to the issue of state commercial allocations, the Working Group proposed a dynamic approach for gradually adjusting allocations using a combination of information on commercial landings and resource abundance and distribution. The Group also recommended consideration of a timeline or trigger for reevaluation of state commercial allocations.

The Board supported further development of the strategies proposed by the Working Group, as well as additional management options brought forward by Board members. A Plan Development Team (PDT) will be formed to perform analyses and develop potential management options as specified by the Board.

For more information on scup, please contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator, at krootes-murdy@asmfc.org and for more information on black sea bass, please contact Caitlin Starks, Fishery Management Plan Coordinator, at cstarks@asmfc.org.

Motions

Move to approve methodologies used to develop Scup Northern Region Measures for the 2019 fishing season as recommended by

the Technical Committee.

Motion made by Ms. Meserve and seconded by Mr. Hasbrouck. Motion approved by consent.

Move to approve status quo black sea bass recreational measures for 2019.

Motion made by Mr. Gates and seconded by Mr. Borden. Motion approved by consent with one abstention (NMFS). (Roll Call: In favor – NH, MA, RI, CT, NY, NJ, DE, MD, PRFC, VA, NC, USFWS; Abstentions – NMFS).

Move to approve the Virginia and North Carolina February recreational black sea bass fisheries. Motion made by Mr. O'Reilly and seconded by Mr. Gilmore. Motion passes unanimously (Roll Call: In favor – NH, MA, RI, CT, NY, NJ, DE, MD, PRFC, VA, NC, NMFS, USFWS).

Move to form a PDT and task the PDT to develop the options discussed by the Working Group, those discussed today, and those offered to the Chair by February 15.

Motion made by Mr. Borden and seconded by Mr. Kane. Motion passes (10 in favor, 1 opposed, 2 abstentions).

ASMFC American Lobster Board Initiates Draft Addendum XXVIII

The Commission's American Lobster Management Board initiated Draft Addendum XXVIII to Amendment 3 to the Interstate Fishery Management Plan for American Lobster. The Draft Addendum considers reducing the number of vertical lines in the water in response to concerns about the North Atlantic right whale population and the potential impacts of whale conservation measures on the conduct of the lobster fishery.

"With this proposed action, the Board is entering uncertain waters," stated Maine Commissioner Pat Keliher. "However, as the lead management authority for American lobster, we have a responsibility to ensure the viability of the lobster fishery. Through the active engagement of the states and the lobster industry in our management process, we believe the Board is best suited to navigate the growing challenges facing the lobster fishery."

A key focus of the Board meeting was the intersection of lobster management and the conservation of protected resources. While the Commission is primarily a forum for the Atlantic coast states to cooperatively manage fish and shellfish species, the Board

noted several factors associated with North Atlantic right whale conservation which could substantially impact the economic and cultural future of the lobster fishing industry. These include future recommendations of the Atlantic Large Whale Take Reduction Team and the anticipated Biological Opinion being developed under the Endangered Species Act. Given the high economic value of the lobster fishery and its social significance to coastal communities, the Board agreed it is important to ensure the implementation of measures to conserve North Atlantic right whales takes place in a way that maintains the sustainability and culture of the lobster fishery.

Draft Addendum XXVIII will propose options to reduce vertical lines from zero to 40%, to be achieved by trap limits, gear configuration changes, seasonal closures, and/or the acceleration of currently planned trap reductions. The Board noted reductions will consider ongoing state and federal management actions, including trap reductions and trap caps, which have already reduced vertical lines. By initiating this action, states can continue to cooperatively participate in the management of this species during ongoing discussions on the conservation of North Atlantic right whales. In addition, those who are most familiar with the intricacies of the lobster fishery, including industry, can pro-

vide input on future regulations.

For more information, please contact Megan Ware, Fishery Management Plan Coordinator, at mware@asmfc.org or 703.842.0740.

Meeting Summary

In addition to initiating Draft Addendum XXVIII (see press release), the Board received an update from the Lobster Enforcement Vessel Working Group, which was established to address enforcement concerns in the offshore lobster fishery. The Working Group is currently discussing ways to obtain an offshore enforcement vessel but noted that vessel tracking will be needed to understand where lobster gear is being hauled.

The Board also received updates on the implementation of Jonah crab regulations in New York and Delaware. Both states have begun regulatory processes and are expected to have regulations in place by Spring 2019.

Finally, Jeff Kipp provided an update on progress of the 2020 Lobster Benchmark Stock Assessment. The Stock Assessment Subcommittee met in January 2019 for their first Assessment Workshop and developed a continuity model. A second Assessment Workshop is scheduled for the Fall 2019 where the Subcommittee will finalize a base

Continued on Page 20.



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Boat And Ship Yard News



The 50-foot Elco being restored at Hylan-Brown Boatbuilders in Brooklin.

Bass Harbor Boat Bernard, Maine

It has been a busy off season at Bass Harbor Boat. Presently they have a 1976 44-foot Robert Rich designed and built power boat in for some repair work for her new owner. What caught my eye was the width of the transom, which seemed a lot wider than

many other 1970s designs. Rich Helmke, owner of Bass Harbor Boat, explained that this was one of their standard hulls. By changing the distance between the moulds they could create various models such as 28, 34, 36, 40 foot lobster boats. Rich said the boat is in pretty good shape, but they have done some frame and platform work, and



A Wayne Beal 50 waiting to be shipped to Oceanville Boats in Stonington to be finished.

next she will get some cosmetic work.

In the next bay there is a Bunker & Ellis 42, which is getting two coats of varnish and paint. She is also getting custom seating.

Next to the 44-footer is a 1948 Chris Craft sedan that was recently purchased and needs to be refurbished. However that will have to wait for a Bunker & Ellis powerboat

coming in for a new transom and rails and another Bunker & Ellis powerboat, which needs a new rudder and hydraulic steering installed. They also have a number of storage customers that still need their annual maintenance and that will certainly keep them busy through the spring.



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Custom Composites Bath, Maine

It is always interesting to stop and talk with Steve Hassett of Custom Composite and see what he has going on.

They have been building PB 40 and T43 pilothouses for The Hinckley Company and they still have several more to do.

Out in the parking lot, they were cleaning up several town docks for the City of Bath. These will be getting repairs made and then they will gel-coat their tops to make them look as good as new.

A very interesting project has been building three custom flag poles for the top of the Portland Observatory. This is the only signal tower left in the United States and during the days of sail the Observatory would announce the arrival of ships by raising flags on these flag poles. The last flag poles did not hold up so Custom Composite made them of fiberglass. They also have a six foot lightning rod on the top of each of them as the Observatory is the high point on Munjoy Hill and having a lightning strike is a real probability. They then painted them to match the colour of the flag poles they were replacing. These new flag poles will be put in place sometime this spring as they will need a crane to install them.

A great aspect of their business has become making feed tube for infusion. This they are now marketing through Gougeon Brothers so they only have to make it and not market it. They can make between 4,000 to 5,000 feet of tubing a day, which keeps them with a little backlog. Presently they are going through 30,000 to 40,000 feet of tubing a month, which could increase as more people learn about their product.

Custom Composites has also been building parts and pieces for other industries. They have done some robotic parts for a company here in Maine and Steve had Amalgam Ski of Freeport add some special material to a new set of skis for himself. Steve also said they might be doing some parts for drones (fuselage and nose cone), which will be used for delivery service. They will do the tooling and then some students from MTI will be coming in to lay-up parts for a solar car, which they have done before. When the car is complete the students will compete in a 1,700 mile race against other solar cars.

Boat And Ship Yard News

Finestkind Boatyard Harpwell, Maine

It has been a busy fall and winter at Finestkind Boat Yard. They have a Sabre 34 in one bay, which is getting damage repaired and a new engine. There was damage to the keel and rudder and when the bottom repair work was done they stripped the bottom and then barrier coated it.

In another bay is a C&C, which is having her main bulkhead repaired due to rot from leaky chain-plates.

There is a South Shore 30, which had been lengthened out to 33, lobster boat in for a new platform.

A 44 Cherubini is in having some deck work done. This boat has a solid glass hull, but the top was stick built with plywood over wooden deck beam covered with fiberglass. The layer of glass on the deck was not thick enough so they are adding to it.

Out in the yard are two Finestkind charter boats, but they will only need their regular annual maintenance this year.

Earlier this season they had a lobster boat in that received a lot of glass repairs, engine re-alignment and a new direct drive pot hauler.

They still have 110 storage customers that need annual maintenance, but fortunately some owners will be doing their own work.

Hylan-Brown Boatbuilding Brooklin, Maine

A very interesting project is the rebuilding of the 50-foot Elco named PATIENCE. After she was put inside they did a lot of demolition. They removed the pilothouse, fore deck and then gutted the forward end of the boat. They then found that she had a slight twist fore and aft so they straightened her. Now they are adding new bilge stringers, sheer clamp and then they will put in the forecandle bulkhead. "We are going to keep moving ahead with the forward end of the boat," said Ellery Brown. "There is lots to be done back aft but the current stage is to bring along the forward end and see what the owners want to do then. She is a neat boat, but she has been through the wringer. By all rights she has no business existing."

In the other shop, they have a Reuel Parker designed coastal commuter 43. The owner is going to take her down to Key West, and cruise the Everglades and even go out to Cuba. Ellery said, "It is a plywood hull and has a lot of systems such as air conditioning, genset, huge battery bank, all with outboard power, twin 200s." She will be going over this summer.

This owner had looked at MJMs and liked them but they did not offer an outboard model at the time. He then went to Doug Zurn and asked him if he would design a boat similar to an MJM, but with outboards. Doug did not want to do that, so the customer turned to Reuel Parker, who had designed him a 26-footer and asked if he would design it. Reuel agreed to design it but could not build it and that is when he turned to Hylan-

Brown.

Their new paint bay is now complete, which was erected this fall. They will start bringing in their storage customers and begin getting them ready for the upcoming season. They are also happy to have a first class varnisher and painter. This shop will not be for spraying, but traditional application of paint and varnish.

Over the last decade, they have done numerous smaller boats and they are happy to be working on much bigger projects this year.

Morgan Bay Boats Frankfort, Maine

The sale of lobster boats has fallen off the last couple of years, but some of these builders are filling in by finishing off their hulls for the sportfishing community. Of the first six Morgan Bay 43s ordered only one has been finished off as a lobster boat.

Currently there are three hulls in their shop. Hull #2 is close to being finished. She is a sportfisherman going to New York. For accommodations she has a V-berth, head with separate shower to port and bunk to starboard. Up in the shelter, the galley is to port with two seats at the bulkhead and on the starboard side is a settee, television and one seat for the helmsman with three screens on the bulkhead. This boat will be powered with a 1,200-hp MAN. They are now putting in the cabinetry and finishing the overhead in the shelter. She will be going over in April.

In the next bay is another sportfisherman, also heading to New York. She will have the same accommodations down below and the same in the shelter, but reversed. She will be powered with a 1,150-hp Caterpillar diesel. Everything under the platform is almost done (fish tanks, everything in the engine room, generators, and tankage) and they have done all they can for the accommodations below before they put the deck on. She is about 30 percent complete at this point.

In the far bay, they have just finish laying up another hull, and she is being finished out as a sportfisherman for a customer from Connecticut/Florida. Again her accommodations will be the same as the other two and she will have the same layout in the shelter as the middle one with galley to starboard and settee to port. This one will be powered with a 1,000-hp 12.9 Caterpillar. Owner Gary Kief added, "The cockpits are different, the one we are sitting in (Hull #2) has center fuel tanks, 750 gallons, those two over there have 800 gallon saddle tanks. This one has a live well in the stern, the boat in the center is going to have a live well in the stern, these both have gyros and the last hull, which is hull #6 over there, will not have a gyro, but it's going to have a live well where the gyro usually goes."

The last two boats will probably be going out this coming fall.

As soon as Hull #2 leaves the shop in

Continued on Page 19.

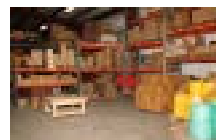
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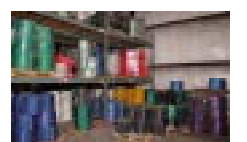
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LORNA R.

Designer: Riley Beal
Boatbuilder: Riley and Adrian Beal, Beals Island, ME (1973)
Dimensions: 30'
Construction: Wood
Engine(s): Gasoline: 632 Chevrolet, 8 cylinder
Owner(s): Galen Alley, Beals Island, ME
Year’s Raced: 2005; 2006; 2007; 2011; 2013; 2015
Racing Class: Gasoline Class C
Results:

2005: MOOSABEC: 1st Gasoline Class B.
2006: BOOTHBAY: 1st Gasoline Class D; 1st Wooden Boat Race (46.8 mph); 1st Gasoline Free-for-All (38 mph); 1st Fastest Lobster Boat Race (45 mph). MOOSABEC: 1st Wooden Boat Race. 1st Gasoline Class D (45.3 mph). 1st Gasoline Free-for-All (44.3 mph). 1st Fastest Lobster Boat (53.6 mph). FRIENDSHIP: 1st Gasoline Class D. 1st Wooden Boat Race. HARPSWELL: 1st Wooden Boat Race (44.8 mph). 1st Gasoline Class D (47.8 mph). 1st Gasoline Free-for-All (43.5 mph). WINTER HARBOR: 1st Gasoline Class D. SEARSPORT: 1st Gasoline Class D, 1st Wooden Boat Race, DNF Gasoline Free-for-All
2007: BOOTHBAY: 1st Gasoline Class D (46 mph); 1st Woodenboat Race (49 mph); 1st Gasoline Free-for-All (41 mph); 1st Fastest Lobster Boat Race (49 mph). ROCKLAND: 1st Gasoline Class D (40 mph); 1st Wooden Boats (49 mph); 1st Gasoline Free-for-All (42 mph); 1st Fastest Lobster Boat (47 mph). MOOSABEC: 1st Wooden Boat (48.9 mph), 1st Gasoline Class D (48.7 mph), 2nd Fastest Lobster Boat. SEARSPORT: DNS Wooden Boat Race, DNS Gasoline Class D, 3rd Gasoline Free-for-All. FRIENDSHIP: 1st Wooden Boat Race (48 mph); 1st Gasoline Class D (40 mph). HARPSWELL: 1st Wooden Boat Race, 1 Gasoline Class D. WINTER HARBOR: 1st Gasoline Class D, 1st Gasoline Free-for-All, 1st Fastest Lobster Boat. PEMAQUID: 1st Gasoline any cubic inch and under, 24 feet and over, 1st Wooden Boats, diesel or gasoline, 24 feet and over, 1st Gasoline Free-for-All, 24 feet and over, 1st Fastest Lobster Boat Afloat.
2011: ROCKLAND: 1st Gasoline Class C (46.8 mph). MOOSABEC: 1st Wooden Boat Class (44 mph), 1st Gasoline Class C (44 mph), 1st Gasoline Free-for-All (35 mph). SEARSPORT: 1st Gasoline Class C, 1st Wooden Boat Class, 1st Gasoline Free-for-All. STONINGTON: DNF Gasoline Class C. WINTER HARBOR: 1st Gasoline Class C (31.9 mph), 1st Gasoline Free-for-All (32.2 mph), 1st Woodenboat Race (36.7 mph), 4th Fastest Lobster Boat.
2013: MOOSABEC: 3rd Wooden Boat Race; 2nd Gasoline Class C; 3rd Gasoline Free-for-All; 2nd World’s Fastest Recreational Lobster Boat. WINTER HARBOR: DNS Gasoline Class C.PE-MAQUID: 2nd Gas V8 any cubic inch, 24 feet and over; 3rd Gasoline Free-for-All; 5th Fastest Lobster Boat Afloat. PORTLAND: 1st Gasoline Class C (32.4 mph); 1st Wooden Boat Race (26.7 mph); 4th Gasoline Free-for-All; 7th Fastest Lobster Boat.
2015: MOOSABEC: DNS Gasoline Class D.



FOOLISH PLEASURE

Designer: Riley Beal, splashed from LORNA R.
Boatbuilder: Ernest Libby Jr., Beals Island, ME (2008)
Dimensions: 30'
Construction: Fiberglass
Engine(s): Gasoline: 632 Chevrolet < 712 ci Ford<632 cid Merlin, 1471 injection
Owner(s): Galen Alley, Beals Island, ME
Year’s Raced: 2008; 2009; 2010; 2011; 2012; 2013; 2014; 2015
Racing Class: Gasoline Class E
Results:

2008: BOOTHBAY: 1st Gasoline Class D (43 mph); 1st Gasoline Free-for-All (41 mph); and 1st Fastest Lobster Boat (53 mph). ROCKLAND: 1st Gasoline Class D (61.6 mph). MOOSABEC: DNF Gasoline Class D, 1st Gasoline Free-for-All, 1st Fastest Lobster Boat (64 mph). SEARSPORT: 1st Gasoline Class D (62.7 mph), DNF Gasoline Free-for-All. FRIENDSHIP: 1st Gasoline Class D (62.4 mph), 1st Gasoline Free-for-All (64.1 mph), 1st Fastest Lobster Bot (49 mph). PEMAQUID: 1st Gas any CID, 24 feet and over; 1st Gasoline Free-for-All (62.9 mph); and 1st Fastest Lobster Boat Afloat (62.1 mph).
2009: BOOTHBAY: 1st Gasoline Class D (50.6 mph). ROCKLAND: 1st Gasoline Class D (36.4 mph). MOOSABEC: 1st Gasoline Class D (62 mph), 1st Fastest Lobster Boat (63.3 mph). SEARSPORT: 1st Gasoline Class D (37.8 mph). STONINGTON: 1st Gasoline Class D (51 mph), 1st Gasoline Free-for-All (63.1 mph), 1st Jimmy Stevens Cup (64.0 mph). FRIENDSHIP: 1st Gasoline Class D (62.3 mph); 1st Gasoline Free-for-All (64.5 mph). WINTER HARBOR: 1st Gasoline Class D (49.2 mph), 1st Gasoline Free-for-All 48.5 mph), 1st Fastest Lobster Boat (40.5 mph). PEMAQUID: 1st Gas any CID, 24 feet and over (57.3 mph); 1st Gasoline Free-for-All (61.7 mph); and 1st Fastest Lobster Boat Afloat.
2010: BOOTHBAY: 1st Gasoline Class D (55 mph), 1st Gasoline Free-for-All (48.2 mph). ROCK-LAND: 1st Gasoline Class D (51.0 mph), 1st Gasoline Free-for-All (63.0 mph), 1st Fastest Lobster Boat (68.1 mph). MOOSABEC: 1st Gasoline Class D (50 mph), 1st World's Fastest Recreational Lobster Boat. SEARSPORT: 1st Gasoline Class D (47.8 mph). STONINGTON: 1st Gasoline Class D, DNF Gasoline Free-for-All.. FRIENDSHIP: DNF Gasoline Class D. HARPSWELL: 1st Gasoline Class D (52.5 mph), 1st Gasoline Free-for-All (63.4 mph), 1st Fastest Lobster Boat (68.0 mph). PE-MAQUID: 1st Gas V8 any CID, 24 feet and over (67.4 mph); 1st Gasoline Free-for-All (68.9 mph); and 1st Fastest Lobster Boat Afloat (65.4 mph). PORTLAND: 1st Gasoline Class D (50.7 mph), 1st Gasoline Free-for-All (59.2 mph).
2011: ROCKLAND: 1st Gasoline Class D, 1st Gasoline Free-for-All (36.6 mph), 3rd Fastest Lobster Boat. MOOSABEC: 1st Gasoline Class D (72 mph), 1st World Fastest Recreational Lobster Boat. SEARSPORT: 1st Gasoline Class D. STONINGTON: 1st Gasoline Class D (72.8 mph), 1st Stoning-

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Remembering Racer Galen Alley of FOOLISH PLEASURE

Continued from Page 1.

speed of 68.1 at Rockland and at the Merritt Bracket races in Pemaquid set it again at 68.9 mph. The following year (2011) he set the record once again, this time at Moosabec Reach with a speed of 72 mph and in the following race at Stonington he would set the record that still stands today with a speed of 72.8 mph. Now that said, these speeds come off the official radar gun, but as we know most boats have a GPS and that will give you speeds too. At several races we know that the radar gun had not caught the true speed and once I remember at Pemaquid, Galen saying that he had almost hit 80. On the back of his truck he had a decal that said 77.2 mph, and though it is not the official record, I am sure that he did reach that speed.

The Maine lobster boat hull was not designed to reach speeds over 40 mph. It is designated as a semi-displacement hull, but that changes when you put an obscene amount of power in them turning them into a planing hull. So when I asked Jeremy, what it was like racing in FOOLISH PLEASURE he said, “That was an interesting boat. Definitely a wild boat. She don't weigh much, probably weighs 2200 or 2300 pounds with everything in it. She was ticklish, but back a few years ago we had her in the boat shop, we put a straight edge underneath of her and found out on the starboard side she had a hog that was almost 4 feet wide and 8 feet long and 2 inches deep. I think that was a lot of

his problem when he was running down here in Jonesport when she rolled up and almost rolled on her side.”

Galen and Jeremy, and a number of others, spent countless hours getting FOOLISH PLEASURE to the races. Jeremy said, “I mean if it was change an engine out, blown gear, had to change the reduction gear, had to modify the bottom of the boat, we did it. I'd have just so much time to get it back together and get it back in the boat. I turned a lot of wrenches in that boat.”

FOOLISH PLEASURE has had a number of different engines and it was not easy to keep track of them. Jeremy thought the first engine was the 632 Chevy with twin carbs. He added, “After he ran the 632 then he had a 638 those were all Dart blocks I think. Then he came out with the blower motor a few years after that, I can't remember what year, probably '10 or '11. He was going from 1000-1100-hp to, I would guess, probably 2000-hp. Then he ended up with the Ford. That was powerful, but she had a lot of issues. You couldn't keep her together; she just kept blowing burst plates in the blower. If that engine had held up, she would have gone pretty well with it.”

Jeremy remembered a race at Winter Harbor when they lost the first race to Shawn Alley’s LITTLE GIRLS. “He forgot to put his bungee cord on the shifter and she popped herself out,” explained Jeremy. “Well, the next ride, there was one guy with him and he said, “I am not going, I am scared

to death,” and I said, “What makes you think I want to do it.” I jumped in and he just looked at me and said “We are going to one of two things, we are either going to win or we are going to roll over,” and I said, “Oh, boy thanks.” So he was on her and the ground swells through Winter Harbor were awful, I mean we was hitting one swell skipping the next and hitting the third, I mean water was flying 30, 40 feet in the air every time we would come down. It was just unbelievable, but we won.”

That was scary, but not the scariest. Jeremy added, “I wasn't scared at the time but one race, I think it was Pemaquid, I went with him and we got down to the end of the track and he looked at me and he says, “You know, I just run that whole race with no steering.” I looked right at him, and I said, “What?” He says, “Yeah, I ain't got no steering. There is air in the line; we must have a leak or something.” I said, “You have got to be kidding me. We just ran up through Pemaquid with no steering doing 70+ mph?” He said, “Yeah we did.” I said, “Okay; don't ever tell me that again. Just keep that stuff to yourself.”

My best story took place at the Maine Fisherman’s Forum a number of years ago when Galen was dominating the racing scene. Bruce Engert, Sr. and Jr. got into a conversation with Galen during the meeting about who had the fastest boat. Galen was in the 60s and they were not quite as fast but claimed they would be. Well, the conversa-

tion got louder and louder until they were yelling back and forth. Well apparently this sounded like a violent confrontation from the room next door and they had security called. By the time security arrived the dust was settling and everything would be answered out on the race course. After the meeting I was told that this was the first time that security had been called to any meeting. Yes, it was and still is, a proud moment in lobster boat racing history!

The big question is what will happen to both LORNA R. and FOOLISH PLEASURE. LORNA R. is over at Dennis Welding & Marine Repair on Beals Island. Jeremy said that she needs work, but could be saved. As for FOOLISH PLEASURE she is sitting out behind Wayne Beal Boat Shop in Jonesport. Jeremy, who works at Wayne Beal Boat Shop, says it is hard to go out back and see her sitting there.

It is sad to have lost Galen as he had done so much to add spice to the Maine lobster boat racing scene and while during it he made history. He certainly made a statement and that statement translated into more boats coming out to race and more people come to watch the boats race. Jeremy said, “It was tragic what happened to him, but like his brother Rocky said the other day, “To be honest with you, I never thought I'd lose my brother to an automobile accident, I figured for sure it would be in that damn boat.” That is where we all thought he was going to meet his maker right there in that damn boat.”

Boat And Ship Yard News

Continued from Page 15.

a couple of months they have another hull coming in which will be Coast Guard certified to carry 25 passengers for a customer from New York. They will be putting in the motor, fuel tanks, steering system, rails and the top on. They will also add a gyro if they get the okay from the Coast Guard. She will then be heading to Westport Island to be finished.

Of course if you have a model someone wants something bigger and Gary and his brother Tim have found that there is a demand for a 46. Gary added, "There is a lot of interest in it. I have got a guy that I am talking with that really wants one. I think the 46 would actually sell more than this one. When we have space open up I am going to start the 46. We are going to do another mould, no more extensions."

The Morgan Bay 43 has proved to be a very good hull and the demand is certainly there, however they do not want to put themselves in a position where they promise a delivery date and cannot make it. So right now they are not pushing, but they do have several just waiting to place the next order.

Richard Stanley, Boatbuilder Bass Harbor, Maine

Presently they are working on the 38-foot DOUBLE B., built by Chummy Rich in 1983-84, and works as a commercial ferry boat for Beal & Bunker, taking people to Cranberry Island, Islesford and Sutton's Island. They have refastened the bottom; reefed out the seams and recaulked as needed; did some fiberglass patches on her shelter; removed the rails and rebbeded; and moved the damaged fuel vent from her side to the deck, which also meant making repairs to the plank.

In the bay next door they have a 31-footer built by Bud McIntosh in New Hampshire in 1961. She has had her bottom refastened and recaulked; some planks removed so they

could redo the engine beds and make repairs to the inside stuffing box.

Next to DOUBLE B. is DOVEKIE, a 28 foot sailboat, which Richard built back in 1988. They will be installing a three-cylinder Beta engine in her, which means making some structure alterations so he can get the shaft and engine where they belong.

Richard does not have anything lined up after this so if you are looking for one of the best wooden boat builders and repairers here is your chance.

Robinhood Marine Georgetown, Maine

In one bay they have a Northern Bay 28, which came up from Florida, and she needs her varnish stripped and redone. They are also doing some mechanical and systems work before she goes over for the season.

Also in this bay is a Camper Nicholson 32 which is having her port lights replaced as the old ones had crazed. She will then move over to the paint bay to be Awlgrippied and have her waterline raised a bit. When that is complete she will have her gold leaf redone.

In the fiberglass shop they have an Irwin 48, which met a ledge at 5-6 knots and came to dead stop. They are making repairs to her keel, centreboard and internal structure.

A Nordic 40 is also in the fiberglass shop having a bottom job done due to osmotic blisters. Once the bottom is faired, they will put on a barrier coat, paint the bottom and



Richard Stanley at Bass Harbor is working on DOUBLE B, a Robert Rich built boat.

then upgrade her electronics.

They are repowered a Cape Dory 31 with a Beta diesel and a Z-drive. After this job is complete they will be bringing in a Robinhood 36, which will be heading south in the fall. This year they are doing phase II, which means they will be adding an electronics package with AIS, new chart-plotter, Sirius weather, new wind instruments, sounder and knot log, new davits with a crane for the outboard, solar power, new ground tackle, reworking the bowsprit, removing the watermaker to service it and then re-install, some rigging work and then redo her varnish.

Also waiting to get worked on is a

Catalina 30 to be repowered and 140 storage customers, which all need to be ready for the upcoming season, just weeks away.

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FOOLISH PLEASURE

Continued from Page 18.

ton's Fastest Lobster Boat Afloat. FRIENDSHIP: 1st Gasoline Class D (58.8 mph).

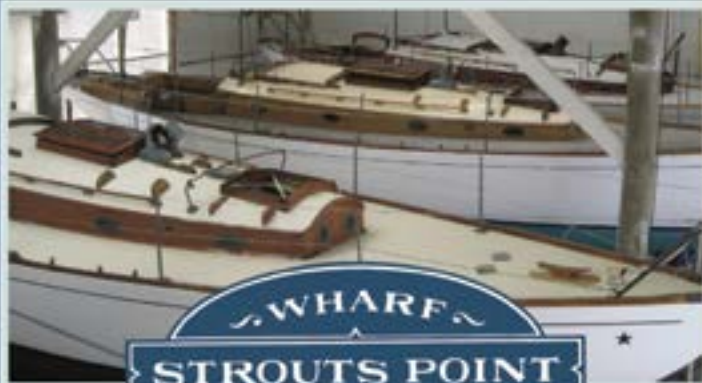
2012: ROCKLAND: 1st Gasoline Class E (57.7 mph), 1st Gasoline Free-for-All (66.2 mph). BASS HARBOR: 1st Gasoline Class E (62.2 mph). MOOSABEC: 1st Gasoline Class E; 1st Gasoline Free-for-All (68 mph); 1st World's Fastest Recreational Lobster Boat. SEARSPORT: 1st Gasoline Class E (58 mph), 1st Gasoline Free-for-All (55 mph), 1st Fastest Lobster Boat (45 mph). STONINGTON: 1st Gasoline Class E. WINTER HARBOR: DNS Gasoline Class E. 2012: EASTPORT: 1st Gas V8, any cubic inch, 24 feet and over.

2013: MOOSABEC: 1st Gasoline Class E (60.1 mph); 1st Gasoline Free-for-All (64 mph). SEARSPORT: 1st Gasoline Class E (56 mph); 1st Gasoline Free-for-All (48 mph). STONINGTON: 1st Gasoline Class E (65.5 mph); 1st Gasoline Free-for-All. FRIENDSHIP: 1st Gasoline Class E (51 mph); 1st Gasoline Free-for-All; 1st Fastest Lobster Boat. WINTER HARBOR: 1st Gasoline Class E; 2nd Gasoline Free-for-All; 1st Fastest Lobster Boat. PEMAQUID: 1st Gas V8 any cubic inch, 24 feet and over; 1st Gasoline Free-for-All; 1st Fastest Lobster Boat Afloat. PORTLAND: 1st Gasoline Class E (54 mph); 1st Gasoline Free-for-All (37.4 mph); 1st Fastest Lobster Boat (42.5 mph).

2014: MOOSABEC: 1st Gasoline Class E (48.6 mph); 1st Gasoline Free-for-All (42 mph). WINTER HARBOR: DNS Gasoline Class E.

2015: MOOSABEC: DNF Gasoline Class E. STONINGTON: 1st Gasoline Class E (50.4 mph). FRIENDSHIP: 1st Gasoline Class E (57.8 mph); 1st Gasoline Free-for-All (47 mph). WINTER HARBOR: 1st Gasoline Class E (50.1 mph)

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COMMERCIAL FISHING NEWS FROM ASMFC MEETING

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run of the model.

For more information, please contact Megan Ware, Fishery Management Plan Coordinator, at mware@asmfc.org or 703.842.0740.

Motions

Move to initiate an addendum to reduce the number of vertical lines in the water. The PDT should consider the following as specified in the Lobster-Whale Work Group Memo. The PDT may need to consider the ongoing activities of the ALWTRT when drafting this document.

- Reduction of vertical lines by 20% to 40% for each LCMA (exclusive of LCMA 6). Percent reductions by LCMA may differ given ongoing and future trap reductions as well as newly proposed or implemented area closures in state and federal waters.

- In LCMAs 1, 4, 5, and OCC: reductions can be achieved by trap limits, gear configurations, season closures, or other measures.

- In LCMAs 2 and 3: reductions can be achieved by gear configurations, seasonal

closures, acceleration of current planned trap reduction, or other measures.

- Elimination of the 10% replacement trap tag provision.

- Developing a method for reporting vertical line and trap use by individuals in each jurisdiction until 100% harvester reporting is implemented in state and federal waters.

Motion made by Mr. Borden and seconded by Mr. Grout. Motion carries (11 in favor).

Move that the Lobster Board recommend to the Policy Board that a letter be sent to NOAA Fisheries for consideration by the Atlantic Large Whale Take Reduction Team to develop and support a suite of options for electronic vessel monitoring for federally permitted vessels.

Motion made by Mr. Keliher and seconded by Mr. Abbott. Motion carries (10 in favor, 1 abstention).

EXECUTIVE COMMITTEE

Meeting Summary

The Executive Committee met to discuss a number of issues, including pri-

orities for “plus-up” federal funds; ACCSP recreational data collection; outreach on the Marine Recreational Information Program (MRIP); aquaculture projects; management board working groups; the Legislators and Governors’ Appointees (LGA) primer; and Awards Committee Standard Operating Practices and Procedures (SOPPs). The following action items resulted from the Committee’s discussions:

- “Plus-up Funds” – The Executive Committee decided to postpone decisions on allocating the remaining \$200,000 in plus-up funds, pending passage of the FY19 federal budget.

- ACCSP Recreational Data Collection – Members discussed the pros and cons of the states assuming conduct of the for-hire telephone survey (FHTS) in 2020. The Committee directed ACCSP staff to work with NOAA Fisheries to initiate the transition to state/ACCSP conduct of the FHTS. States will have the option of conducting the telephone survey or they can have the ACCSP complete the required telephone calls. The Executive Committee will be updated on the progress at its next meeting.

- MRIP Outreach – The Committee supports the recommended effort to develop consistent/generic information on MRIP for inclusion on state websites.

- Aquaculture Activities – On February 4, the Commission issued a Request for Proposals to form regionally focused research consortia that will address critical research needs surrounding shellfish aquaculture. Proposals for any shellfish species will be accepted, however, oysters are the priority species. The pre-proposal deadline is March 15, 2019.

- Use and Structure of Management Board Working Groups – Based on concerns about the increasing use of management board working groups and the lack of defined guidelines for their use and operation, the Committee tasked staff with developing working group guidance, highlighting the need for a clear charge, specific tasks and a defined end point.

- Awards Committee SOPPs – The guidance document prepared by the Awards Committee was approved by the Committee.

- LGA Primer - Dennis Abbott and Roy Miller presented for the Committee’s review a primer for new LGA primer to help orient them to the Commission’s process. The primer will be considered for approval at the Spring Meeting.

For more information, please contact Laura Leach, Director of Finance and Administration, at lleach@asmfc.org or 703.842.0740.

Motions

Move that we sit tight right now on allocating the \$400,000 Plus-up funds, since we don’t know what the FY19 budget will be.

Motion made by Mr. Boyles and seconded by Mr. Blazer. Motion passes unanimously.

Move to initiate transitioning FHTS to state conduct.

Motion made by Dr. McNamee and seconded Senator Miner. Motion passes (16 in favor, 1 opposed).

The Awards Committee SOPPs were adopted by unanimous consent.

ATLANTIC COASTAL COOPERATIVE STATISTICS COORDINATING COUNCIL

Meeting Summary

The ACCSP Coordinating Council met to receive Program Updates, the results of a data validation survey, and a briefing on changes in the funding status. Staff present-

ed the current funding status which remains unknown and provided updates on new systems and significant system updates. For Access Point Angler Intercept Survey, two new systems were presented that automated previously largely manual data processes. The preliminary indications are that the systems will greatly improve efficiency. A new automated confidentiality management system was also presented. The Council had no motions or actions for this meeting, but planned to perform a more comprehensive review of the data validation survey at the next meeting.

For more information, please contact Mike Cahall, ACCSP Director, at mike.cahall@accsp.org.

No motions made.

SOUTH ATLANTIC STATE/FEDERAL FISHERIES MANAGEMENT BOARD

Meeting Summary

The South Atlantic State/Federal Fisheries Management Board met to provide additional guidance to the Cobia Plan Development Team on accountability options that should be included in Draft Amendment 1 to the Atlantic Cobia Interstate Fishery Management Plan (FMP). The Board was in favor of maintaining status quo accountability measures of the FMP, as much as possible, through redefining some terminology currently dependent on the federal Coastal Migratory Pelagics Fishery Management Plan, but not including options to make significant changes to accountability measures. The Board also indicated that options to establish *de minimis* criteria and management should be incorporated into the Draft Amendment. The Board is expected to review the Draft Amendment for public comment in May 2019.

The Board reviewed and approved annual FMP Review for spot, *de minimis* requests for New Jersey and Georgia. For more information, please contact Dr. Mike Schmidtke, Fishery Management Plan Coordinator, at mschmidtke@asmfc.org or 703.842.0740.

Motions

Move to approve the 2018 Spot FMP Review, state compliance reports, and *de minimis* status for New Jersey and Georgia.

Motion made by Ms. Fegley and seconded by Dr. Rhodes. Motion carries unanimously.

SHAD AND RIVER HERRING MANAGEMENT BOARD

Meeting Summary

The Shad and River Herring Management Board met to receive an update on the progress of the American shad benchmark stock assessment, review an updated shad sustainable fishery management plan (SFMP) for Massachusetts, and receive an update from the Technical Committee (TC) regarding progress on the task assigned to it in October 2017.

Staff provided the Board with an update on the ongoing Benchmark Assessment for American shad. In November the stock assessment subcommittee (SAS) convened for a Methods Workshop, where they reviewed data, defined the stock structure for the assessment, and identified assessment methods given the available data. At the workshop, the SAS encountered various issues related to data submission and QA/QC as well as workload bottlenecks for assessing the 31 stocks defined at the workshop, which will result in delayed completion of the assessment. The SAS recommended a revised assessment timeline with the completion date moved from the 2019 Annual Meeting to the 2020 Summer Meeting.

The Board was also presented an



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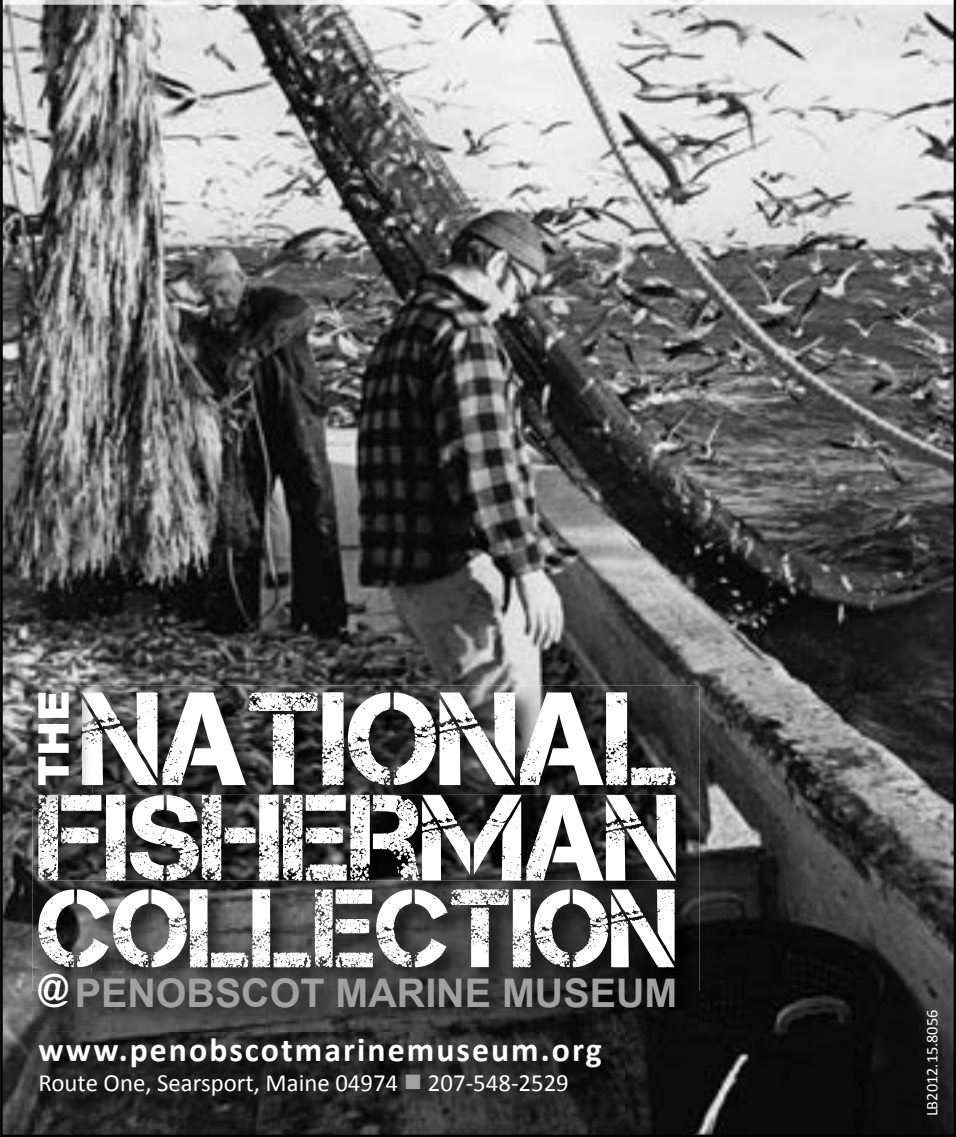
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updated SFMP for American shad from Massachusetts. Following the TC's recommendation, the Board approved the updated SFMP as presented. The approved SFMP will be available on the Commission website, www.asmfc.org, on the Shad and River Herring webpage.

Lastly, the Board received an update on the October 2017 Board task directing the TC to develop recommendations to address the issue of management inconsistencies with the language in Amendments 2 and 3, which requires SFMPs with quantifiable metrics of sustainability for all river systems with open fisheries for river herring or shad. The TC has formed a task group to continue gathering data on these inconsistencies, and propose potential strategies for resolving identified conflicts before reporting back to the Board.

For more information, please contact Caitlin Starks, Fishery Management Plan Coordinator, at cstarks@asmfc.org or 703.842.0740.

Motions

Move to approve the Massachusetts Shad SFMP update.

Motion made by Mr. Armstrong and seconded by Mr. Davis. Motion carries unanimously.

ATLANTIC STRIPED BASS MANAGEMENT BOARD

Meeting Summary

The Striped Bass Management Board (Board) met to review preliminary findings from the 2018 Benchmark Stock Assessment. Unfortunately, due to the partial lapse in federal appropriations, the final assessment and peer-review panel reports were not available for this meeting. Board review of those reports will occur in May 2019 at the Commission's Spring Meeting.

For this assessment, the statistical-catch-at-age (SCA) model currently used for management was extensively modified to allow the modeling of two biologically distinct stocks. However, based on conversations that occurred at the 66th Stock Assessment Workshop in November 2018, it is anticipated that the Stock Assessment Review Committee will not endorse the use of the two-stock model to serve as a basis for fishery management advice, and instead will recommend that the single-stock SCA model be used for management. Accordingly, the Board reviewed results of the single-stock SCA model which indicated that the stock was overfished and experiencing overfishing in 2017, the terminal year of the assessment. These results are not expected to change with the release of the final assessment and peer-review reports. Please refer to the meeting materials at <http://www.asmfc.org/home/2019-winter-meeting> for more information regarding data usage, model configuration and diagnostics, model results, model projections, etc.

Following review, the Board discussed the need for adaptive management to end overfishing and increase spawning stock biomass. The Board decided to wait to take management action (i.e., initiate the development of a plan amendment or addendum) until it can formally review and approve the final assessment and peer review panel reports for management use. In the interim, the Board requested additional information from the Technical Committee (TC) to better understand the extent of necessary action. Specifically, the TC was tasked with estimating levels of removals needed to reduce fishing mortality (F) to the F threshold and the F target, and to also provide an example recreational bag and size limit combination that would achieve those conditions on the coast and in the

Chesapeake Bay. The TC will report back to the Board in May.

Next, the Board discussed providing comment to NOAA Fisheries regarding its proposal to consider lifting the ban on recreational fishing in the federal Block Island Sound Transit Zone. Again, since final assessment results are essential to the discussion and development of an informed recommendation, the Board was unable to provide comment at this time. However, based on the preliminary assessment results, the Board decided to draft a letter to NOAA Fisheries opposing opening the transit zone and will review the letter at its next meeting following review of the final assessment reports. The Board will consider forwarding the letter to NOAA Fisheries at that time.

The Board also reviewed Maryland's Conservation Equivalency (CE) Effectiveness Report on 2018 recreational measures for the Chesapeake Bay summer and fall fishery. Approved by the Board in February 2018, the primary objective of the CE measures are to reduce the number of dead discards in the fishery while maintaining the same level of overall removals. Using several outreach and education platforms, as well as collecting information from law enforcement and angler intercept data, Maryland concluded that implementation of the new regulations was successful; overall compliance with the regulations was high and overall removals were within the range of that calculated in the original CE proposal.

Lastly, the Board approved changes to Virginia's striped bass spawning stock survey and tagging program. Specifically, the spawning stock pound net survey was eliminated and is now conducted via multi-panel anchor gill nets, and tagging is conducted through electrofishing.

For more information, please contact Max Appelman, Fishery Management Plan Coordinator, at mappelman@asmfc.org or 703.842.0740.

Motions

Move to task the TC with providing the Board with a report that shows the reductions in harvest needed to reduce F to F threshold (0.24) and F target (0.197) and also providing one example of recreational bag and size limit combination (if necessary, seasonal restrictions) needed to achieve these conditions a) on the coast and b) in the Chesapeake Bay and report back to the Board in May. Motion made by Mr. Grout and seconded by Dr. Davis. Motion carries (15 in favor, 1 opposed).

Move to have staff compose a letter to NOAA Fisheries opposing opening the Federal Block Island Sound Transit Zone for Board review in May.

Motion made by Mr. Keliher and seconded by Mr. Kane. Motion carries (15 in favor, 1 abstention).

Move to approve changes to Virginia's Striped Bass Monitoring Program.

Motion made by Mr. O'Reilly and seconded by Mr. Clark. Motion carries unanimously.

ATLANTIC MENHADEN MANAGEMENT BOARD

ASMFC Indefinitely Postpones Action on VA Compliance with Atlantic Menhaden Amendment 3 Chesapeake Bay Reduction Fishery Cap

The Commission's Atlantic Menhaden Management Board postponed indefinitely action to find the Commonwealth of Virginia out of compliance with the provisions of Amendment 3 to the Fishery Management Plan for Atlantic Menhaden, specifically the Commonwealth's failure to implement the Chesapeake Bay reduction fishery cap

of 51,000 mt. This action is contingent upon the Chesapeake Bay reduction fishery not exceeding the cap. If the cap is exceeded, the Board can reconsider the issue of compliance.

In making its decision, the Board took into account the fact that reduction fishery harvest within the Chesapeake Bay has been below the cap level since 2012, including 2018 harvest. During its deliberations, the Board commended Virginia Commissioners on their efforts to monitor landings and work with the Commonwealth's General Assembly to seek full implementation of the provisions of Amendment 3. While the Bay cap was established as a precautionary measure given the importance of menhaden as a prey species, additional information stemming from the development of ecological-based reference points (ERPs) may be informative to the Bay cap issue. Accordingly, the Board will consider action to modify the Bay cap after it completes action on ERPs, anticipated for 2020.

For more information, please contact Max Appelman, Fishery Management Plan Coordinator, at mappelman@asmfc.org or 703.842.0740.

Meeting Summary

Commission staff reviewed a report that synthesized existing scientific evidence on the importance of Atlantic menhaden in the Chesapeake ecosystem to help inform management decisions about harvest levels in the Chesapeake Bay. The report is based on literature that informed the development of the 2015 Atlantic menhaden benchmark stock assessment and Amendment 3 to the Atlantic Menhaden Fishery Management Plan, and does not reflect the most recent and ongoing work of the Stock Assessment Subcommittee or the Ecological Reference Point Work Group. The report concluded menhaden can make up a significant proportion of many predators' diets for specific seasons, age classes and locations within the Bay, and lower levels of menhaden abundance have also been linked to negative population impacts for several species. However, the overall complexity of the Chesapeake

Bay food web, changing environment, and population dynamics makes it difficult to prove causation. This, coupled with the fact that there is currently no quantitate estimate of menhaden abundance specifically within Chesapeake Bay, makes it difficult to determine an appropriate depletion threshold.

For more information, please contact Max Appelman, Fishery Management Plan Coordinator, at mappelman@asmfc.org or 703.842.0740.

Motions

Move the Atlantic Menhaden Board recommend to the ISFMP Policy Board that the Commonwealth of Virginia be found out of compliance for not fully and effectively implementing and enforcing Amendment 3 to the Atlantic Menhaden Fishery Management Plan if the State does not implement the following measure from section 4.3.7 (Chesapeake Bay Reduction Fishery Cap) of Amendment 3: The annual total allowable harvest from the Chesapeake Bay by the reduction fishery is limited to no more than 51,000 mt.

Motion made by Mr. Batsavage and seconded by Mr. Estes. Motion postponed indefinitely.

Move to postpone indefinitely a recommendation to the ISFMP Policy Board to find the Commonwealth of Virginia out of compliance with Amendment 3 of the Atlantic Menhaden FMP for failure to implement a reduced cap on harvest from the Chesapeake Bay provided the annual catch from the Chesapeake Bay reduction fishery does not exceed that established by Amendment 3. The Board will consider action to modify the Bay Cap after it completes action on ecological-based reference points.

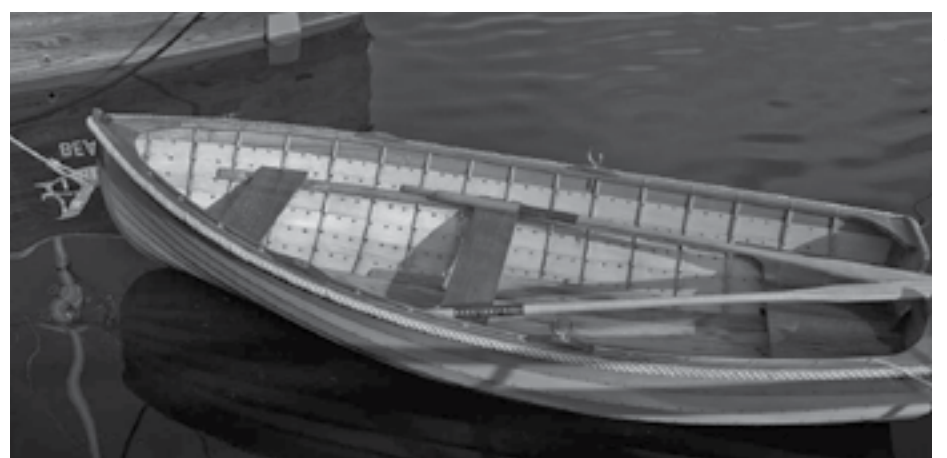
Motion made by Mr. Boyles and seconded by Mr. Gilmore. Motion carries (17 in favor, 1 opposed).

INTERSTATE FISHERIES MANAGEMENT POLICY BOARD

Meeting Summary

The ISFMP Policy Board received a

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COMMERCIAL FISHING NEWS FROM ASMFC MEETING

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report from the Executive Committee (see Executive Committee meeting summary), which included recommended changes to the Appeals Guidance document. The Appeals Guidance Document outlines criteria to guide what type of decisions can be appealed through the appeals process; the intent of which is to provide a state with the opportunity to have a decision made by a species management board or section reconsidered by the Policy Board. The recommended changes are intended to provide additional clarity to states when making appeals, not make changes to what can be appealed. The Board approved the changes as recommended by the Executive Committee.

The Board was updated on concerns that the delay of American shad stock assessment to August 2020 could impact the delivery of the American lobster stock assessments due to overlap of staff working on the assessments. The Commission plans to keep both of these assessments on their current timeline but if there are additional delays or issues that come up the lobster stock assessment will take priority to be completed on time.

Dr. Lisa Havel provided an update for the Policy Board regarding the Atlantic Coastal Fish Habitat Partnership (ACFHP). The ACFHP Steering Committee met this past November to receive updates on science and data initiatives, including the Southeast Fish Habitat Conservation Prioritization, the ACFHP website, and collaboration with the National Fish Habitat Partnership and other Fish Habitat Partnerships. Massachusetts Division of Marine Fisheries and Ipswich Shellfish Group also provided presentations. The Southeast Fish Habitat Conservation Prioritization and Mapping project, funded by NOAA, spatially prioritizes areas from North Carolina through the Florida Keys for

fish habitat conservation using GIS mapping and analysis. The results are available in a web-based map, and the final report is nearing completion. The Northeast analysis will commence in the spring.

ACFHP launched a completely revised website in December 2018 (www.atlanticfishhabitat.org), which includes a query database of the Species-Habitat Matrix. The Species-Habitat Matrix is an analysis of the habitat use of 131 different species at four different life stages in 26 different habitats along the Atlantic coast. The database is an easy-to-use tool to search any combination of species, life stage, habitat, and subregion, and download the data as a CSV file for further analysis. Also in December, ACFHP endorsed a dragline ditch restoration project in northeast Florida, led by the Florida Fish and Wildlife Conservation Commission, St. Johns Regional Water Management District, and the US Fish and Wildlife Service. The ongoing project restores spoil piles built in the mid-1900s for mosquito control to elevations suitable for salt marsh recolonization. This process has been applied to over 600 acres in the state so far, and has improved water quality, reduced invasive species, and provided habitat for invertebrates and fishes, including Commission-managed species.

The Board received a general overview of the Modernizing Recreational Fisheries Management Act of 2017 which was signed into law on December 31, 2018. The Act authorizes alternative recreational fishery management measures, including extraction rates, fishing mortality targets, and harvest control rules. It requires a consideration and implementation of the 2017 National Academy of Sciences report that reviewed the Marine Recreational Information Program (MRIP). The Act also authorizes a state-federal partnership to improve state angler registries. Lastly, the act requires reports and recommendations to Congress on mixed use fishery allocation in the South

Atlantic and Gulf of Mexico, limited access privilege programs in mixed-use fisheries, incorporating state and nongovernmental data, analysis, stock assessments, and surveys into management decisions, and MRIP's compatibility with ACLs. The Board will continue to discuss the Act and how it may impact Commission work as additional guidance on the Act is given by NOAA Fisheries.

NOAA Fisheries released the final rule for an in-season adjustment to the 2019 Atlantic herring specifications on February 7 in response to the 2018 stock assessment. The assessment concluded that although herring was not overfished and overfishing was not occurring in 2017, poor recruitment would likely result in a substantial decline in herring biomass. The stock assessment estimated that recruitment had been at historic lows during the most recent 5 years (2013-2017). The assessment projected that biomass could increase, after reaching a low in 2019, if recruitment returns to average levels, but that herring catch would need to be reduced, starting in 2018, to prevent overfishing and lower the risk of the stock becoming overfished. Since the final rule was not available when the Atlantic Herring Board met, the ISFMP Policy Board approved the new 2019 Atlantic herring specifications as listed in Table 1 which are a decrease in response to the assessment.

Lastly, the Board will send a letter to NOAA Fisheries requesting the Atlantic Large Whale Take Reduction Team require electronic monitoring on federally permitted lobster vessels to better understand where fishing is occurring and the number of traps being fished (see American Lobster Board Meeting summary). For more information, please contact Toni Kerns, Director of ISFMP, at tkerns@asmfc.org or 703.842.0740.

Motions

Move to approve the new recommendations to the Appeals Guidance Document as modified today. Motion made by Mr. Grout and seconded by Mr. Borden. Motion carries with one objection (NY); Roll Call: In favor – ME, NH, MA, RI, CT, NJ, PA, DE, MD, PRFC, VA, NC, SC, GA, FL, NOAA Fisheries; Opposed – NY).

Move to approve the 2019 specifications for Atlantic herring as presented today.

Motion made by Mr. Boyles and seconded by Mr. Grout. Motion carries (Roll Call: In Favor – NH, MA, RI, CT, NY, NJ, PA, DE,

MD, PRFC, VA, NC, SC, GA, NOAA Fisheries; Abstentions – FL; Absentees – ME, DC, USFWS).

On behalf of the American Lobster Board, move the Policy Board send a letter to NOAA Fisheries for consideration by the Atlantic Large Whale Take Reduction Team to develop and support a suite of options for electronic vessel monitoring for federally permitted vessels.

Motion made by Mr. McKiernan. Motion carries unanimously.

ASMFC Seeks Proposals for Shellfish Aquaculture Consortia Projects
Proposals Due March 15, 2019

The Atlantic States Marine Fisheries Commission (Commission), in partnership with the National Oceanic and Atmospheric Administration (NOAA), is seeking proposals to form regionally focused research consortia that will address critical research needs surrounding shellfish aquaculture. While oysters are a priority species, proposals for any shellfish species will be accepted.

FY19, Congressional funds are available to support ongoing research for off-bottom shellfish production in coastal areas. Research should focus on shellfish genetics, disease, seed production and transport, environmental interactions and impacts, regulatory challenges, and socioeconomic modeling. Additionally, regional partnerships are encouraged to classify and preserve natural genetic variation in shellfish.

NOAA Fisheries, through the Commission, is making \$880,000 available for the funding period of August 1, 2019 to July 31, 2020. The Commission plans to award funding to support up to two consortia that can justify and demonstrate the greatest collaborative efforts with various investigators and stakeholders. Any consortium seeking support for this period must submit, as a single file, an electronic proposal by email no later than 5:00 p.m. EST on Friday, March 15, 2019. Please see the Request for Proposals (RFP) for complete proposal details, qualifying requirements, and submission instructions. The RFP is available at http://www.asmfc.org/files/JobAnnouncements/ASMFC_FY19ShellfishAquacultureConsortiaRFP_Feb2019.pdf.

The Gulf and Pacific States Marine Fisheries Commissions have also issued similar RFPs seeking consortia proposals relevant to their respective regions.



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Latest Round of Coastal Community Planning Grants Awarded

Continued from Page 11.

and obtain permits for stabilizing the property's shorefront. The stabilization efforts will focus on one or more low-impact or living shoreline stabilization measures. Through public access, outreach and education, the Town will introduce "green" shoreline stabilization methods to visitors to the site and coordinate with the Maine Geological Survey on ways to use the site as a demonstration project to reach a wider audience. Project Partners: Maine Geological Survey, Maine Historic Preservation Commission

Greater Portland Council of Governments - Proactive Watershed Management in Falmouth (\$15,000)--> Project Description: This pro-active watershed planning project will evaluate existing data for watershed health (e.g., identify outliers and/or questionable data points); propose a list of metrics to serve as indicators of watershed health; establish thresholds for watershed metrics that measure or predict watershed health using scientific principles, as well as serve as a baseline for future planning efforts. This work will assist Falmouth to prioritize watershed management measures and to tailor those efforts to address the needs of each watershed, which will result in a case study to be shared with other municipalities. Project Partners: Town of Falmouth, Inter-local Stormwater Working Group, Falmouth Conservation Commission, and Maine Department of Environmental Protection

Hancock County Planning Commission/Hancock County Soil & Water Conservation District - Eastern Bay Watershed

Management Plan (\$36,908)--> Project Description: The purpose of this project is to produce a management plan for the Eastern Bay within Frenchman Bay based on the U.S. Environmental Protection Agency's nine-element approach. The project will focus activities in the Jordan River Watershed that may impact water quality and aquaculture in the Mount Desert Narrows area in Eastern Bay. The Eastern Bay Watershed Management Plan will guide watershed restoration efforts to reduce fecal bacteria contamination and to meet the goal of preventing shellfish closures in the river and embayment. Project Partners: Hancock County Soil & Water Conservation District, and Frenchman Bay Partners: Community Lab at MDI Biological Laboratory, University of Maine 610 project, Frenchman Bay Regional Shellfish Committee, College of the Atlantic, and Acadia Aquafarms

City of South Portland - Vulnerability Assessment Mapping (\$50,189)--> Project Description: The City's Sustainability Office will create an interactive, web-based vulnerability assessment map for South Portland. This map, which the City expects to update and maintain for a minimum of five years, will bring together disparate information related to historical flooding events, sea-level rise and storm projections, economic and social vulnerability, and critical infrastructure. Once created, local decision-makers, City staff, and the community will be able to switch on operational map layers and select their viewing area/zoom level to better understand the risks posed by coastal hazards. Key stakeholders will then

have capacity to develop well-informed programs and policies to improve South Portland's resiliency. Project Partners: Gulf of Maine Research Institute, Southern Maine Planning & Development Commission, and Greater Portland Council of Governments

Town of Stonington - Flood Vulnerability Assessment and Adaptation Plan for Municipally Owned Infrastructure (\$60,000)--> Project Description: The Town of Stonington will contract with an engineering consultant to assess the vulnerability of pumping stations, sewer lines, roads, and other critical municipal infrastructure to flooding due to coastal storms and projected sea-level rise. The consultant would provide options to mitigate and/or adapt to the effects of that flooding in order to allow continued use of vulnerable sections of the transportation network, sewer system, and other critical infrastructure. This assessment will then guide the Town's capital investments in its critical infrastructure to help ensure those systems will be useable for the next 100

years. Project Partners: Stonington Water Company, Town Departments, Downtown Stonington business owners and residents

Washington County Council of Governments - Washington County Resilience (\$62,033)--> Project Description: The overall goal of this project is to avoid infrastructure failure and increase resilience to coastal flooding and future sea-level rise in Washington County's most significant working waterfronts and largest coastal service centers. The project includes several sub-components, including designing expanded working waterfront access in Machiasport, addressing roadbed and culvert vulnerabilities in Eastport, Jonesport, and Milbridge, supporting fish passage and increasing floodwater absorption by tidal marshes in Machias, and using a drone to obtain highly accurate data in Eastport, Lubec, Bucks Harbor, Jonesport, and Milbridge. Project Partners: Island Institute, Towns of Eastport, Jonesport, Lubec, Machias, Machiasport, Milbridge.



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148 officers and enlisted personnel were joined by service members who served with Monsoor in Ramadi as they raced aboard to man the rails and watch stations.

"I can't go without saying thank you for coming today," said Monsoor. "You came because you were following his story and you cared. Thank you to our military men and women, the best in the world, SEAL Team, you have our hearts."

Capt. Scott Smith noted the crew's dedication to the ship and one another as well as the community in Maine. He credited then with carrying forward the character of the ship's namesake.

"They not only learned new technologies, they advanced them, and stand today at the leading edge of the Navy our nation needs," said Smith. "This is the crew that mans Michael Monsoor: 143 Sailors performing acts they believe are ordinary. The Soldiers and SEALs that stand alongside them, they too perform their seemingly anonymous, ordinary acts which are anything but, and ladies and gentlemen that's why this ship is so important. Because it is the recognition that the true source of American power lies in its people.

"In all of the descriptions of Michael a consistent theme emerges: He was a good dude," said Smith. "He was good. He affected the lives of those who served alongside him and through his example, he continues to affect history and will as long as this ship sails. This is what we give you today: the good ship Michael Monsoor."

The nearly 16,000-ton Michael Monsoor was built by General Dynamics Bath Iron Works in Bath, Maine. The ship is 610 feet in length, has a beam of 87 feet, and a navigational draft of 27 feet. The ship is powered by two Rolls-Royce main turbine generators, two Rolls-Royce auxiliary turbine generators, two 34.6 MW advanced induction motors to speeds up to 30-plus

knots.

Zumwalt-class destroyers are the most lethal and sophisticated destroyers ever built. They provide deterrence and forward presence by bridging today's innovation with future technology.

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USS Michael Monsoor will be homeported at Naval Base San Diego, California.

Navy Awards Contract for Construction of Two Carriers

From the Office of the Navy Chief of Information

WASHINGTON (NNS) -- The Navy has awarded a contract for the construction of CVN 80 and CVN 81 to Huntington Ingalls Industries-Newport News Shipbuilding (HII-NNS). This contract award delivers significant savings to the government – exceeding \$4 billion when compared to the Navy's original cost estimates to procure these CVNs separately.

"Today marks a great team effort to drive out cost and maximize efficiency in government procurement," said Secretary of the Navy Richard V. Spencer. "Focusing on optimizing construction activities and material procurement, the team was able to achieve significant savings as compared to individual procurement contracts. One contract for construction of the two ships will enable the shipbuilder flexibility to best employ its skilled workforce to design once and build twice for unprecedented labor reductions while providing stability and opportunities for further efficiencies within the nuclear industrial base."

In addition to these savings, the contract includes ship integration costs of several modifications required to meet emerging threats including the F-35C Lightning II, MK 38 gun system and MQ-25 Stingray

Unmanned Aircraft System. These modifications increase the lethality of the FORD Class, and represent an additional \$100 million in savings that is in addition to the \$4 billion, since these new capabilities were not included in the original single-CVN Navy estimate. Plus, these new savings associated with new capabilities increases to \$200 million if installed in the ship before delivery, in comparison to installing after ship delivery.

This Fixed Price Incentive (Firm Target) (FPIF) contract limits the Navy's liability and incentivizes the shipyard's best performance. The contract guarantees a single technical baseline for both ships, which allows the shipyard to re-use engineering rollover products, minimize changes between the two ships and leverage economic order quantities for equipment and material procurement.

ENTERPRISE (CVN 80) is the third ship of the FORD-Class and the numerical replacement for USS EISENHOWER (CVN 69). CVN 81, not yet named, will be the fourth ship of the class and will be the numerical replacement for USS CARL VINSON (CVN 70). CVN 80 began advanced planning and initial long lead time material procurement in May 2016.

All-Female Flyover to Honor Naval Aviation Pioneer Capt. Mariner

By Mass Communication Specialist 3rd Class (SW/AW) Sara. L. Eshleman , Navy Public Affairs Support Element East NORFOLK, VA (NNS) -- Honoring the life and legacy of a female pioneer in Naval aviation, the U.S. Navy will conduct Feb. 2 the first ever all-female flyover in Maynardville, Tennessee. Officially referred to as a "Missing Man Flyover," the tribute will be part of the funeral service for one of the Navy's first female jet pilots retired Navy Captain Rosemary Mariner, who passed away Jan. 24 following a long and brave fight with cancer.

After completing flight training in

1974, Mariner was designated a naval aviator and received her Wings of Gold to become the Navy's first female jet pilot flying the A-4E/L "Skyhawk" and the A-7E "Corsair II."

She also was the first female military aviator to achieve command of an operational air squadron. During Operation Desert Storm, Mariner commanded Tactical Electronic Warfare Squadron Thirty-Four (VAQ-34). In 1982, she reached yet another milestone by being among the first females to serve aboard a U.S. Navy warship, USS Lexington, and qualifying as a Surface Warfare Officer.

Mariner retired from the U.S. Navy in 1997 after obtaining the rank of captain and logging seventeen carrier arrested landings, or "traps," and completing over 3,500 flight hours in 15 different aircraft.

The Missing Man Flyover is a special tribute honoring the service of aviators who have died serving their country. The maneuver features four aircraft flying above the funeral service in formation as one of the aircraft leaves the formation and climbs vertically into the heavens.

All of the female aviators participating in the flyover are from squadrons based at Naval Air Station (NAS) Oceana and will be flying F/A-18E/F "Super Hornets." The event is significant because it is emblematic of the growing role women play in the military.

The flyover is especially meaningful to Lt. Emily Rixey, assigned to Strike Fighter Weapons School Atlantic, a participant in the commemoration.

"I find it important to honor Capt. Mariner and the other female aviators who have come before us," she said. "They paved the way for us and they're the reason I'm able to participate in this flyover."

Cmdr. Leslie Mintz, executive officer of Strike Fighter Squadron (VFA) 213, ex-

Continued on the Next Page.

News from Woods Hole Oceanographic Institute

Continued from Page 6.

"From a microbe's point of view, the carbon may be just out of reach. When you're living in a state without much energy to spare, like these organisms, it may just be too difficult to swim or crawl around to find it," says Colleen Hansel, a microbial geochemist at WHOI.

"What particularly excites me is that this research may help us understand some of the limitations on life in general, whether it's under the sea floor, or on another planet or moon," she adds. "When considering the conditions that may support extraterrestrial microbial life, the physical environment may be just as important as the chemical one. Microbes living in an environment that has islands of nutrients that are physically separated and with low diffusion simply can't make use of that energy source to grow."

Also collaborating on the study were Scott Wankel at WHOI; Robert Pockalny, Steven D'Hondt, and Arthur J. Spivack of the University of Rhode Island; Fumio Inagaki, Yuki Morono, and Nan Xiao of the Japan Agency for Marine-Earth Science and Technology (JAMSTEC); Richard W. Murray of Boston University; and Dennis Nordlund of the Stanford Synchrotron Radiation Lightsource.

This research was supported by the U.S. Department of Energy, the NSF Center for Dark Energy Biosphere Investigations and NSF Division of Ocean Sciences.

Waters West of Europe Drive Ocean Overturning, Key for Regulating Climate

The Atlantic meridional overturning circulation (MOC)—a deep-ocean process that plays a critical role in regulating Earth's climate—is primarily driven by cooling waters west of Europe, finds a new international study published Feb. 1 in *Science*.

In the Atlantic MOC, warm, salty, shallow waters are carried northward from the tropics by currents and wind, and then converted into colder, fresher, deep waters that return southward through the Iceland and Irminger basins. In a departure from the prevailing scientific view, the study shows that most of the conversion from warm to cold water—or 'overturning' and its month-to-month variability—is occurring in regions between Greenland and Scotland, rather than in the Labrador Sea off Canada, as many past modeling studies have suggested.

Overturning variability in this northeastern section of the North Atlantic was seven times greater than in the Labrador Sea, and it accounted for 88 percent of the total variance documented across the entire North Atlantic over the 21-month study period.

These findings can help scientists better predict what changes might occur to the MOC and what the climate impacts of those changes will be, said Susan Lozier, the Ronie-Rochele Garcia-Johnson Professor of Earth and Ocean Sciences at Duke University's Nicholas School of the Environment and adjunct scientist at the Woods Hole

Oceanographic Institution (WHOI).

"To aid predictions of climate in the years and decades ahead, we need to know where this deep overturning is currently taking place and what is causing it to vary," said Lozier, who led the observational study that produced the new data.

The Overturning in the Subpolar North Atlantic Program (OSNAP) kicked off in 2014 when an international team of oceanographers, including WHOI scientists Robert Pickart and Amy Bower, began deploying moored instruments as part of an ambitious large-scale observing system that would allow scientists for the first time to continuously measure the strength and pathways of ocean currents through the entire subpolar North Atlantic.

OSNAP, which is proposed to continue for 10 years and is funded in large part by the National Science Foundation, also includes the release of over 100 deep-drifting buoys to trace the pathways of the cold dense waters traveling southward near the sea floor. Much of the at-sea work required to put the observing system in place was carried out from the WHOI-operated research vessels *Knorr* (now retired) and *Neil Armstrong*.

"The weather at these latitudes in the North Atlantic can be nasty, even in summer, demanding highly-skilled ships' crews, technicians, engineers and scientists working hard, night and day, as one team," said Bower.

"Oftentimes the harsh weather systems required us to play cat and mouse with

strong winds, high seas, and large numbers of icebergs—all with a ship filled to the brim with gear," added Pickart.

Scientists from 16 research institutions from seven countries collaborated on the new study, the first published paper from the \$32 million, five-year initial phase of OSNAP. The study contains data collected over a 21-month period from August 2014 to April 2016. The deep float data, which is still being processed, will shed light on the pathways of the cold, deep, dense water as it flows slowly toward the equator.

"We are expecting equally surprising results from the float data," Bower said. "There haven't been many measurements of current pathways in the deep ocean anywhere, and none at all of the deepest waters of the northern North Atlantic."

Primary funding came from the U.S. National Science Foundation's Physical Oceanography Program and the United Kingdom's Natural Environment Research Council. Additional funding came from the European Union 7th Framework Programme and Horizon 2020.

Co-authors hailed from Duke; the U.K.'s National Oceanography Centre; Woods Hole Oceanographic Institution; the Scottish Association for Marine Sciences; the Royal Netherlands Institute for Sea Research and Utrecht University; Memorial University in St. John's, Canada; GEOMAR Helmholtz Centre for Ocean Research in Kiel, Germany; and the Bedford Institute of Oceanography in Dartmouth, Canada.

U. S. COAST GUARD NEWS

25 January

Coast Guard, partner agencies respond to adrift vessels near Troy, NY

NEW YORK - The Coast Guard and partner agencies are responding to reports of several barges and vessels breaking away from their moorings on the Hudson River near Troy, New York, Friday morning.

Watch-standers at Coast Guard Sector New York received the initial report of the situation from Rensselaer emergency dispatch.

New York State Marine notified the Coast Guard that an additional six vessels were noticed adrift in the ice flows shortly before sunrise.

One of the vessels is a 300-foot cruise boat, currently stuck at the Livingston Avenue railroad bridge. Two adrift barges have been secured.

Coast Guard Cutter PENOBSCOT BAY, a 140-foot ice breaker, and Coast Guard Cutter WIRE, a 65-foot ice breaking tug, have been dispatched and are en-route to the scene to assist.

An overflight from a Coast Guard aircraft is scheduled to take place to assess the exact positions of the adrift vessels. Two commercial tugs are also responding.

Coast Guard members continue to work with New York Department of Transportation, New York State Division of Homeland Security & Emergency Services, and local emergency responders.

There have been no reports of injuries or pollution at this time.

29 January

Coast Guard investigates death of Cutter Douglas Munro crewmember

JUNEAU, Alaska – A Coast Guard member assigned to the Coast Guard Cutter Douglas Munro (WHEC-724) was found unresponsive and later declared deceased Sunday morning in Dutch Harbor, Alaska.

Deceased is Seaman Ethan Kelch, 19-year-old male, from Virginia.

The cutter is in Dutch Harbor awaiting repairs. Kelch was reported missing during normal liberty hours Saturday night.

Crewmembers were deployed to conduct a ground search. An Air Station Kodiak MH-65 Dolphin helicopter crew attached to the Douglas Munro was launched to search by air. Unalaska Fire and Police department personnel assisted in the ground search.

Search parties found Kelch unresponsive on the west side of Amaknak Island. Local emergency medical services personnel performed CPR and transported him to Iliuliuk Clinic. He was pronounced deceased at the clinic early Sunday morning.

“The Coast Guard is deeply saddened by the tragic news that we lost one of our own,” said Rear Adm. Matthew T. Bell Jr., Coast Guard 17th District commander. “As we mourn his death, we send our deepest condolences to Seaman Kelch’s family and loved ones.”

An investigation is currently underway, and the Coast Guard is working with local authorities to determine the cause of death.

Next of Kin notification has been made.

30 January

Coast Guard, partners rescue 7 near Sturgeon Bay, WI

STURGEON BAY, Wis. — A Coast Guard Station Sturgeon Bay response crew worked alongside partner agencies to rescue seven people stranded on the ice approximately one mile northeast of Snake Island near Sturgeon Bay, Wisconsin, Tuesday.

The partner agencies working with the Coast Guard were Door County Dispatch, Wisconsin Department of Natural Resources, and the Brussels-Union-Garner Fire Department.

The seven individuals were staged in an ice shanty, but were unable to make it back to shore due to difficulties with their utility task vehicle and inclement weather. The weather on scene was reported as 4 below zero with a wind chill factor of minus 30 degrees and large snow drifts.

Coast Guard Station Sturgeon Bay and Wisconsin DNR crews arrived on scene with airboats, loaded the seven people in the two boats and transported them to shore with no apparent injuries or medical concerns.

The Coast Guard advises the public against going out on ice for personal safety and safety of response crews. Risks include hypothermia, frostbite, and death. Symptoms leading up to hypothermia set in by reducing motor and brain function, thereby limiting the ability to call for help.

1 February

Coast Guard interdicts 2 suspected drug smugglers, 128 pounds of cocaine

MIAMI — The Coast Guard interdicted two

suspected smugglers and approximately 132 pounds of cocaine Thursday 5 miles east of Haulover Inlet.

The Coast Guard Cutter Paul Clark (WPC-1106) crew initially detected a west-bound 35-foot pleasure craft approximately 30 miles east of Haulover Inlet.

The Paul Clark boarding team discovered a Bahamian national, hidden under a blanket, along with approximately 132 pounds of cocaine in the vessel’s engine room. Initial background checks identified that the Bahamian individual has multiple previous narcotics smuggling convictions and an active United States arrest warrant.

“This successful interdiction is the result of a diligent boarding team who safely stopped two criminals seeking to bring contraband to the streets of South Florida,” said Capt. Megan Dean, commander of Coast Guard Sector Miami. “Our crews continue to maintain a constant presence and work daily with our DHS partner agencies to stop and stem this flow of illicit drugs and human smuggling that threaten our national security.”

The case was turned over to U.S. Immigration and Customs Enforcement, Homeland Security Investigations (HSI). HSI is the principle investigative arm of the U.S. Department of Homeland Security, responsible for investigating transnational crime and threats. HSI special agents investigate, disrupt and dismantle terrorist, transnational and other criminal organizations that threaten or seek to exploit the customs and immigration laws of the United States.

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U. S. NAVY NEWS

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pressed similar sentiments.

“I’m truly honored and humbled to be a part of this flyover,” Mintz said. “This formation flyover is a great way to honor Capt. Mariner’s memory and what she has done for our community.”

Lt. Cmdr. Paige Blok, a naval aviator with VFA-32, echoes her colleagues’ statements.

“Honoring a life of service is always a privilege,” said Blok. “We’re lucky to honor Capt. Mariner in our own special way.”

The other aviators participating in the flyover are Cmdr. Stacy Uttecht, Commanding Officer, VFA-32; Lt. Cmdr. Danielle Thiriot, VFA-106; Lt. Cmdr. Jennifer Hesling, NAS Oceana; Lt. Christy Talisse, VFA-211; Lt. Amanda Lee, VFA-81; and Lt. Kelly Harris, VFA-213.

Keel Laid for Future USS Carl M. Levin

From Team Ships Public Affairs BATH, Maine (NNS) -- The keel of the future USS Carl M. Levin (DDG 120) was ceremoniously laid at General Dynamics Bath Iron Works (BIW) shipyard, Feb. 1.

Speakers at the ceremony included Sens. Susan Collins and Angus King, Secretary of the Navy, Richard Spencer, the ship’s namesake, former Sen. Carl Levin, and Reps. Chellie Pingree and Jared Golden.

Sen. Levin and the ship’s sponsors, his three daughters, Kate Levin Markel, Erica Levin, and Laura Levin, authenticated the keel by etching their initials into the keel plate to symbolically recognize the joining of modular components and the ceremonial beginning of the ship.

"We are honored to be celebrating this milestone with Sen. Levin, Mrs. Levin, their daughters, and so many distinguished guests," said Capt. Casey Moton, DDG 51 class program manager, Program Executive

Office (PEO) Ships. "This has been a special occasion to lay the keel for our Nation's 70th Arleigh Burke destroyer, and to do so with a namesake that shares the same sense of purpose and commitment to service as our sailors."

The ship’s namesake served in the U.S. Senate for 36 years from 1979-2015. As the longest serving senator in Michigan state history, Levin became a staunch supporter of the armed services through his work and leadership as Chairman and Ranking Member of the Senate Committee on Armed Services.

DDG 120 will be built in the Flight IIA configuration with the Aegis Baseline 9 Combat System which includes Integrated Air and Missile Defense capability. This system delivers quick reaction time, high firepower, and increased electronic countermeasures capability for Anti-Air Warfare. Delivery to the fleet is planned for Fiscal Year 2021.

These multi-mission surface combatants serve as integral assets in global maritime security, engaging in air, undersea, surface, strike and ballistic missile defense, as well as providing increased capabilities in anti-submarine warfare, command and control, and anti-surface warfare.

In addition to Carl M. Levin (DDG 120), BIW has four additional Arleigh Burke class destroyers under construction - Daniel Inouye (DDG 118), John Basilone (DDG 122), Harvey C. Barnum Jr. (DDG 124) and Patrick Gallagher (DDG 127), as well as the Zumwalt class destroyer Lyndon B. Johnson (DDG 1002). BIW is under contract for an additional six Arleigh Burke class destroyers that will all be constructed in the Flight III configuration with enhanced Air and Missile Defense capabilities.

As one of the Defense Department's largest acquisition organizations, PEO Ships is responsible for executing the develop-

ment and procurement of all destroyers, amphibious ships, special mission and support ships, boats and craft.

Blue Blasters Hornet Sundown Ceremony Marks the End of an Era

By Mass Communication Specialist 2nd Class K.R. Jackson-Smith, Commander, Naval Air Forces Atlantic Public Affairs VIRGINIA BEACH, Va. (NNS) -- Strike Fighter Squadron (VFA) 34 hosted a sundown ceremony and fly-over for the legacy F/A-18C Hornet aircraft at Naval Air Station Oceana in Virginia Beach, Va., Feb. 1.

Active duty service members, aviation leadership, local media and visitors were in attendance to commemorate the aircraft’s 35 years of active service in the fleet.

"Today our VFA-34 family and the operational farewells an old friend," said Cmdr. William Mathis, commanding officer of VFA-34. "Born more than 40 years ago, the Hornet entered operational service for the U.S. Navy in 1984 and for the next 35 years, she proudly served the nation from the flight deck of aircraft carriers in all the seas across the globe."

The Blue Blasters of VFA-34 were the last squadron in the Navy flying the Hornet, most recently joining USS Carl Vinson (CVN 70) to conduct Freedom of Navigation patrols in the South China Sea in 2018.

“First, it’s a great feeling being the last squadron to take these hornets into combat because we made history,” said Master Chief Gene Garland, command master chief of VFA-34. “Secondly, this represents the ending of an era because these jets have been around for a long time and the professionals you see all around you in this squadron maintained our Hornets and kept them flying. I thank God for the mindset of my Sailors. They are hard-workers, dedicated and they truly are a reflection of the culture of our squadron. This final flight means we and

the legacy Hornets have accomplished the mission.”

Lt. Frank McGurk, who piloted one of the three hornets that were part of the ceremony alongside the squadron’s Commanding Officer and Operations Officer, shared some details of the historical experience.

“We went out to one of our working areas over the ocean about 80-100 miles out,” said McGurk. “From there, we left the area and flew northbound along the coast up past the [Wright Brothers] First Flight Memorial around Kitty Hawk, NC where we took a few photos over the area then made our way back to Oceana for the fly-over.”

Lt. McGurk also spoke on how he felt regarding the Hornet’s last flight.

“This aircraft has been super reliable for us and has proven itself over the years,” he said. “I believe there are many aviators out there who know how good of an airplane this is to fly. Although I’ve only had a taste of it, I can feel the history and lineage of that. There were a lot of people who came here to this base to see this old bird take her last flight and I think that’s pretty cool.”

The F/A-18C Hornet is being replaced by the F/A-18E Super Hornet, which is capable of executing the same missions as the Hornet, but with significant advancements in mission systems that will dramatically enhance its effectiveness.

“The Hornet is known as many things,” said Cmdr. Mathis. “Legacy, highly reliable, multi-role attack fighter... but to us, she will always be an old friend. The Hornet will continue to serve with the Marine Corps and Navy support units but for the operational Navy, it is time to say goodbye. So from the men and women who flew and maintained the legendary F-18 Hornet, we say thank you for your service and job well done.”

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1882

27 October

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EASTERN INDUSTRIES.

The Portland Company have just delivered one locomotive to the Northern Pacific railroad and have two others ready to deliver. They will hereafter deliver five locomotives per month. An erroneous impression has prevailed that the Portland Company were unable to do the work on the new steamer to be built for the Portland Steam Packet Company. The facts are the Portland Company agreed to build the engines for the new boat, but as Goss, Sawyer & Packard of Bath, from pressure of business, were unable to undertake her construction, it became necessary to have the whole work done in New York.

The building of a three-masted centreboard schooner of 300 tons, will be commenced in the Brewer shipyard about November 1, to be launched about May 1, 1883. The vessel will be all owned in Bangor and Brewer. Captain S. H. Barbour will superintend the construction and act as the company's agent in all matters. Captain C. A. Barbour will command her when launched. We would like to see the organization of a large corporation here to build all kinds of sailing craft in Brewer, which offers as good, if not better facilities than can be found elsewhere. If made a large and permanent business it might be done to far greater advantage and profit than at present. Shipbuilding should be a prominent industry here and we think a little effort in the matter of organization would accomplish it.

There is no abatement in the shipbuilding of Bath. All the shipyards within the city limits have nearly or quite all the work they can profitably do. Hitchcock & Blair launched a ship of twenty-one hundred tons last week. She is named for the owner, I. F.

Chapman, of New York, and is undoubtedly a first-class vessel in all and every respect. She was built for Isaac F. Chapman, Esq., of New York, one of the partners of the old firm of Chapman & Flint, whose ships have a world-wide reputation, not only for their beauty of model and finish, but for their strength, durability, and faithfulness in their construction. She now lies at the wharf of Captain John Patten, receiving her ballast, and being fitted up in her hull in the best manner possible. She is now receiving her ribbing, and will soon be completed and ready for sea.

The Rockland Opinion gives the following in regard to Thomaston shipbuilding: Gerry & Company's schooner is nearly ready to be launched. She has been named the HELEN L. MARTIN, and will be commanded by Captain Dudley Martin of Camden. Schooner CARRIE STRONG, on the stocks at Dunn & Elliott's yard, is almost completed, and will be launched next Thursday. She will be commanded by Captain J. L. Strong. It is expected that the ship in the O'Brien yard will be completed and ready for launching by the first of next week. She is to be commanded by Captain William T. O'Brien of St. George. She is the largest vessel ever built here. The new ship CYRUS WAKEFIELD, built at the Watts yard, was towed down river Saturday and sailed for New York Sunday, there to load for San Francisco. She is in command of Captain David J. Hodgman; John Turner shipped in her as mate and John Boardman as second mate.

3 November

Page 2.

The action of the lighthouse board of Washington, in deciding upon the discontinuance of one of the two lights now in use

both at Cape Elizabeth and Matinicus, has justly aroused the indignation of all Maine people interested in our merchant marine. These lighthouses are located at most important places on our coast and, in order to distinguish them from the numerous beacon lights which shine forth from myriad points along our rugged and dangerous coast, it was deemed advisable to have two lights. These lights have worked to entire satisfaction for years and have been beneficial in saving much life and property. Such a radical change as that now proposed would not be generally understood, especially by ships bound from distant ports, and numerous wrecks and disasters would be the probable outcome of the matter. The explanation offered for this movement on the part of the lighthouse board is that it is made necessary by a lack of appropriations. In Portland and Bangor, the Board of Trade associations have issued pointed remonstrances and now petitions urgently protesting against this change are being signed generally by ship owners, merchants and businessmen in leading seaport cities and towns throughout the State. Let the voice of the people be expressed with no uncertain sound regarding the protection of our shipping interest.

Page 3.

Charles B. Harrington will commence operations in his Bath yard at the south end in a few days. After putting it in order for building he will immediately commence on a steamer for parties in Augusta, to commence running next season from Augusta to Boothbay. Her dimensions will be one hundred and ten feet long, nineteen feet wide and about seven feet deep. She will be about ninety-five tons.

Page 5.

EASTERN INDUSTRIES.

The frames of the new ship in Carleton, Norwood & Company's yard, Rockport, are rapidly going up and already give some idea of the immense structure that is to be.

Mathews Brothers, in Belfast, manufacturers of doors, sash, and blinds, consume about 1,500,000 feet of lumber in one year, and rank among the largest manufacturers in New England. They recently bought 500,000 feet from a western firm, and it is now arriving by cars daily.

The Red Beach Plaster and Maine Red Granite Companies of Calais have about completed three large dams at the upper or western side of Nash Lake, from which they obtain the water supply to run their mills. A canal is being cut between Nash and Pine Lakes, which will give the companies an entire new lake to draw from in time of a drought.

Page 7.

The Portland Transcript says: The sale of islands in Casco Bay and on the coast of Maine generally, to parties who intend to improve them as summer residences, is beginning to attract the attention of those who fear that the public may ultimately find themselves shut out from what have so long been the resort of pleasure parties and sportsmen. These islands, which first attracted the early voyagers on our coast,

U. S. COAST GUARD NEWS

Continued from Page 25.

6 February

Coast Guard rescues, medevacs 2 men who fell overboard from tanker

PORTSMOUTH, VA — A Coast Guard aircrew flew two men to the hospital after they were injured falling overboard with a lifeboat from a tanker 70 miles east of Chincoteague, Wednesday.

The two engineers were reportedly working on an enclosed lifeboat when it released and they both went over with it. The crew of the tanker, CHEMTRANS NOVA, contacted Coast Guard Sector Hampton Roads watch-standers to request assistance.

The Coast Guard Cutter Reliance, a 210-foot ship, was on patrol about 20 miles away and diverted to help. Their small boat crew arrived and recovered one person off the lifeboat and the other in the water. Their injuries included a stomach laceration and broken leg.

A U. S. Navy P-8 Poseidon airplane crew assisted by providing communication relay support over the long distance as an Air Station Elizabeth City, NC, MH-60 Jayhawk helicopter was launched to medevac the men.

The men were taken to Norfolk Sentara General Hospital for additional care.

"The Navy was very helpful. After they overheard the broadcast, they helped locate the men in the water and stayed on scene until the nearby Coast Guard cutter arrived," said Chief Petty Officer Josh French, a search and rescue coordinator at Sector Hampton Roads. "It was definitely a collaborative effort to rescue them. They were fortunate things fell in place, with

everyone being close by."

7 February

Coast Guard medevacs injured man from vessel

NEW ORLEANS – The Coast Guard conducted an emergency medical evacuation of an injured man from a vessel near the Chandeleur Islands in Louisiana, on Thursday.

Coast Guard Sector New Orleans Command Center watchstanders received a notification at 8:23 a.m. of a 45-year-old man who sustained a serious leg injury aboard the commercial fishing vessel MISS KIMBERLY II.

Watch-standers at Sector New Orleans diverted a Coast Guard Air Station New Orleans MH-65 Dolphin aircrew at 9:10 a.m. The aircrew arrived on scene at 9:20 a.m. and hoisted the man.

The aircrew transported the man in stable condition back to Air Station New Orleans where local EMS took him to a local hospital.

8 February

Coast Guard responds to sunken vessel on Ohio River

NEW ORLEANS – The Coast Guard is responding to the sinking of a vessel near Cheshire, Ohio, Friday.

Coast Guard Marine Safety Unit Huntington received a report at 1 p.m. that the towing vessel Ed McLaughlin, owned by McGinnis Marine, capsized on the Ohio River at mile marker 259.

All three crewmembers that were aboard the vessel are accounted for and have been taken to a local hospital and were reported to be in stable condition.

There is an estimated 4,900 gallons of diesel fuel on board. Light sheening is reported to be around the vessel. Members from MSU Huntington are en route to the scene to determine if the vessel is leaking fuel and to provide initial assessments of potential environmental and waterway impacts.

The cause of the incident is under investigation.

8 February

Coast Guard rescues 1, searching for another from downed Conquest Air airplane 13 miles east of Bay Harbor Island

MIAMI — The Coast Guard hoisted one person and is searching for second Friday approximately 13 miles east of Bay Harbor Island from a reported downed Conquest Air airplane.

Watchstanders with Coast Guard Sector Miami were notified by Miami-Dade Police Department of a possible downed two-engine Conquest aircraft with two people reportedly aboard. The Coast Guard launched a Coast Guard Air Station Miami MH-65 Dolphin helicopter crew and a Coast Guard Boat—Medium to assist.

The helicopter crew transferred the person to awaiting emergency medical services at Air Station Miami for further medical care. Also responding are: Miami-Dade Fire Department Miami-Dade Police Department Commercial salvage The airplane was traveling from Nassau, Bahamas to Opalock

8 February

Coast Guard, Navy respond to disabled sailboat 110 miles off Virginia Beach

PORTSMOUTH, VA — Coast Guard Cutter RELIANCE is bringing two crewmembers and their disabled sailboat back to shore Friday, after a Navy ship responded to their distress call offshore.

A Navy destroyer crew heard the pan-pan distress call on the VHF marine-band radio Thursday night. They came to the sailors' aid and relayed the message to Coast Guard. After the ship's crew determined there was no immediate distress on the sailboat, they waited nearby until the RELIANCE arrived early Friday morning.

The two men reported that they were traveling from Sheepshead Bay, New York, to St. Croix on their 32-foot Kerie Elite sailboat, the C'EST LA VIE, when the tiller for their rudder snapped.

RELIANCE's crew transferred the two crewmembers aboard and put the sailboat in tow. It may take 48 hours for them to get close to Cape Henry, where a commercial maritime towing company is expected to bring the sailboat back to shore.

"It was lucky that the Navy heard the heard the vessel's pan-pan," said Lieutenant Amanda Faulkner, a watch-stander in the 5th District command center. "Having the right on-water communications equipment is critical to having a safe trip. These sailors had an Emergency Position-indicating Radio Beacon, or EPIRB, on board, which they would have needed to use if no one had been in VHF range."

MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1882

and were the sites of the earliest settlements, long since abandoned, are now eagerly sought as summer and health resorts, and the time is not far distant when all along the coast they will be covered with the cottages of summer residents. The recent sale of half of Great Diamond Island has been followed by the sale of a considerable portion of Peaks’ Island, Jewell’s Island has been sold to two gentlemen from New York, for five thousand dollars, and they propose to erect two summer cottages and occupy the island themselves. The coast of Maine presents attractions to the summer visitor found nowhere else on the Atlantic shore. Its picturesque islands, bold shores, deep inlets, depth of water, refreshing sea-breezes, and above all the absence of malaria, must make it in the future the great resort of those throughout the country who seek health and recreation at the seaside. The progress of malaria north and east is attracting the attention of medical men, who as yet are unable to account for it. It has invaded localities in New England where it has heretofore been unknown, but has not as yet reached the three northernmost States. Maine is especially free from it, and this fact must largely contribute to the popularity of its seashore as a summer resort.

FISH AND GAME.

The Canadian Fisheries Department is arranging for an exhibition of Canadian fish at the forthcoming exhibition at London.

The fish dealers say that seldom in their experience has the market been so bare of fresh fish as at present. Cannerymen are hundreds of thousands of cans short of filling their orders.

Saturday night 53 fishing vessels were at anchor at Portland harbor. These skipper, with but few exceptions, appear to be dissatisfied with the result of their catch, and speak of their cargoes as being very poor fares.

NUGGETS.

The Bangor Board of Trade enters a protest against any change in the lighthouse system on the coast of Maine.

Patents issued to Maine inventors under date of October 24, 1882, reported for us by William Franklin Seavey, solicitor of patents, Bangor, Maine: George H. Hathorn, Chester, driving calk. Whole number for the week, 334.

Improvements in devices for packing dried fish have been patented by Mr. James H. Baxter of Portland. Moulds having a cylindrical contour on their interior are made in two longitudinal sections, and hinged together at one side. These sections have corresponding transverse internal grooves for the reception of binding cord. The fish are placed in the mould and the mould placed under a press. The mould is held together by hooks and removed from the press to tie the strings.

Page 8. EASTERN INDUSTRIES.

Messrs. Carleton, Norwood & Company have begun the work of repairing the lime kiln lately owned by Meriam & Cole, at Rockport. They will build an extra large shed on the premises.

The new barkentine LOUISA ADELAIDE was successfully launched at Yarmouth Friday from the yard of Giles Loring & Company, and towed to Portland. She is a fine vessel of 672 tons, built of the best materials, and furnished with all the latest improvements.

Within the last fortnight there has been launched in Bath four large vessels, two of them ships, one a bark, and one a schooner. There still remain on the stocks eighteen vessels; three of them large ships of more than two thousand tons each. One bark of 1,500 tons, two four-masted schooners of more than 1,000 each. The remaining twelve, with one exception are to be large three-masted schooners.

The New England Sardine Company of Lubec embraces J. Wolff, B. M. Pike and O. Pillise. The building used is large, two stories; was erected, finished and furnished with all modern conveniences for packing sardines in the early part of 1881. The firm employ about 100 persons, pay roll and disbursements in busiest seasons amount to \$1,000 to \$1,400 per week. The capacity of the factory is 800 to 1,000 cases weekly. Mr. Henry Gillise has charge of the office and is bookkeeper. Mr. B. M. Pike superintends the factory work.

10 November Page 3.

The car of the United States Fish Commission arrived in Boston Monday night over the New York & New England Railroad. It is a drawing room car, designed and built expressly for the transportation of fish, and has at one end a nicely carpeted office. Looking down the aisle toward the rear door, the enormous tanks on either side of the car, each 30 feet in length, are noticed. These tanks are built on the Eastman patent refrigerating plan, and the temperature is easily kept at any desired point. The balance of the car is divided into a kitchen, where the meals of the parties in charge of the fish are prepared, closets, etc. Berths similar to those in use in the regular “sleepers” are conveniently placed, two on a side, in the centre of the car. The interior woodwork is of white oak and presents a neat appearance. The car left Washington Saturday, with 10,000 German carp and the first distribution was made at Philadelphia, where 1,000 fish were delivered to the Fish Commissioner of that State. At Jersey City 5,000 were delivered to Mr. Eugene Blackford. About 3,000 will be distributed from Boston by express and it is said that this is the first regular distribution of fish ever made in the New England States.

Page 5. RAILWAY AND STEAMSHIP NOTES.

The steamers are off the Lake Sebago route for the season.

The steamers on Sebago Lake have closed their work for the season and been hauled off.

The meeting of the directors of the Old Orchard Steamboat Company was held recently in the Municipal Court room, Saco, when they declared a dividend of 11 percent. They report an ample supply still in the treasury.

H. H. Clark, Esq., has built a large freight house upon the steamboat wharf at Southwest Harbor, Mount Desert, to accommodate the various lines of steamers. According to fall arrangements there will be two trips per week by each of the three steamers from Portland. Rockland and Bangor to Southwest Harbor.

The Augusta Journal says: The Kennebec & Boston Steamboat Company, owing to its largely increased freighting and passenger business, has in contemplation the building of an 800-ton propeller, to be

placed on the route between the Kennebec River and Boston. The boat would be devoted chiefly to the carrying of freight, although accommodations would be fitted up for some 75 passenger. During the winter season the propeller would ply between Boston and Bath, freight and passenger for up river towns being transferred to the cars. The necessity for some additional transportation facilities for passengers on this route has been felt for several years, as oftentimes during the summer, by reason of the crowds aboard, it has been quite unpleasant for those taking passage on the STAR.

Page 6. FISH AND GAME.

E. H. Flye shot a large seal at the seal ledges in the southern part of Rockland Harbor last Friday. The mammal weighed 175 pounds and was very fat.

The season with the fishermen is rapidly drawing to a close and bids fair to be very successful on the whole. Fish have been scarce, but the price for the same has been so high that the fishermen have made a very successful summer’s work. Vessels which came in lately report large schools of mackerel seen between Portland and Boston, and the fleet has gone out again. Fresh mackerel are scarce and wanted.

A GIANT MONOPOLY.

All Fish to be Purchased through an Exchange. [From the Portland (Maine) Argus, November 2]

The new Fish Exchange, started in Boston and New York, is said to be a gigantic monopoly, shutting out the peddlers and poor people from purchasing the fish directly from the vessels. Not a pound of fish is to be purchased by the New York wing of the Exchange north of Newport, Rhode Island, except it comes through the Boston branch, and the Boston wholesale fresh fish dealers, almost to a man, have become members of the Exchange and bound themselves not to buy fish except through the Exchange. The Exchange is to charge 25 cents per 100 pounds, and 25 cents per 100 count on herring and mackerel, for all fish it purchases, which money is to go into the fund of the Exchange and be divided as dividends from time to time among its stockholders. Supposing the Boston fresh fish business is to equal that of last year — over 30,000,000 pounds — if the monopoly works, the Exchange will have earned \$75,000 at the end of one year from the fish handled. But this sum will be greater, for a large share of the fish are herring and mackerel, which will come in by count at 25 cents per 100, or far more than 25 cents per 100 pounds. It is plain that the consumers of the fish must pay it, or it is to be screwed out of the fishermen. The regulations of the Exchange are, further, that the buyers of the Exchange meet the Captains of the vessels and agree to pay them what the Exchange has decided it

can afford to pay the night beforehand. The Captain will receive a certificate entitling him to the pay for so many pounds of fish, which certificate he takes up to the Exchange for his pay. The rules provide that no fish shall be sold unless the 25 cents per 100 pounds exchange fees be charged; besides, the dealer is to charge his regular profits on the fish. If any dealer breaks any of the rules of the Exchange, he is to be ignored by every other dealer in all business transactions. All competition is thus destroyed.

The Boston Globe of Tuesday prints the following: The alarm among the small fish dealers that at first threatened to occur in Boston at the formation of the new fish exchange has spread to New York, and they, together with some of the consumers, have been talking about a gigantic monopoly to increase the price of fish. But Mr. Blackford, the fish commissioner, denies that such is the case. It was, he says, no more of a monopoly than the produce, cotton, oil, or iron exchanges, and stated that the aim of the association was to equalize the prices of fish and keep down the present high prices charged. Other persons, dealers and buyers, said that the rumors were started by the Portland people to discredit the exchange, so that a ruinous competition might be kept up between Boston and New York in which contest the Portland dealers were the gainers.

RAILWAY AND STEAMSHIP NOTES.

The Courier Gazette says: The steamer CAMBRIDGE is at Boston receiving the Holland bucket in place of the one formerly used on her wheels. This removes to a great extent the noise and disagreeable shaking of the craft. The CAMBRIDGE the past season has made a record to be proud of. Between February 20th and October 29th she has made 136 straight passages and never lost a trip. Several times she has been belated but has always caught up with the lost time. No accident has happened to her, and she is, on account of her genial captain and noble crew, one of the most popular boats on the Atlantic coast. The crew of the CAMBRIDGE has been transferred to the KATAHDIN.

Page 7. EASTERN INDUSTRIES.

The sardine factory at Camden has closed for the season owing to the small catch of fish. But the enterprising manager Mr. Sellman is considering the prospects of canning meats. The only objection to it is the high price of meat at the present time. Should the company conclude to can this class of goods consumers would have the satisfaction to know that all the meat canned here would be healthy, which cannot be said of meats canned at the great markets of our country.

The schooner ISALAH K. STETSON was launched from the yard of Stetson & Company, of Brewer, at 10 o’clock yesterday forenoon. Her dimensions are, regis-

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

MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1882

tered length 136 9/10 feet, breadth 31 3/10 feet. Registered tonnage 297 70/100, and carpenter tonnage about 400. She is a model craft and was built under the supervision of J. B. Hathorn, master workman. She is owned by Captain Noah Emery, Charles Stetson, Morse & Company, George Stetson, Estate of Isaiah Stetson, Cutler & Eddy, E. H. & H. Rollins, Captain Charles F. Trask, (who will command her) and Farris & Webb.

Goss Iron Works. — A meeting of a majority of the board of directors was held at the office of E. & A. Sewall recently which Hon. John H. Kimball withdrew his resignation as director and placed his subscription at the first figure subscribed, \$5,000. This causes much congratulation and good feeling all around. It was decided to immediately begin

building and an assessment of 20 percent of subscriptions has been levied. The shops are all in one building and the railway is an extension from Water street to be made by the M. C. R. R. The length of the building is to be 348 feet; front, 60 feet. Thus far \$91,000 have been subscribed.

The total value of foreign exports from Portland for the past week was \$91,702.07. Total amount of lumber shipped from that port, 32,139 feet; shooks and heads, 11,457; box shooks, 3,739. Among the articles exported was 251,193 feet of spool wool. For the week ending October 28th, the total value of shipments was \$44,682.15. Total amount of lumber, 1,242,728 feet; shooks and heads, 9,744. Included in the aggregate value is \$12,696 for cotton goods.

HOTELS AND SUMMER RESORTS.

BAR HARBOR. — Work on the Deering progresses favorably. The old house has been turned and moved back considerably from the street. Mrs. Howard’s new mansion is underway; that is to say the cellar is being blasted out. It is to stand very nearly on the summit of the hill, where Abby’s Retreat lies, and as Mrs. Howard has given Mr. William Ralph Emerson, the architect, carte blanche, it may be inferred that the house is to be a very beautiful structure. It really is quite remarkable how Woodbury Park and vicinity is growing. It is one of the popular parts of the place. The new road around Corkscrew hill, although in a condition somewhat rough at present, is certainly going to be one of the most delightful drives on the island. Part of the road winds

through the lovely greenwood above Mrs. Haight’s cottage; part of it skirts along a cliff over-hanging the water forty or fifty feet below. In some places the road has been cut into the solid rock on one hand, and on the other built up in order to make it level. The pedestrian as he hangs over the light railing and gazes at the sea below, shudders when he thinks what happens if anything gives way.

Page 8.

EASTERN INDUSTRIES.

The business at the sardine factory at Milbridge is mostly closed up for the season.

The Castine Packing Company have closed up their season’s work at Cherryfield, having packed about 5,000 cases of blueberries.

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13’ BOSTON WHALER SIDE CONSOLE, 1974. With 1986 Johnson 30 hp outboard and 2017 Load Rite trailer. Asking \$4,000. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



17’ SCOUT 175 SPORTFISH, 2019. With Yamaha F90LB Outboard, Shark

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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, Maine (207) 865-4103.

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

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18’POLARKRAFTSIDE CONSOLE, 2015. With Yamaha F70 outboard, MinnKota bow-mount trolling motor, Bimini top, Livewell, Garmin EchoMap, Adjustable steering station, depth finder, fish finder and EZ Loader trailer. Asking \$15,000. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



19’ CHRIS-CRAFT SUPER SPORT, 1969. With MerCruiser 502 I/O – Bravo 1 Outdrive, Stainless steel exhaust, 2018 Venture trailer. Call for more details. Asking price \$23,900. Casco Bay Yacht Sales, Freeport,

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



19’ SEA RAY SKI BOAT, 1987. With MerCruiser 200 hp I/O and 1987 trailer. Asking \$4,500. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

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20’ GRADY WHITE 208 ADVENTURE, 1998. With 1998 Yamaha 225 hp Saltwater Series O/B. Bimini top, GPS and 2009 Venture trailer. Asking price \$18,500. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



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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.

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



23’ HYDRA SPORTS 230 CENTER CONSOLE, 1999. With 1999 Johnson 200 hp 2 stroke outboard, t-top, New custom canvas enclosure, new cushions, new GPS and HD fish finder, stereo, washdown, downriggers, VHF, radio, trim tabs and 1999 Load Rite trailer. Asking price \$19,900. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

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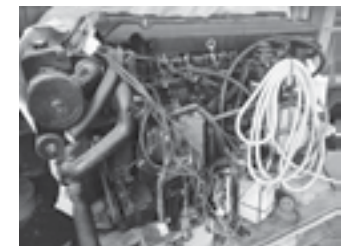
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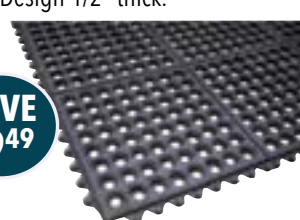
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