

Maine Coastal News

Volume 32 Issue 5 May 2019 FREE

WHISKEY BUSINESS Launched & Other Boat Yard News



WHISKEY BUSINESS
S. W. Boatworks
Lamoine

S. W. Boatworks of Lamoine, just put over WHISKEY BUSINESS, a Young Brothers 45 which they finished out as a sportfisherman for a customer from Quahog Bay, Harpswell. She was finished out with a custom top with Bomar windows and doors. In the main salon she has a full galley with Corin countertops with Pomponette helm seats and a portside settee. The salon is trimmed out with oiled teak and her sole is teak and holly. Down below she has a master stateroom, with a starboard guest cabin and a head with separate shower. She is powered with a 1,150-hp Caterpillar diesel with a ZF gear. She has a stainless steel rudder; Volvo Humphrey trimtabs; 12-inch Soundown exhaust system with verno lift muffler; 12-inch hauler; dual ram Class II steering at three steering stations, two 300-gallon aluminum fuel tanks; 100 gallon fresh water tank; Northern Lights 8.5 kW generator; air conditioning; a fire suppression system in the engine room; life-raft and EPIRB; and a full electronics package. Since she is outfitted for tuna fishing she has: a radar mast with boom and green stick, which has Durabright lights, radar, sat phone, flir camera; two teaser reels and outriggers; center fish hole, live well on deck and fish box, tuna door; exterior rod and reel storage; and cockpit rigged electric reels.

She was delivered to her owner the middle of April.

Buxton Boats
Sunset, ME

The big project this winter was on Peter Buxton’s own boat, SUSAN MARIE. When he built this boat he did it with the idea of taking people out. He added, “The cabin used to be narrower. I had an alleyway between the wash rail and the cabin, about an 18-inches, so I could haul traps for the tourists. That wasn't working out, so I moved the cabin side out to its full width. It always turns into more of a project. There was a little bench seat in the back, I took that out, cut the old cabin side completely out, laid up a new panel, glassed it in, put an L-shaped settee on the starboard side with new cushions, added a sliding door up forward and put in new windows.” She will be overboard later this spring.

The Colin Archer designed sailboat is almost done, with just a few touch-ups and finish up the wiring. This winter Peter totally rebuilt the interior. He said, “I don't know what the interior was because when it came to me it was gutted. Then I had this hard-top built, which is going to hold two big solar panels.”

The owner was coming in early April and Peter would find out if there was anything else he wanted done before she goes over this for the season.

An interesting project Peter has been involved in is working on the William Hand designed 59-foot motor-sailer NOR’EAS-TER, which is stored Billing’s Diesel & Marine in Stonington. He added, “Harlan Billings called me up last fall and asked us if I would come down and do some planking work on the NOR'EASTER. I went down and basically took 26 planks off it because the bilges were dirty. They got diesel fuel in between the cement and the planks and there was gunk and cleaners in there that was eating the cotton out of her. The owner wanted to take the planks off so they could clean it out. I then put them all back on except for one.”

The next issue was to get bigger screws, but there was none the size they were looking for available so they had them custom made. At the time I was at the shop Peter was waiting on the screws and when they arrived all he had to do was finish fastening the planks on, bung them and then caulk her.

Her owner uses this boat all the time. She hails from Delaware, but he has been known to take her all over the East Coast, even down to Florida and one time he even shipped her to the Mediterranean to sail her around there.

Outside was Peter’s next project a South Shore 30 that is powered with 300-hp Yamaha outboard. She is getting a new wash-down pump, seacocks and some small repairs.

Then he will patch up a couple of skiffs and then maybe he will have heard from the owner of the Oyster sloop or a person from the Cayman Islands about repairing a Cayman Cat boat.

Classic Boat
Bernard

One of the bigger projects this winter has been repowering a Dyer 29. She originally had a Chevrolet 350 fuel-injected gasoline engine, which was put in in the late 1990s. The owners had valve issues with the engine last summer and decided to replace it with a Volvo-Penta D3 diesel engine. They also decided to upgrade the electrical system, water system, gauge panel. When she leaves she will be just like a new boat.

A Mount Desert 24 was in that had been neglected the last several years. She has been given a complete cosmetic upgrade and looks like new.

There is a Cape Dory, which needed some TLC. She had her varnished stripped and redone. She is now scheduled to be Awlgripped.

A Morris 42 sailboat was in and they stripped all the deck hardware and dorade boxes off and are Awlgripping the decks. The will then put back the hardware and redo the non-skid.

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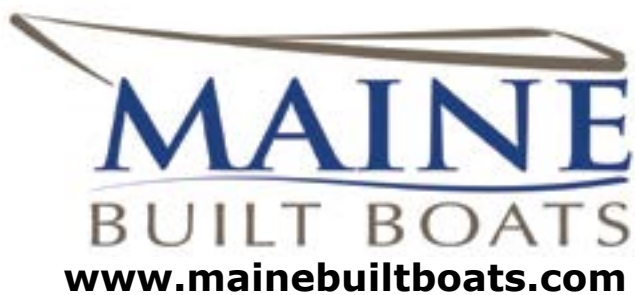
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FRIENDSHIP FISHERMAN ARNOLD BENNER

FRIENDSHIP – Lobster boat racing has allowed me to meet a number of interesting people from one end of this coast to the other. When Wes Lash started the Friendship Lobster Boat Races in 2000 one of his key helpers was Arnold Benner a local fisherman. A number of times since then I have sat and talked with Arnold about fishing and Friendship and last month I made sure that I recorded his story.

Arnold was born on the 8th of April 1943. His father, and his father’s brother, worked with local boatbuilder Kenneth Winchenbaugh, for a while when Arnold was very young. When asked if he ever fished, Arnold explained, “Nope. Back when he was a young fella, the fellas around here were all lobstering and they weren't making any money. He could make more money with his hands then they were making so he went into the mason business.”

“I probably don't remember too much beyond when I started hauling in a skiff and outboard,” continued Arnold. “When I first started down around here I mowed this lady's lawn when I was 12. I think I did that one year. I used to walk from where I live up on top of the hill with my lawn mower and I would come down and mowed her lawn for a dollar and a quarter. The next year, I had a lapstrake skiff, a used outboard and 35 traps. I think my father went with me the first year. Days we didn't haul, he would paint buoys for me down cellar and build me new traps, until I got going. The next winter I built a few more. I went alone the following year and hauled them every day, one-nighters. When I got out of high school I had a 22-foot open boat with a spray hood on it and 400 traps.”

“Of course it is different now than what it was then,” added Arnold. “I had eight brothers and sisters, eight of us, and he didn't want us playing in the yard when were kids. You didn't play out in the road, you didn't run up and down the road. When I was hauling by hand I would come down and haul traps and when you got done, you went home. You didn't hang around the shore. If you did you got a boot in the ass. When I was a kid, I played baseball in high school and after high school you could go to Legion ball. My father did not encourage me to do that. He said, ‘you need to stick to your work.’ My brother played some, but I never did.”

The 22 footer was built by Harvey Simmons, who built a number of boats for the local fishermen. “ Actually he built

mine up in where my brother's barn is, my father's barn,” added Arnold. “After that I got a little more courageous, and I had one built by Richard and Clifford Alley, a 33-foot Jonesporter named MOBY DICK. I think she is still over around Port Clyde. She was built in '65 or '66. Used that a number of years and the next one I had, was a little bigger 34 or 35 feet built up in my father's barn, which is Henry Thompson's boat now. My father helped me and we had Arthur McFarland come in and get out the plank. My father would come home after work and we would go out and fastened them on. We put the engine in ourselves and put the top on.”

This was the first BECKY JEAN and he had her for 16 or 18 years and then sold her. The next boat, and the one he still fishes out of today, is BECKY JEAN II, which is a Wayne Beal 34 finished off by Wes Lash in 1994. She originally had a John Deere, but this was later switched to a 450-hp Scania, which now is 20 years old. Arnold added, “I wax her every year. Do a little maintenance to fix anything that needs to be fixed before it breaks, hopefully.”

“I liked the idea that I was my own boss and I could go and come as I do,” Arnold continued. “Whatever I make is mine. I don't have to hire somebody else. I might not make quite as much, but if I have to make another fella’s living, I have got to work harder. If I come down in the morning and it's foggy and I don't feel like going, I don't go.”

When asked about the older fishermen that he remembered when he started he named Thurman Gould and his brother Vernon, some Haveners, Winnie Havener, which would be Wayne Havener's father, Chester Havener, Wade and Mel Burns; Wilbur Murphy and Frank Conary.

Arnold fondly remembered the lobster smack MAYFLOWER (official number 239985, oil, screw, 24 tons, 46.0 x 14.7 x 6.3), which was built at Thomaston in 1940. He said, “I used to sell to a fella over here when I first got going, Ralph Simmons. He had the MAYFLOWER that had a wet well in it. She was used before they trucked lobsters and he and my father were buddies. I remember when I wasn't very old he got his boat grounded down by the steamboat landing, had it full of lobsters. He was going to Portland with them and he came up and got my father and he wanted him to go with him and I went along. We went down below



Fisherman Arnold Benner relaxing in his shop on the waterfront of Friendship.

the harbor, he tied the wheel over, and he and my father went down forward to warm up a little bit. I was in the wheel house and I was supposed to be steering, but I really wasn't. I might have been 10 years old.”

Over the years there have been a lot of changes: boats went from wood to fiberglass; the development of electronics and traps went from wood to wire. Arnold remembered, “We had wooden traps. When wire first come out my brother, Albert Simmons and I went down to Massachusetts and bought rolls of wire, brought them back, cut them off, bent them up and made our own wire traps. Probably would have been smart if we had decided to go into the trap building business, because a few years after that Friendship Trap started. We would go down and buy a couple of truckloads of wire, but it was inch by inch stuff rather than what they

Continued on Page 6.

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Bamforth Marine Moves to New Location in Brunswick

BRUNSWICK – Those in business are constantly looking to evolve their company to make it better, more profitable. This means decisions have to be made and some are obvious and some others are not. Even though an answer may be obvious one may not be able to act upon it because other factors are involved in order to make it happen. For several years the owners of Bamforth Marine, Gary and Scott Favreau, on Main Street in Brunswick realized they had outgrown their location and needed to find a new location, but for various reasons, they were having a hard time finding a good location until last fall when they signed a deal for a piece of property at Naval Air Station Brunswick.

“We have been looking for several years, said Gary. “There was just not enough space to work and do the projects that we needed to do. I had people that were interested in buying the Main Street property and others trying to find me property that I could move into but nothing seemed to work. I had been talking with the managers of the former navy air base for several years because I knew there was enough land in different places that we could probably either build or take over. They actually took me around the base and started showing me some of the property they said that they could lease with no buildings on them. Financially that would strap me to build a new building and then he brought me over and showed me this building. It was tied up with the Navy and it still is sort of. We can't buy this property until probably September. It might be even further down the road, which I hope not. We signed a lease in September of last year, 2018, and we have a 5 year lease with an option to renew but hopefully it doesn't go that far.”

Once they purchased the building there was a lot to do to make it workable. Gary explained, “The front door, the windows, the interior walls up to where the paneling stops was put in. There was an office here and we knocked that down to give us more space for retail and then I built the central office off to the side for the bookkeeper and filing cabinets. The retail side of things is 50 x 80 feet. The shop is 50 x 100 feet. We have got real high ceilings so, ceiling fans were put in and 27 new LED lights. We did have to do a lot of electrical work in here because this was all set up for vehicle maintenance for the Navy.”

The retail space is well lit by the new windows and lights. There is plenty of room for their lines of outboards, Evinrude and Suzuki. For boats, they carry Maritime Skiffs, Salty Bay Boats and North Atlantic Inflatables. With the additional space they can bring in more items, but even now they have most anything a boater might need on short notice.

In the middle between the retail space and the work shop they have retail parts for outboards, small boats and boating accessories.

There are six 16 x 18 foot doors in the work area, which is a huge improvement over the one 10 x 10 foot door at their old location. “Efficiency is much, much better. We can get almost two boats in every bay, if they are in the 18' to 20' range. Anything with radars on it, now we can get in, which we couldn't at the old shop. We had to work outside.

The site also has a two acre paved parking lot and this they have fenced in allowing them good security for those boats stored outside. Gary said, “We have the fenced in



A look from behind the new counter to the vast retail space at Bamforth Marine.



The expanded work bays, which will certainly be much more efficient.

area from building corner to building corner and then we have three gates that we can utilize if we need to. One will be the primary one, the other two we can use if we have to.”

This is not as big as their storage site on Route 123 on your way to Harpswell. Gary added, “That was a five acre parking lot, which we still have so we can actually take overflow over to that yard if we need to.”

There is another building, 40 x 200 feet that they are using for storage of outboards and small boats. “It could be heated,” said Gary, “but we have opted not to heat it at this point. It could have a heating system put in, but that system would have to be all retro-fitted.”

When asked should they have made this move sooner, the answer was emphatically yes. Gary added, “The big hold up


was we couldn't physically start working on the buildings here until we had gotten permission from the Navy. Once the Navy gave us the permission slip we got going. If the logistics had worked out years ago we would have done it then.”

Customers are going to find this new location to their liking, especially if you are coming from Harpswell, Bailey's or Orr's Island because you can come in the back gate by the golf course and they are the first building on the right once you are on the base. Those coming from the north will find it easy as you just get off Route 1 at Cook's Corner and come through the former main gate.

There is no question that this is a win-win for everyone!

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FISHERMAN ARNOLD BENNER

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have got now. We fished them for a while and of course they got going. Now the young fellas they have to hire everything done. Probably most of them could not knit a pot head. They never learned. There might come a day when they wished they had learned.”

When asked about the boatbuilders he mentioned Frank Winchenbaugh and he remembered Scott Carter, but he does not remember him. He continued, “Winnie [Lash] was building. There was at one time Paul Simmons that built in the same shop my father worked in. He built a few boats around here. Bryon Burns built one up here for Richard Burns. There were a few other fellas building, nothing regular, off and on through the winter. They might build a boat for themselves. That has kind of died out now. A few fellas do a little glass work but basically now there is Gilbert Simmons and you have got Friendship Boat Works.”

When talking about Wes Lash Arnold said, “You could ask him anything and he could tell you. Also, if you have got a problem you could just go get him and he would come right down and fix it for you. I miss him terribly. I would go up to the shop a couple times a week in the afternoon. If he was busy doing something, I didn't bother him but certain times you would go in and he'd want to talk. Then he made all of those things, little people, he made a lot of them. He was taking acorns and making people. He would paint them all up as fishermen. He made one for my wife, who was a school teacher, so he made a school teacher for her. He made me a cardinal. He loved making birds.”

There was no question when we lost Wes Lash several years ago with him went a lot of maritime history, especially from around the Friendship area. Fortunately people like Arnold can help us preserve some of this lost history.

70s Memories: A Round Tuit

By Lee S. Wilbur

Somewhere back in dimly remembered “1970’s” one of my earliest employees, Jim Dorr, guy who enjoyed a bit of homily, said to me one morning, “I’ve got something you might get a kick out of.”

He pulled from his pocket a small, round piece of wood about the size of a fifty cent piece with words written in print, color of which was extremely light orange. Looked as if the manufacturer wanted the owner or bearer to have a difficult time reading. Words read in effect this was “A round tuit” with the idea (we both agreed) you’d give one of these “wooden nickels” to a person should they not be performing certain tasks needing attention. We had a good laugh, agreed that perhaps we might set out a few in strategic areas such as the “head” which always needed cleaning, or specialized tool racks where few were ever returned to their designated resting point. Luckily for all concerned, replacing key to side entry door was never one of the MIA’s.

As I was casting about for a subject for this month’s scribbles, sitting in front of this dusty keyboard, I started thinking...perhaps goaded by AJ’s persistence... I should clean off my desk of all the beach shells collecting there for the last few months (I have a real problem walking on a sandy beach for any distance without picking up at least a goodly handful of interesting sea-shells which have a tendency to linger on my desk), the epiphany light came on. My desk is one particular area where I, as just about any employee or visitor to my boat shop office will remember was an area I seldom got “a round tuit” and “neatification” of this unending repository of paperwork to be done.

My desk then, and the one (small as

it is) I have now were not the only areas needing attention. Sheds, garages, outdoor shower, all look askance as I approach and it’s fortunate none can talk or I’d surely be the common topic of conversation. However, my and perhaps your reply to this situation is I can most generally remember where I put a something down. And, if it’s not where I left it I have to go looking and the time I spend looking is no longer and perhaps shorter by a great deal than having to straighten up the entire tool bench when I’m done...PLUS!...at age 76, I figure it’s just another one of those brain games to keep me thinking.

There’s of course another reason why I look askance at doing full-fledged round tuits. I now have a tendency to look carefully at a specialized tool or book, or implement such as the “shell rake” that resided in the shed, unused for many years and get rid of it. Granddaughter Hallie is here this week and asked if we had one. She wanted to partake of the local sport of searching for prehistoric shark teeth. I said of course we had one, went to the shed which I’d just cleaned a few weeks ago and built new shelving, to find I had either given the shell rake away or tossed it in the trash along with other items not used for some years. Now I’ll have to go buy another one which will then be buried in a corner until another grandchild, great-grandchild or unsuspecting visitor from the north arrives for a visit.

When AJ and I had finally decided to enjoy a few months away from cold winters, my dream/picture was having a wardrobe consisting of one, perhaps two, pairs of cutoffs, worn sandals, stack of “Goodwill” tee shirts, and an okay pair of leather loafers. Dinners out would be a beachside bar or takeout at a sushi joint. Dreams, like

some I’ve had over the years, somehow drift off-course and my closet, with AJ’s assistance of course has grown exponentially from various yard sales and “you can’t afford not to buy sales” until I now need an honest a round tuit cleaning for the closet with many items making the circumference back to Goodwill.

I’d hate to give the impression that I really do not care about getting a round tuit. I do. With my 76 years young sleep habits going awry, I have little to do at the 3 AM wakeup call other than lay there eyes open or shut, makes no difference...and think of all those round tuits just waiting in ambush for the next day. Occasionally one or more who’ve been pointedly remarked upon the last few days like the Carolina Skiff, trailer, and ancient 65hp. Johnson whose shaft is stuck I need to get a round tuit because it’s been languishing at the neighbor’s next door where we bought it close to nine years ago. Last week with the help of famous Rosalie’s Pizza in Bar Harbor, ex owner Richie Crowe, and sons Kevin and Rick, we managed to get it on its recusitated trailer and up onto the lawn. Today I’m going to get a round tuit, call Richie again and move it to

our back lawn. I have to. Neighbor’s house has been sold and closing’s this week.

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Sloop PROVIDENCE of the CONTINENTAL NAVY

Part III
By Mike Waters

It can be surprisingly comfortable under the 2 x 4 frame and plastic sheet house that shelters her decks from Maine winter/spring weather. Aboard PROVIDENCE the work goes on apace and the transformation of her interior spaces, great cabin, careful placement and hiding of necessary modern features and machinery, deck fittings, the decking itself, deck features and furniture (not the household kind), covering board, rails, tiller etc., etc., (hiccup!), makes daily, kinda, semi, sorta, somewhat, sometimes visible daily progress. The rigging, spars and mast are offsite and presumably are also progressing on schedule or reasonably near to it. I don't know that for a fact but watching Leon, (whose project this is to see through till she's dockside in Alexandria), gives me confidence that, so far, all is progressing as well as can be hoped. It may even be that she's dead on schedule or even "gasp!" a little ahead. Such a rare condition is indeed possible, when you've got the quality of workmen and workmanship that I saw around me every day I was aboard.

Shipwright Rob Stevens has all the wood parts of the rig at his shore-side shop and he himself shuttles back and forth, (a not inconsiderable trek), to bring up and fit a number of wood constructs that serve to both put in place vessel-of-this-period architectural features and to skillfully hide the "modern" wherever its visible. The aim, Leon's aim, is to make the illusion of an 18th

century vessel so complete as to satisfy the casual observer or landsman that they are on an "authentic" vessel of the time. In reality, of course, she is a thoroughly modern fiberglass (really tough "early days" fiberglass) passenger carrying excursion boat meeting all applicable standards. This boat did survive a knockdown, On the Hard, in Newport with a holing that would have condemned a wooden vessel. Her damage repaired, she came to Wiscasset in the fall on her own. Now, in our hands, she's transforming back into a composite type that is both up-to-date and antique. On the Potomac she will look and seem to be the 18th century man o' war her antecedent was and by so being will spark the imaginations of perhaps millions. She'll sail like one too. Her actual, matter-of-fact, construction as a COI aux/sail excursion boat ensures a long life of serviceability and reasonable overhead for her owner. When she leaves here she'll be ready, willing and able.

For now, however, the work is ongoing. John Gardner is mastercrafting the foredeck which required thorough rebuilding. He's used to large scale wood craft and ship projects and jokes that he's never worked a glass boat before. Down below, in the hold, the task of hiding her inner hull is near done. She's reached the point where there's more going into her than being pulled off. The high quarterdeck has had about 50 percent of her deck planks pulled, the underlying fiberglass structural decking exposed and cleared of residual tar and caulking in prep

for the relaying of her working wood deck. As we dug into her throughout February, of course hidden rot spots were found and excised. The main cabin has been completely altered, painted, paneled and being put in order. Her machinery, (she hides an engine), electrical systems, electronics, existing and newly installed modern apparatus have all been overhauled by experts. Ashore, the rigger is renewing or replacing every shroud and stay, lift, block, line and deadeye. The mast, spars and associated iron work are at Rob's, most of the spars she had were beyond repair from her crash so new ones are being made. I understand that a complete new suit of sails is in the works and while I was there her new cannon and their carriages arrived. In short, when she leaves she'll be as near to a brand new "old" boat as human hands can make her.

But, for now, the artisans focus on the major projects and grunts like me prep for the next task or clean up after the last. Not much talking happens or needs to when its quiet and not much can be said or heard when the saws are singing. The atmosphere is one of intense focus to the task at hand occasionally relieved by a joke. Moving around the deck is crowded and difficult and one goes to great lengths and some torturous body contortions so as not to disturb the workspace of another. I'd list for you all the folks making this happen but I'm not sure I've met them all and I'm also not sure I remember all the names right. My apologies to all the crew not mentioned. At any rate, rest assured

she's being done right. Our PROVIDENCE came into being in the lead up to the 4th of July of 1976, the Bicentennial. The same gentleman and practical scholar, Capt. John F. Millar responsible (with others) for the existence of the HMS ROSE (1770s British frigate replica) was also the lead on the construction and early management of Sloop PROVIDENCE. Capt. Millar is now in Williamsburg, VA and managing the period hospitality there. Corresponding with him for this series was a true pleasure. He is still actively pursuing 17th century living history and seeks support to promote Revolution War naval personnel living history; Sailors and Marines of the Colonial Navy.

Goin'ta Boston? The Tea Party Museum is well worth it and is also the work of Leon Poindexter, our leader on PROVIDENCE. If you think a solid appreciation of American History is important, especially THIS American history and especially NOW then Google up these gentlemen or their respective organizations and do what you can. I've been an active reenactor and there's nothing like walking a mile in period shoes to make you appreciate (to a small degree) the sufferings and sacrifices made by our citizen ancestors in making this country and handing it down to us.

My tenure on PROVIDENCE has concluded sadly but I'm gone to Portland to do work on lovely TIMBERWIND of "Portland Pilot" fame. On my knees for the foreseeable future I'll let you know about it.

U. S. Coast Guard News



10 March
Coast Guard crews rescues 2 from sinking vessel near Fishers Island
NEW YORK — Crewmembers from Coast Guard Station New London rescued two people after they abandoned their sinking fishing vessel near Fishers Island, New York, Sunday morning.

At approximately 7:30 AM, watchstanders at Sector Long Island Sound received a radio call from the crew of a 55-foot commercial fishing vessel stating their boat was taking on water in one of their fish holds. The command center issued an urgent marine information broadcast and launched a Coast Guard Station Montauk and Station New London rescue boatcrew.

The two people donned survival suits and the fishing vessel maintained a northwesterly course towards the Fishers Island area due to the 8 to 10-foot seas.

At approximately 8:20 a.m., the rescue crew from Montauk arrived on scene. They escorted the vessel and at 9:15 a.m., the Station New London crew aboard a 45-foot Response Boat-Medium rendezvoused with the fishing vessel. The Montauk crew returned to base.

The New London crew passed over a dewatering pump to the crewmembers

aboard the distressed vessel. The pump was unable to keep up with the rate of flooding and at 9:30 a.m., the two crewmembers abandoned ship and were quickly picked up by the rescue crew. The boat capsized within one minute of the crew evacuating the vessel. The two rescued fishermen were taken back to Station New London with no medical concerns.

The fishing vessel was homeported in Hampton Bays, New York, and sank in about 60-feet of water.

"This incident highlights how critical it is to have appropriate safety gear, emergency radio beacons, life jackets, and survival suits," said Lt. Cmdr. Jesse Diaz, search and rescue mission coordinator for Coast Guard Sector Long Island Sound. "Anything can go wrong at sea, even if you're a professional mariner. The safety gear saved the lives of these crewmembers today."

17 March
Coast Guard continues to break ice on Penobscot River and will start operations on the Kennebec River
BOSTON -- The Coast Guard urges the public to remove all ice fishing shacks as soon as safely possible from the Kennebec

River as the Coast Guard begins ice breaking operations Thursday.

Crews of four Coast Guard ice-breakers are scheduled to begin the operation known as "Spring Breakout" to reduce the risk of land-side flooding as snow and river ice begin to melt and spring rains arrive. Individuals should refrain from being on the river when the tugs are breaking ice.

The operation will include the following assets: Coast Guard Cutter Thunder Bay, a 140-foot tug homeported in Rockland; Coast Guard Cutter Shackle, a 65-foot tug homeported in Portland; Coast Guard Cutter Tackle, a 65-foot tug homeported in Rockland; and Coast Guard Cutter Bridle, a 65-foot tug homeported in Southwest Harbor, Maine

"Our ice-breaking crews have done a tremendous job ensuring the waterways of Maine and New Hampshire remained open and safe throughout the season," said Lieutenant Matthew Odom, Chief of the Waterways Management Division for Coast Guard Sector Northern New England. "As temperatures rise, we intend to clear significant portions of the Penobscot and Kennebec Rivers of ice to mitigate flood risks."

Coast Guard Sector Northern New England in South Portland will partner with Maine Emergency Management Agency, National Weather Service, U.S. Geological Survey, Maine Department of Transportation, and Maine Marine Patrol to manage the Spring Breakout. These agencies have been meeting bi-weekly to assess the risk of flooding along the Kennebec and Penobscot Rivers.

29 March
Unified Command continues oil spill response on Arthur Kill waterway
NEW YORK – Unified Command members continue their response to an oil spill that occurred on the Arthur Kill waterway Thursday afternoon when a hole was detected in the hull of the Hapag-Lloyd container ship "Dublin Express" during unloading operations in the Global Marine New York

Container Terminal. Fuel escaped from the approximately 15 square inch opening. The hole was sealed during the evening which stopped any further discharge. In addition, containment booms were promptly set out to prevent any additional spreading of the oil and to proactively protect nearby nature reserves.

Hapag-Lloyd, the vessel owner, is pleased to be working closely in the Unified Command with the relevant authorities and interested parties to minimize the impact on people and the environment. The Unified Command consists of the U.S. Coast Guard, New Jersey Department Environmental Protection (NJ DEP), New York State Department of Environmental Conservation (NYS DEC), and Gallagher Marine Systems.

After initially closing the waterway to navigable vessel traffic, the Captain of the Port re-opened the waterway just before 1 p.m. today, with a slow bell requiring maritime traffic moving through the waterway with no wake.

Crews are on scene assessing conditions and continue pollution response and cleanup measures in order to ensure environmental safety and facilitate maritime commerce.

The Unified Command is advising the public to stay clear of cleanup operations in the waterway.

Air assets from U.S. Coast Guard Air Station Atlantic City and the New York Police Department Aviation unit both completed overflights earlier today to assess the situation from the air.

Commercial oil spill recovery organizations are also on scene as part of the response effort.

At present, the Unified Command has deployed 60 responders, 10 vessels, four skimmers, two vacuum trucks, two vacuum trailers for recovered oil product, and 15,000 feet of containment boom in response to the incident.

Continued on Page 21.

U. S. NAVY NEWS



Maine Sailor First to Celebrate State's 199th Birthday

Story by Chief Mass Communication Specialist Mark R. Alvarez

Santa Rita, GUAM - The morning was auspicious, but the weather wasn't, with a stormy sky, intermittent rain and heavy winds, but for one Mainer, the tradition of planting a flag to commemorate the state's birthday was going to happen no matter what.

Navy Master Chief Boatswain's Mate Ed Bennett climbed to the top of Guam's tallest peak, Mount Lam Lam, to plant the Maine state flag and celebrate Maine's 199th birthday, March 15.

Bennett has been practicing this tradition for 11 years, with the first instance occurring during a deployment to Iraq in 2008.

The term Dirigo is featured on the state seal of Maine and translates to "I direct," but for this Mainer it means a little more.

"I'm proud to have flown the state flag all over the world," said Bennett, a native of Milford, Maine. "I think of our state motto, Dirigo, as a call to me and my fellow Mainers to have an adventure and be a leader. But more importantly, be a good example of an American."

The highest point on Guam is Mount Lam Lam with an elevation of 1,334 feet; however, Lam Lam is the Peak of a submerged mountain, which rises 37,820 feet above the floor of the Marianas Trench, the greatest ocean depth in the world. If mountains were defined by their base to their peak without regard to the water, Lam Lam would be considered the tallest mountain on earth with a summit of 39,154 feet.

Since that first flag ceremony in Iraq, Bennett has continued the tradition in Columbia, Panama, Guatemala and aboard the aircraft carrier USS Gerald R. Ford (CVN-78).

"I wish all states did something," said

Bennett. "It's a way of connecting with your hometown as well as brining the memories of them along on your journey."

Guam has an unofficial, but frequently used territorial motto of "Where America's Day Begins," which refers to the island's close proximity to the international date line. Right now, Guam is 17 hours ahead of Pacific Time and 14 hours ahead of Eastern Time respectively, making this 26 year Navy veteran one of the first Mainers to celebrate 199 years of statehood.

Bennett is forward-deployed to Guam as the Senior Enlisted Leader for Coastal Riverine Squadron 2, attached to Coastal Riverine Group (CRG) 1 Detachment Guam.

CRG 1 Detachment Guam is assigned to Commander, Task Force (CTF) 75, the primary expeditionary task force responsible for the planning and execution of coastal riverine operations, explosive ordnance disposal, diving engineering and construction, and underwater construction in the U.S. 7th fleet area of operations.

Wreckage of USS Wasp CV-7 discovered in Coral Sea

From Paul Allen/Vulcan Inc. & R/V Petrel Public Affairs

SEATTLE, Wash. (NNS) -- The expedition crew aboard the late Paul G. Allen's research vessel (R/V) Petrel discovered wreckage from USS Wasp (CV 7), which was sunk in 1942.

Wasp was sunk on Sept. 15, 1942, by two, possibly three, torpedoes from the Japanese submarine I-19 while escorting transports carrying the Seventh Marine Regiment to Guadalcanal as reinforcements. Of the 2,162 on board, 176 were killed as a result of the attack. 76 years later, the sunken aircraft carrier was found Jan. 14 in the Coral Sea, 4,200 meters (nearly 14,000 feet) below the surface.

"Paul Allen's passion for U.S. history lives on through these missions. He was dedicated to honoring the brave men who fought for our country," said Robert Kraft, director of subsea operations for Vulcan Inc. "Paired with the discovery of USS Hornet announced in February, we're excited to start out the year with these momentous discoveries."

In 1941, Wasp was assigned to ferry vital army planes to Iceland, supplementing for a lack of British aircraft to cover American landings. The P-40 planes that Wasp carried provided the defensive fighter cover necessary to watch over the American forces. Wasp also aided two very important missions to Malta, a location being hit daily by German and Italian planes. After Wasp's first mission to Malta, Prime Minister Winston Churchill, fearing that the nation would be "pounded to bits," asked



WASHINGTON (March 14, 2019) A file photo of the aircraft carrier USS Wasp (CV-7) in early 1942 in Casco Bay, Maine, with SB2U and F4F aircraft on its flight deck.

(U.S. Navy photo courtesy of Naval History and Heritage Command)

President Roosevelt to allow Wasp to have "another good sting." Aside from providing vital enforcements in WWII, Wasp was the first ship to launch U.S. Army planes from a U.S. Navy carrier, paving the way for future collaboration between the armed forces.

"Wasp represented the U.S. Navy at the lowest point after the start of WWII. Her pilots and her aircrew, with their courage

and sacrifice, were the ones that held the line against the Japanese when the Japanese had superior fighter aircraft, superior torpedo planes and better torpedoes," said Rear Adm. (Ret.) Samuel Cox, director of the Naval History and Heritage Command. "The first year of the war, it was tough and

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Maine Cat Distributor for E-Tech Electric Drives

Maine Cat Catamarans (www.mecat.com), Maine builder of high-performance composite sailing multihulls, recently announced its partnership with E-TECH Electric Drives, manufacturer of electric propulsion drives with hydroelectric generation. Maine Cat announces that they will be the North American distributor and service center for E-TECH Electric Drives. They will also equip their recent catamaran model, MC 38 LS-E, with twin E-TECH 4.3 kW electric drives.

“We are extremely pleased to have Maine Cat and the Vermeulen’s representing our E-Tech electric drives in North America”. Says Grigorij Shenkman, owner of E-TECH Electric Drives. “Maine Cat’s many years of experience designing and building light weight high performance sailing catamarans bonds well with our experience building yachts and incorporating highly efficient electric drives. Their design and conservative engineering approach is a perfect match to guarantee properly installed E-TECH Electric Drives in this exciting expanding market”.

The E-TECH line of electric drives includes pods, steerable outboards, outboards fitted with hydraulic trim & tilt brackets, as well as inboard motors for conventional shaft installations. E-TECH has built custom electric motors from 1.8 kW to 80 kW to fit any yacht’s installation requirement. They also build pure hybrid electric motors with thru-shafts that make in-line hybrid configurations simple to install and virtually maintenance free.

Maine Cat’s MC 38 LS-E can make its own clean electric power while sailing with E-TECH drives. Charging of the Li-ion battery bank is provided when the electric drives are down and generating up to 2,000 watts per hour while under sail. Running at 600 RPM, the E-TECH drives are silent with no vibration, fumes or fuel odor. The electric propulsion system can also be easily lifted out of the water to reduce drag and prevent marine growth and corrosion when not used. The electric propulsion system includes a 10,240 Whr Li-ion 48-volt battery bank that provides up to 40 nm range at 5 knots. Combined with a light weight diesel genset

the MC 38 LS-E in hybrid mode provides a powering range of 500 nm on 20 gallons of fuel.

For more information E-TECH Electric Drive products please visit the Maine Cat website www.mecat.com or at <http://starboats.eu/e-tech-electric-drives/>. If you would like to see a live demo of the electric drive come see us at the Maine Boat Builders Show, Newport International Boat Show, United States Sailboat Show, and Maine Boats Homes & Harbors Show.

Maine Cat is a family run business that

started in 1993 crafting high performance composite sailing and power multihulls. Today, the company sticks to its passion of building sailing multihulls, the MC 38, MC 41 and MC 30. They are one of the few catamaran builders in the U.S. There well-engineered boats have led to winning “Boat of the Year” for all three of their models. Their production facility is located on the Mid-Coast of Maine and they have a staff of twelve talented craftsmen who are all local to Maine.

Community Sailing in Rockland Gets a New Leader

The Apprenticeshop is pleased to announce a new Community Sailing Director, Nate Hathaway, joined our team at the beginning of March. Nate comes from a background that spans working as a ranger for Acadia National Park and in social media for National Geographic to classic yacht racing and tall ships. Nate carries a 100 Ton USCG Captain’s License, has been a manager for the Olympic Circle Sailing Club in San Francisco, and an instructor at the Castine Yacht Club.

Nate came to sailing through a community sailing club in the Chesapeake Bay which laid the foundation for his deep belief in making recreational sailing accessible to all people and gave him an appreciation for the working-class origins of the sport. The Apprenticeshop is excited for Nate to lead our efforts at keeping this community

connected to its waterfront and getting local youth out on Rockland Harbor. We believe going for a sail or a row should be as common as riding a bike or walking the breakwater on a nice day. If racing is your thing, we can accommodate that. If you want to explore the harbor, we can empower you to do that. Our motto is “no child left on the dock” due to financial constraints.

The Apprenticeshop, a school of experiential education in traditional wooden boat-building and seamanship, has been running a Community Sailing program for almost two decades off of its waterfront at 655 Main Street in Rockland. We host High School Sailing in the spring and fall as well as youth and adult courses all summer long. Come check out our programs in person or visit us at www.apprenticeshop.org and <https://www.facebook.com/TheApprenticeshop>.

“Latitudes & Attitudes” is Back!

“**Latitudes & Attitudes**” is Back! You might have heard that “Cruising Outpost” is being renamed “Latitudes & Attitudes.” It’s a long story, but the Reader’s Digest version is Bob sold the old ‘Lats & Atts’ back in January 2012, and the new “owners” scammed everyone - subscribers, advertisers and employees - closed the company, took everything and went underground less than six months later. Just like that, the extremely popular magazine of 16 years was gone. As you know, later that summer more than 700 readers got together and helped Bob found “Cruising Outpost,”

which quickly became the top selling marine title nationally at West Marine, Barnes & Noble, and Books-A-Million. And our Best Seller status is only going to get better with the new/old name and a freshly redesigned logo!

Bob got the Lats & Atts trademark back a little over a year ago, and we’ve been wondering what to do with it. Well, we asked our readers/fans what they thought. They were overwhelmingly in favor of changing the name to what they basically think of as a trusted old friend: Latitudes & Attitudes.

Peabody Essex Museum to Open 40,000-Square-Foot Wing and 13 New Galleries

Museum-Wide Initiative Creates Entirely New Experiences Using Fresh Curatorial, Interpretative, and Design Approaches
SALEM, MA — On September 28, 2019, the Peabody Essex Museum (PEM) will open a 40,000-square-foot wing designed by Ennead Architects, New York. The expansion and renovation—a component of the museum’s landmark \$650M+ Connect Campaign—features new installations, a light-filled atrium, an entry and facilities for school and group tours, new linkages and traffic flow to existing galleries, and a 5,000-square-foot garden designed by Nelson Byrd Woltz Landscape Architects. As part of a \$16M, museum-wide initiative associated with the expansion project to create entirely new experiences of virtually all of the museum’s collections by 2022,

PEM is unveiling thirteen new exhibitions and collection-based art experiences by September. Each gallery offers new perspectives that are designed to create experiences of exploration, discovery, and engagement with exceptional works of art.

“The September opening of a dramatic new wing and galleries, a beautiful garden with multiple water features, and innovative, and highly-engaging installations of historical and contemporary art drawn from PEM collections marks an extremely exciting new phase in the museum’s evolution,” said Dan Monroe, PEM’s Rose-Marie and Eijk van Otterloo Executive Director and CEO. “The new art experiences we are creating extend the museum’s commitment to creativity, new ideas, and new perspectives.”



Wayne Hamilton, founder of Hamilton Marine, cuts the ribbon at the Grand Opening of his new store in Portland on 22 March.

PMM Receives Grant from the Maine Historical Records Advisory Board

Penobscot Marine Museum Receives Grant from the Maine Historical Records Advisory Board

SEARSPORT – Thanks to a grant from the Maine Historical Records Advisory Board (MHRAB), Penobscot Marine Museum has rehoused and cataloged four collections documenting quintessential nineteenth and twentieth century Maine industries. The collections document the shipping of Maine’s natural resources, the use of Maine built ships in the global trading routes, and the evolution of Maine’s lobster boats.

The Gillchrest Collection consists of over 3,000 family letters, ship documents, and business correspondence of Captain Levi Gillchrest, a Thomaston, Maine merchant mariner, spanning from 1826 to 1877, involving the shipping of Maine lime and timber around the globe. The Gillchrest Collection is a gift of Renny and Julie Stackpole.

The Richard Lunt Collection documents the lobster boat builders of Mount Desert and Jonesport/Beals, from 1880-1989, and explores the regional origins and early evolution of the Maine lobster boat

that led to the design differences between the Jonesport-style, Mount Desert Island, and Casco Bay lobster boats of today. The Richard Lunt Collections is a gift of Richard Lunt.

The Whitcomb, Haynes & Whitney Business Records provide insight into the day to day business of an Ellsworth, Maine lumber and shipping business from 1873-1929. The Whitcomb, Haynes, & Whitney Business Records are a gift from Marc S. Blanchette.

The Samuel F. Manning Illustration Collection archives the illustrations of Camden, Maine illustrator Samuel F. Manning, from 1970 to 2017, on subjects ranging from ship and boat building, to coastal and deep sea shipping, to Maine town histories. The Samuel F. Manning Illustration Collection is a gift of Samuel F. Manning.

To access these collections, and the rest of the maritime history and genealogical archival records of the Penobscot Marine Museum, please contact Cipperly Good, Curator/Collections Manager at cgood@pmm-maine.org or 207-548-2529x212.

selections from Iris Apfel’s *Rare Bird of Fashion* collection. The Pod: a new gallery in PEM’s Dotty Brown Art & Nature Center, investigates our relationship to nature through contemporary art installations, memorable objects, hands-on activities, and interactive experiences. *Kimsooja: Archive of Mind* invites you to roll up your sleeves and participate in a meditative sculptural installation. As thousands of visitors contribute, a monumental, texturally-complex clay sculpture emerges. *A Lasting Momento: John Thomson’s Photographs Along the River Min* takes you to 19th-century China through 80 striking landscapes, city views, and portrait studies from a rare and celebrated photography collection. *Powerful*

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Commercial Fishing News

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

From the Director -

Here we are, right in the middle of April, Easter week, and this has been without a doubt, the longest winter I've ever seen! We didn't have a lot of snow, but we have had more than our share of ice, which I landed on my butt a few times, right along with a lot of others. I was lucky and didn't break anything, though. Once, I slipped on the ramp heading to the boat, landed on my behind, didn't bother to get up, just slid down the ramp like it was a slide. That was the kind of winter that it was! So much for that...

This winter was my first experience with winter fishing. It will also be my last experience with winter fishing! They say that you need to try something in order to know if you like it or not, so I know now. There are advantages though, we made some awful good friends during this experience. There aren't very many boats in Belfast Harbor in the winter, so we made sure that we looked out for each other. We also didn't

have a lot of boat traffic to worry about.

Things haven't really changed a whole lot with our issues. We are continuing to deal with the whale issues, bait issues, cable issues, wind issues, working waterfront issues, aqua farm issues, and so on and so forth. We had a t-shirt a while ago that stated that the fisherman was the endangered species and I'm thinking that there's a lot of truth to that. We really have to support one another to continue our way of life.

With that being said, we had a very successful fundraiser for the MLA Legal Fund at Bowen's Tavern on April 6th with John McMillan of McMillan Safety & Survival, And I Pelletier of MLA and Mike and myself with DELA. The grand total for the effort came to \$2000.00 for the Fund. John taught Mike how to make Cajun Jambalaya, over the fire and it came out great! Paul Anderson and his Band, The Itinerate Visitors played and also had an open microphone, which John and Mike each took a turn playing and

singing their favorite songs. We also had a table full of donations from local businesses for the raffle tickets. We would like to Thank each and every one that donated an item or gift certificate to help make this all possible. I'd also like to Thank Mike and Bridget Bowen for hosting this event at their Tavern. We were definitely in good hands!

One thing that I learned about this fundraiser...we can all work together for the same common cause and have it all work out for the good. This is about the only way that we will move forward and survive all of these challenges. John would like to continue on and have a few more before the season is over. Come and join us!

The Canadian/US Town Meeting sponsored by the Lobster Institute was the same weekend in Portland. I was not able to attend, as we were working with John on the fundraiser, but I heard that it was well attended and had powerful results.

The Atlantic Large Whale Take Reduction Team meeting is in Providence, RI on April 23 thru April 25. If you are able to get away, it is advised that we need fishermen there to support our cause. This is a very important meeting. Our DMR and Take Reduction Team have been working very diligently to work with our opposition to the best of their ability. We need to pay close attention to our future involvement with our fishery.

We are all working together to come up with alternative baits that are approved by the DMR for our safety as well as the

lobsters and human consumption of the lobsters. We want to be sure that all is well..... We will make it, we always have as long as we do it the "smart way." Conserving the amount that goes into the bag and what is thrown over the side can also make a big difference. Mike and I are working on bait research as well. So far, our alternative bait has been working fairly well and stays on for at least two or three hauls before it needs to be replaced. We have tried it alone and by hanging a bait bag with a little less bait in it. This is all with the effort to conserve.

The Legislature is winding down for the season, with a lot going on in Augusta. If we weren't able to get to Augusta, we were able to listen in on the web site, which has been a life saver. We were also in communications with our representatives over the issues and were able to send testimony in through electronic media. Modern technology has been a big help that way. We've had a few challenges over the winter that has made it sometimes difficult to get away, but we have been staying in touch and making our voice known. Our Representatives have been very good at staying in touch with us, also. They have done a great job this year, especially with all that is going on!

We have a meeting this week, in hopes of discussing and hearing more about the whales before the TRT Meeting in Rhode Island. We wish all involved our support and best of luck. They have a lot weighing on them.

See ya around, Sheila

News from the Department of Marine Resources

Lieut. Carroll Replaces Col. Cornish as Head of Maine Marine Patrol

AUGUSTA - Lieutenant Jay Carroll, a 23-year veteran of the Maine Marine Patrol has recently been promoted to Colonel, replacing Jon Cornish who officially retires April 5 after 34-years of service, including four as Colonel.

Carroll officially begins duties as Colonel on April 1, after serving as Lieutenant of Division II, which stretches from Searsport to the Canadian border, since 2014.

"I have great confidence in Lieutenant Carroll's ability to excel in this leadership role," said Maine DMR Commissioner Patrick Keliher. "His depth of professional experience and accomplishments as an Officer, a Specialist, a Sergeant and a Lieutenant on Maine's increasingly busy downeast coast

position him well to guide the Marine Patrol into the future."

Carroll has had a lifelong connection to Marine Patrol. His father, Jim, was also a Lieutenant in Division II. His uncle John Carroll and cousin Richard LaHaye Jr. both served as Marine Patrol Lieutenants, and his cousin Tim Carroll, currently the Sheriff of Knox County, also served in the Marine Patrol.

"I am honored to take this next step in my career and look forward to working with the talented, hard-working Marine Patrol professionals whose efforts are critical in sustaining our states valuable marine resources," said Carroll

Prior to serving as Lieutenant, Carroll
Continued on Page 21.

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

The Atlantic States Marine Fisheries Commission’s Atlantic Herring Management Board members from Maine, New Hampshire, and Massachusetts set effort control measures for the 2019 Area 1A (in-shore Gulf of Maine) fishery for Period 1 (June), Period 2 (July and August), and the September portion of Period 3.

The Area 1A sub-annual catch limit (sub-ACL) is 3,850 metric tons (mt) after adjusting for the research set-aside, the 39 mt fixed gear set-aside, and the 8% buffer (Area 1A closes at 92% of the sub-ACL). Additionally, in October 2018, the Atlantic Herring Management Board implemented quota periods for the 2019 fishery, with the Area 1A sub-ACL allocated between the Periods as follows: Period 1 – June (16.1%); Period 2 – July-August (40.1%); Period 3 – September-October (34.0%); and Period 4 – November-December (9.5%).

Days Out of the Fishery
Period 1 (June)

There will be zero landing days in Period 1.

Quota from Period 1 will be rolled over into Period 2. This results in a new Period 2 quota of 2,175 mt
Period 2 (July and August); and Period 3 (September only)

The fishery will start on July 14 in Maine and July 15 in New Hampshire and Massachusetts

Vessels with an Atlantic herring Limited Access Category A permit that have declared into the Area 1A fishery may land herring four (4) consecutive days a week. One landing per 24 hour period. Vessels are prohibited from landing or possessing herring caught from Area 1A during a day out of the fishery.

Landing days in New Hampshire and Massachusetts begin on Monday of each week at 12:01 a.m., starting July 15.

Landings days in Maine begin on Sunday of each week at 6:00 p.m., starting July 14

Small mesh bottom trawl vessels with an Atlantic herring Limited Access Category C or Open Access D permit that have declared into the fishery may land herring five (5) consecutive days a week.

Weekly Landing Limit
Period 2 (July and August); and Period 3 (September only)

Vessels with a herring Category A permit may harvest up to 160,000 lbs (4 trucks) per harvester vessel, per week.

At-Sea Transfer and Carrier Restrictions
Period 2 (July and August); and Period 3 (September only)

The following applies to harvester vessels with an Atlantic herring Category A permit and carrier vessels landing herring caught in Area 1A to a Maine, New Hampshire, or Massachusetts port.

A harvester vessel can transfer herring at-sea to another harvester vessel.

A harvester vessel may not make an at-sea transfers to a carrier vessel.

Carrier vessels may not receive at-sea transfers from a harvester vessel.

Carrier vessel is defined as a vessel with no gear on board capable of catching or processing fish, while a harvester vessel is defined as a vessel that is required to report the catch it has aboard as the harvesting vessel on the federal Vessel Trip Report.

Fishermen are prohibited from landing more than 2,000 pounds of Atlantic herring per trip from Area 1A until July 14 or 15, 2019, depending on the state. Landings will be closely monitored and the fishery will be adjusted to zero landing days when the period quota is projected to be reached.

Please contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator, at krootes-murdy@asmfc.org or 703.842.0740 for more information.

NOAA Fisheries Lab Helps Shellfish Growers Become Citizen Scientists
April 12, 2019

NOAA Fisheries staff from the Milford Laboratory in Connecticut have created a Citizen Science Guide to help growers capture high quality underwater footage of aquaculture gear.

Terrestrial farmers, hunters, researchers, and even nature enthusiasts have long used trail cameras to capture how wildlife interacts with their environment. This process becomes more complicated when trying to digitally document how aquatic species interact with their environment due to factors like visibility, camera stand design, and the presence of microalgae in the water column. For these reasons, NOAA Fisheries staff from the Milford Laboratory in Connecticut have created a Citizen Science Guide to help growers capture high quality underwater footage of aquaculture gear.

For many years shellfish farmers have pointed to anecdotal evidence of fish species using oyster cages for their benefit, but sometimes seeing is believing. Three years ago a multidisciplinary team from the Milford Laboratory posed the question, do oyster cages used in shellfish aquaculture provide habitat similar to that of naturally occurring rock reef environments? “There are many misconceptions about aquaculture

and the environment,” said NOAA research ecologist Julie Rose. “People may think aquaculture simply competes with wild capture, but we know many growers have reported wild fish swimming around their aquaculture gear. We wanted to know: could we document habitat benefits of shellfish aquaculture for wild species?” With some trial and error, a dozen GoPro cameras, and many hours on the water and in the lab, the research group has demonstrated that you can.

Biological technician Dylan Redman and Marine Operations Coordinator LT Erick Estela, part of the multidisciplinary Milford Lab GoPro research team. Credit: NOAA Fisheries.

“The project has been incredibly successful and has documented many interactions with local fish species, but the team did a lot of troubleshooting and redesign to get to this point,” said biological technician Gillian Phillips. Phillips and her fellow team members selected the small field-of-view cameras to record underwater video of oyster off-bottom cages because of their relatively low cost and ease of use. However, this was not a set it and forget it project. “One of the first issues we discovered was that the water in our video footage appeared green due to naturally occurring algae found in Long Island Sound and natural attenuation of light by the water itself,” said Phillips. To correct this, the team turned to an inexpensive, commercially-available magenta filter that balances the color. The simple addition of the filter meant the team could skip post-processing video, saving time and storage space on their computers.

“Having a team with divers, fisheries experts, technicians and vessel captain and crew, all with field work experience, has been invaluable,” said project co-lead Renee Mercaldo-Allen. “Combined the team has years of experience and the new citizen guide for underwater filming allows the team to share their knowledge and lessons learned.”

When it comes to research and data collection it is often thought that only highly trained scientists can take part. However, with the right guide and equipment aquaculture farmers can become citizen scientists and an incredible assist. “We did not set out to create a citizen science guide, we started out using the cameras for research,” said Phillips. “But as word spread about our study, we have been getting a lot of questions about how folks can use cameras in their own coastal waters.”

Why the growing interest from others? By recording these interactions, a grower can present local regulators and community leaders with footage of how their operations are not only providing local sustainable seafood, but are also creating foraging habitat and shelter for local species. “Our footage has shown that commercially and recre-

ationally important species like black sea bass, scup and tautog are using the shellfish aquaculture gear for their benefit,” added Phillips. “As more growers, researchers, and extension agents use this guide they will be building a repository of visual data for themselves and for fisheries research.”

“We hope this guide will help growers document the ecosystem benefits of their operations and provide a visual representation showing that aquaculture and wild-capture species can coexist together,” added Mercaldo-Allen.

By giving aquaculture farmers the information needed to become involved in monitoring ecosystem interactions, the new citizen guide can help stakeholders share data. The guide is available for download on the NOAA Fisheries Office of Aquaculture website. For more information on this project and other shellfish research visit the Milford Laboratory website.

Extended Through April 23: Voluntary Vessel Speed Restriction Zone South of Nantucket to Protect Right Whales
April 10, 2019

The voluntary vessel speed restriction zone (Dynamic Management Area) previously established south of Nantucket has been extended to protect an aggregation of right whales sighted in this area on April 7.

The voluntary vessel speed restriction zone (Dynamic Management Area - DMA) previously established south of Nantucket has been extended to protect an aggregation of 15 right whales sighted in this area on April 7.

This DMA is in effect through April 23, 2019.

Mariners are requested to route around this area or transit through it at 10 knots or less. Whales were spotted in or near shipping lanes so please be especially vigilant when traveling in these areas.

Nantucket DMA coordinates:

41 12 N
40 28 N
070 36 W
069 31 W



Right Whales Are Migrating


North Atlantic right whales are on the move along the Atlantic coast of the U.S. With an unprecedented 20 right whale deaths documented in 2017 and 2018, NOAA is

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MISCELLANEOUS COMMERCIAL FISHING NEWS

cautioning boaters to give these endangered whales plenty of room. We are also asking commercial fishermen to be vigilant when maneuvering to avoid accidental collisions with whales, remove unused gear from the ocean to help avoid entanglements, and use vertical lines with required markings, weak links, and breaking strengths.

Right Whales in Trouble

North Atlantic right whales are protected under the U.S. Endangered Species Act and the Marine Mammal Protection Act. Scientists estimate there are slightly more than 400 remaining, making them one of the rarest marine mammals in the world.

In August 2017, NOAA Fisheries declared the increase in right whale mortalities an “**Unusual Mortality Event**,” which helps the agency direct additional scientific and financial resources to investigating, understanding, and reducing the mortalities in partnership with the Marine Mammal Stranding Network, Canada’s Department of Fisheries and Oceans, and outside experts from the scientific research community.

More Info

Active Seasonal Management Areas:

Mandatory speed restrictions of 10 knots or less (50 CFR 224.105) are in effect in the following areas: Cape Cod Bay SMA: in effect through May 15; Off Race Point SMA: in effect through April 30; Mid-Atlantic U.S. SMAs (includes Block Island): in effect through April 30; Southeast U.S. SMA: in effect through April 15

Reminder: Approaching a right whale closer than 500 yards is a violation of federal and state law.

Questions? Contact Jennifer Goebel, Regional Office, at 978-281-9175

Marine Mammals of Maine Founder Lynda Doughty Honored at Stranding Network Banquet

April 12, 2019

Lynda Doughty of **Marine Mammals of Maine** was honored on Wednesday, April 10 by NOAA Fisheries Greater Atlantic Region Marine Mammal and Sea Turtle Stranding Programs with its David St. Aubin Award of Excellence for work with stranded seals during an Unusual Mortality Event that began in July 2018. From July to September, Lynda and her team responded to more than 800 live and dead seals along southern and midcoast Maine, and continue to closely monitor local populations for further evi-

dence of Phocine Distemper Virus.

The Greater Atlantic Region Marine Mammal and Sea Turtle Stranding Program annually presents an Award of Excellence in memory of David St. Aubin, a long-standing researcher whose work benefited the Marine Mammal Stranding Network through scientific excellence. The David St. Aubin Award of Excellence was presented to Doughty at the Banquet during the annual Greater Atlantic Region Marine Mammal and Sea Turtle Stranding Network conference in Freeport, Maine.

Nominated by her peers who observed her tireless commitment, Doughty also took on the role of On Site Coordinator for the Unusual Mortality Event, and, in that role, led the stranding network in its response to more than 2,000 stranded seals in the last 9 months from Maine to Virginia. Even as her own resources were taxed, Doughty continued to provide help and support to network members.

“It is with gratitude and respect for her dedication and perseverance to advancing animal care and scientific rigor in St. Aubin’s footsteps that we honor Lynda for her service to the Greater Atlantic Region marine mammal stranding network,” said Mendy Garron, program coordinator. “NOAA Fisheries thanks Lynda for her inspiring leadership in the Greater Atlantic Region Stranding Network.”

Founded in 2011 by Doughty, Marine Mammals of Maine is the only authorized organization covering 2,500 miles of Maine’s southern and midcoast coastline, including islands. Marine Mammals of Maine responds to hundreds of stranded, injured, and entangled marine mammals and sea turtles every year. In addition to response, Marine Mammals of Maine also operates a triage and rehabilitation center for seals, providing care for critical animals.

David St. Aubin was a prominent marine mammal researcher with a passion for knowledge and collaboration. St. Aubin grew up in Hudson, Ontario and attended the University of Guelph, where he earned his Master’s and Ph.D. degrees. He began his research career at the Arctic Biological Station of Canada’s Department of Fisheries and Oceans studying phytoplankton, but his interests soon moved to seals and whales. He spent 30 summers in the Arctic doing research on beluga whales, narwhals and sea lions and made significant contributions to

understanding what keeps marine mammals healthy. St. Aubin was director of research and veterinary services at Connecticut’s Mystic Aquarium at the time of his death in 2002.

International Collaboration Sheds Light on Ocean Acidification’s Impact on Shellfish

April 09, 2019

NOAA Fisheries’ lab in Milford CT is known for its long-standing international research relationships, and is currently hosting post-doctoral researchers from Brazil to China, not to mention France, which is where Emilien Pousse hails from.

Emilien Pousse has been fascinated by the sea since learning to scuba dive with his father. He wasn’t always as keen on computer programming.

Yet here he is, a post-doctoral researcher from France, working to calibrate a computer model that describes the energy budgets of two commercially important shellfish – oysters and surfclams.

But first he must know more about the consequences of ocean acidification on the metabolism and shell development of these creatures. He’s in the process of conducting those experiments with shellfish experts at the NEFSC Milford Lab.

Back in France, Emilien pursued his

master’s degree with a math professor who required students to learn computer modeling skills. While some students enjoyed it, initially Emilien did not. Despite this, his internship advisor convinced him to apply for a PhD project in the marine ecology doctoral program at Université de Bretagne Occidentale in Brest, France, though the project also involved modeling.

After conducting experiments for his dissertation, Emilien persevered in learning computer programming and discovered the dynamic energy budget theory on which his shellfish model is based.

“Little by little, I understood computer modeling,” Emilien says. When he began to see it as a tool to understand how oysters function, learning became easier. “I needed to learn some new skills to understand computer modeling, but it allowed me to learn more about the physiological processes of oysters and other marine animals,” Emilien reflected.

Oysters are a major industry in France. In 2012, a large bloom of *Alexandrium minutum*, a toxic algae known to cause paralytic shellfish poisoning, caused the oyster fishery in the Bay of Brest to close for several weeks during the summer and led to considerable economic disruption.

Continued on Page 20.



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Boat And Ship Yard News



At Buxton's Boat in Sunset they are making some modifications to the boat SUSAN MARIE.

Continued from Page 1.

An older Grand Banks trawler-yacht came in to have all the carpet removed and replaced.
A Nordic trawler was in for a stern thruster to make it easier for her owner when docking.

They store about 80 boats, mostly small daysailers and all of these have some degree of work to do before they go over for the season.
This winter there was no new construction siting that there were several older Pisces currently on the market. Interested in a great daysailer they have a few available



At Edgecomb Boat Works in Edgecomb they are doing a lot of work on this Stanley 36.

on their website. They have given thought to a new model, but getting the help needed to do this could be a problem so they have not pursued it further.

Edgecomb Boatworks
Edgecomb, ME

There is a lot going on at Edgecomb

Boat Works, with plenty lined up for almost the rest of the year.
In one bay they have a John's Bay Boat Company 32 lobster-yacht. They are adding an electric head; replacing the after cooler, heat exchanger, fuel cooler, oil cooler, transmission oil cooler; and then a few maintenance coats of varnish.

In another bay is a Stanley 36, which over the last several years has been slowly converted from a work to a pleasure boat. This winter she is being repowered, adding a new fuel tank and they are also putting in a galley. She was powered with a Detroit 471 diesel and she is getting a 370-hp D6 Volvo. This meant some additional work, which included moving the engine back, taking out the wet keel and putting in a fiberglass shaft log; and upgrading the exhaust system from 4 to 6 inches. They made an engine box, which doubled as a bench seat. Because she was a commercial boat the bulkhead is further forward and that means the galley will be up. Next winter they will be putting in an enclosed head.

In another bay is a Herreshoff 14, which is getting her routine vanish and paint for the upcoming season.

A Little Harbor 34 was in and had the rubber boots on the jet-drives replaced.

A Little Harbor 40 will be coming in next for some varnish and mechanical projects. She has teak cockpit floors and her new owner does not like the finish. This will be stripped and left natural.

A 34-foot wooden lobster will be coming in for a full paint job.

A big project this summer will be on a 26-foot Lyman which is coming in for repairs following a grounding last summer. The owner opted to take the insurance money, but someone who was interested in this boat last spring purchased her at an insurance auction and is having her repaired. When she grounded this drove the struts up through the bottom, so they will have to pull the engine and back seat. This will allow them to re-frame where she had been sister framed and add a new keelson. They are hoping to have this done by the end of summer so her new owner can go boating in September and October.




Fogg Boatworks
North Yarmouth


On Thanksgiving Day they began construction on a 44-foot power catamaran, inspected for 49 passengers, which they will use for tours and private charters out of Portland and around Casco Bay. She was built using 1/4-inch aluminum plate and at the end of March the hulls were done, the deck was done and the cabin was being welded up. Patrick Fogg said, "We are trying to keep it as simple as possible. She is going to be powered with twin Suzuki 300 outboards



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Boat And Ship Yard News



At Classic Boat in Bernard on Mount Desert Island they are refurbishing this Dyer 29. with a small bow thruster and other than that there will be a head in the back port corner of the cabin.”

They were hoping to have this project done the end of April or early May.

They have a Fjord over at an electrician’s shop getting her re-wired and adding some systems. There is not much work left to do on her and she should be done mid-April. Then they will bring in one of their early Fogcraft boats to have a new center console put on.

Southport Island Marine
Southport Island, ME
There are several projects underway at

Southport Island Marine. A local customer is having his Southport 30 in for paint and non-skid on the deck and cabin top. They are also doing mechanical work, plumbing, and some cosmetic work.

Another Southport 30, this one powered with twin outboards, is for a bow thruster; update the electrical system, which will include adding shore power.

A Boothbay One Design is in because her deck was delaminating. They removed the effected parts from the underside of the deck and added back the core, added some support knees and then glassed it up. Once

Continued on Page 18.

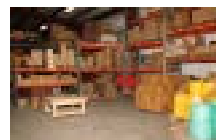
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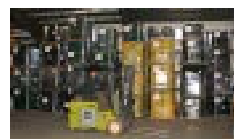
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IMOCA News



18 IMOCAS to compete in the Bermuda 1000 Race

Time to clock up the miles again

The first event on the IMOCA Globe Series calendar for 2019, the Bermuda 1000 Race, will set sail from Douarnenez (Brittany) at 1300 hrs local time on Wednesday 8th May. On the programme, a 2000-mile solo race course finishing in Brest, via the Fastnet and the Azores. Eighteen sailors representing six nationalities will be lining up, including a number of rookies, who will be making the most of the event to gain their first important solo experience aboard an IMOCA. Whatever their ambitions in the event, all of the competitors will be attempt-

ing to complete the race to clock up some precious miles in order to be selected for the 2020 Vendée Globe.

Few sporting events can boast that the number of entrants has tripled from one year to the next. That is however the case for the Bermuda 1000 Race, which last year attracted six IMOCAs for its maiden edition (five of which were sailed solo and one double-handed). Organised within the framework of the Douarnenez Grand Prix by the Sea to See company in collaboration with the IMOCA class, this year, the event will bring together eighteen boats, or in other words almost as many as for the last Route du Rhum. Ten of them will before that

have taken part in the Pom'Potes Challenge, speed runs organised off Douarnenez from 4th to 6th May.

18 sailors, 7 rookies, 6 nationalities, 4 women: an eclectic line-up

Among the eighteen registered for the Bermuda 1000 Race, seven sailors will be taking part in their very first IMOCA solo race, including two who will be on very good performing foilers, Sébastien Simon and Giancarlo Pedote. Three other newcomers will be setting sail on IMOCAs built for the 2008-2009 Vendée Globe: Maxime Sorel, Clément Giraud and Miranda Merron. The Belgian skipper, Denis Van Weynbergh will also be discovering his boat, which is none other than Nandor Fa's old monohull. That will also be the case for the British sailor, Pip Hare, the new owner of the legendary Superbigou. "We are pleased to be welcoming these new projects," declared Gwen Chapalain, organiser of the Bermuda 1000 Race. "It is going to be interesting to see what these sailors can do in the race, as they lay down the first foundation stone for their Vendée Globe campaign. Tomorrow, it will be these men and women, who will be writing the latest pages in the history of solo round the world sailing." Jacques Caraës, the race director for the Bermuda 1000 Race and the next Vendée Globe, is also pleased to see these newcomers arriving. "The race is going to be very important for them, but also

for the Race Directors. We will be able to see how far they have come, how they behave and if they are in with a chance," explained Jacques, who will be assisted in his work by Hubert Lemonnier and Guillaume Evrard.

Apart from Miranda Merron and Pip Hare, two other women will be competing in the Bermuda 1000 Race, Sam Davies and Alexia Barrier. We will therefore be able to see four of the six women currently preparing for the 2020 Vendée Globe. Only Clarisse Crémer and Isabelle Joschke will be missing. We will also see four competitors who took part in the 2016-2017 Vendée Globe (Fabrice Amedeo, Romain Attanasio, Arnaud Boissières, Stéphane Le Diraison) and five others who raced in the 2018 Route du Rhum (Yannick Bestaven, Manuel Cousin, Boris Herrmann, Ari Huusela and Damien Seguin).

Six nations represented

The Bermuda 1000 Race will bring together an international line-up with six nationalities represented: 11 French sailors, three British women (Sam Davies, Pip Hare, Miranda Merron), one from Belgium (Denis Van Weynbergh), a German (Boris Herrmann), an Italian (Giancarlo Pedote) and a Finn (Ari Huusela). This is all very pleasing for the IMOCA class for whom internationalisation is one of the priorities.

A varied race course, a pit stop allowed, a time limit in place

Boat And Ship Yard News



This is an older Holland 32, which was purchased last fall and found to have some deck issues caused by moisture staying in between the platform and the Soundown. She was brought to Belmont Boat Works in Belmont where her platform was removed and they are now in the process of replacing it.

Continued from Page 15.

this was done she was then painted and revarnished.

A Legacy 28 was in for new wiper motors, windshield gasket, added a windlass and then did her annual maintenance.

A Pearson 33 sailboat was in to be replumbed, get new lights in the cabin and a bilge alarm.

This yard stores about 110 boats for the winter and most need to be in the water by the 4th of July. They are hoping that the weather breaks the middle of April so they can get a jump on them. One of the projects out her is the 1898 Crosby catboat. A few years ago they moved the mast and now they are moving it back to its original place.

Holland Boat Shop

Belfast, ME

Just shipped out was a Holland 32 hull, which went to southern Maine to be finished off. She was hull and deck, engine (370-hp

Volvo), running gear, platform and windows with the owner doing the rest of the build.

Just behind where she was sitting is another 32, this one going to Bermuda. Her engine, a 380-hp Cummins, running gear, rudder is in and they are now putting down the platform, putting in the windows and adding a swim platform.

On the other side of the shop is a 32 being finished out as a lobster boat for a fisherman from Islesboro. She will have a simple interior and is powered with a 425-hp Cummins. Glenn said, "We are going to try to get her out of here by the end of next month. A lot of the parts and pieces are all built, it's a matter of putting them on.

And right in the middle is a Holland 14, which is going to Bristol. Already this year they have built four of these, which has filled in the workload quite nicely.

In the mould shop they are laying up another 32, which will be going out just as a hull. As soon as she is out they will be laying up another 32, but this one will be quite different as she will be powered with an outboard. Glenn added, "We are going to cut the keel completely off, so there will be nothing, not even a little keel sticking down. He doesn't want any kind of keel on it at all. I would like to see at least a little bit hanging down there, kind of directional stability so it won't slide all over the place. He told me that if there is a problem with her slipping and sliding all over the place, he will take care of it. He was talking about putting a couple of those short fins on either side back aft."

Eventually this boat will be going to the Bahamas, but he has a place over on Somes Sound and that is where she will be finished.

They will not just build new boats but they will do repair work. In the shop they have a Calvin Beal 28, which is in to get repowered and have a few modifications made. She currently has a 6 cylinder Chevrolet and he is putting in a small block Chevrolet.

There are a number of people talking about new boats so it does not look like they will be slowing down for awhile.

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IMOCA News

The eighteen sailors will do battle on a 2000-mile race course, which will be announced before 2000hrs on Monday 6th May at the latest, depending on the forecast weather conditions. The race will start from Douarnenez Bay at 1300hrs CET on Wednesday 8th May with the boats finishing in Brest around a week later. Several options are possible as far as the course is concerned. The most likely course will be a loop around the Fastnet and a waypoint off the Azores, before they make their way back to the finish. The Race Directors have given themselves the possibility of sending the boats off in one direction or the other. It may also be the case that the waypoint be moved away from the Azores, or that there will be two loops forming a sort of triangle between the Fastnet and la Coruna. Whatever happens, we can expect a varied race course with plenty of manoeuvres to carry out.

To offer the competitors every chance of completing this course, the boats will be allowed to carry out a pit stop or moor up and receive assistance. “We have taken into account that this is the first race of the season, and that the boats still need to be fine-tuned. We don’t want to ruin the chances of any competitor when only minor repairs are necessary,” added Jacques Caraës. The Notice of Race states that any pit stop must be declared to the Race Directors and may not last less than four hours or more than 24.

In addition to that, a time limit has been determined based around the time of the first boat. “That will force the competitors to keep up a certain pace and get into race mode and not continue as if this was a delivery trip to clock up the miles with less sail up,” stressed Jacques Caraës.

An important event to clock up the miles

The Bermuda 1000 Race is one of the big three races in the 2019 Globe Series along with the Rolex Fastnet Race and the Transat Jacques Vabre, but it is the only one to be raced solo. We should add that this IMOCA World Championship has been set up around a programme of solo and double-handed races, which are also being used as a way to select sailors for the 2020 Vendée Globe. If more than thirty competitors complete the registration requirements for the solo round the world race, which is likely to be the case according to Jacques Caraës, the skippers finally selected will be those who have clocked up the most miles in races on the Globe Series calendar. That is the case for the Bermuda 1000 Race, with 2000 miles to be added. These are very precious miles, particularly for those who did not compete in the Route du Rhum or who did not complete the race. This is the case for nine sailors in the Bermuda 1000 Race (Sébastien Simon has however been automatically selected for the next Vendée Globe, as he will be sailing a brand new IMOCA in this race). The selection process, where clocking up the miles is so important, partly explains the success of this event. “The class’s decision to set up this system was a good one, as it helps strengthen the circuit and bring together a lot of competitors in the different races, including the Bermuda 1000 Race,” confirmed Gwen Chapalain.

Whether we are looking at rookies or more experienced sailors from the circuit, the eighteen racers are bound to learn a lot during this race which has been given a weighting of 2 in the Globe Series. We can look forward to an exciting battle. To finish, we should say that after his great performance in the Route du Rhum (5th place), if he wins, Boris Herrmann could take the lead in the championship.

The sailors registered for the Bermuda

1000 Race: Fabrice Amedeo (Newrest-Art & Fenêtres); Romain Attanasio (Pure-Famille Mary); Alexia Barrier (4myplanet); Yannick Bestaven (Maître CoQ); Arnaud Boissières (La Mie Câline-Artipôle); Manuel Cousin (Groupe Setin); Sam Davies (Initiatives Cœur); Clément Giraud (Envol); Pip Hare (Superbigou); Boris Herrmann (Yacht Club de Monaco); Ari Huusela (Ariel 2); Stéphane Le Diraison (Time For Oceans); Miranda Merron (NC); Giancarlo Pedote (Prysmian Group); Damien Seguin (Groupe Apicil); Sébastien Simon (Arkea-Paprec); Maxime Sorel (V and B-Sailing Together); and Denis Van Weynbergh (Eyesea.be).

Boris Herrmann’s sporting and environmental ambition

In 2020, Boris Herrmann will become the first German to compete in the Vendée Globe, which he is preparing for, feeling full of confidence, while remaining methodical. After earning fifth place in the Route du Rhum, Boris may take the lead in the IMOCA Globe Series if he gets a good result in the Bermuda 1000 Race, where he will be one of the eighteen skippers lining up on 8th May. He will then follow a double-handed programme with Pierre Casiraghi, leading up to the Transat Jacques Vabre. We met up with a skipper who has raced on all sorts of boats and is committed to campaigning to protect the environment.

At the start of the next Vendée Globe, on 8th November 2020, Boris Herrmann will probably be the competitor who has clocked up the most miles on his IMOCA. Last year, the German skipper covered almost 25,000 aboard Malizia II, a foiler from 2015 designed by VPLP-Verdier, which was Sébastien Josse’s Edmond de Rothschild in the 2016 Vendée Globe. 2019 looks like being a busy season with three Globe Series races to compete in (Bermuda 1000 Race, Rolex Fastnet Race and the Transat Jacques Vabre) as well as the Rolex Giraglia and the Azimut Challenge. “The boat is based in Monaco and for each event, we will have to do a return delivery trip. That means we will clock up a lot of miles in varied conditions; which is bound to be interesting,” explained Boris. “I intend to work hard and sail as much as I can. I’ll bring the boat back alone from the Transat Jacques Vabre. My IMOCA won’t be the best performer at the start of the Vendée Globe, but I would like her to be the most reliable.”

Boris, future leader in the Globe Series?

Currently in fourth place in the new IMOCA Globe Series World Championship,

Boris Herrmann wants to take advantage of the Bermuda 1000 Race to move up a few places. In fact, the three competitors who are ahead of him in the overall rankings (Paul Meilhat, Yann Eliès and Alex Thomson) will not be competing in this 2000 mile solo race between Douarnenez and Brest, via the Fastnet and the Azores. “I’m really hopeful about this race, even if it is only my second big solo experience on an IMOCA, after the 2018 Route du Rhum,” added Boris. “We won’t yet be seeing the new fleet of IMOCAs, but the Bermuda 1000 Race will be the first real test in 2019. I’ll be able to see how I measure up against some excellent competitors like Sam Davies, with her new foils, or Sébastien Simon, on his first solo IMOCA race.”

Boris Herrmann is well placed, as his project is a solid one, which has taken off, in spite of having only limited means. “The support of the Monaco Yacht Club is valuable, but we are looking for partners to complete the funding and to allow us to perform even better. The name of the boat remains up for grabs. There was never any question of Monaco taking on the project alone,” confirmed Boris. In spite of the current budgetary constraints, the German skipper has managed to work efficiently and performs well. “We owe a lot to Gitana who sold us an IMOCA that had been completely developed and was a very good base. I felt confident in this boat from the very first day. That meant we found ourselves in a good position. My little team has gradually expanded and everyone works well together.”

To raise his competitiveness, the German has been training in the Finistère Course au Large training centre in Port-la-Forêt since last year, where the last five winners of the Vendée Globe trained and sixteen winners of the Solitaire du Figaro. “I am in charge of an international, project that is an outsider, and it’s a huge honour to be able to train at this centre,” he smiled. “Having such a gathering of professional sailors working together and sharing information to advance together, is something unique in the world. It is very helpful talking to others. Yann Eliès for example in particular gave me some very useful advice.”

With the 2019 sailing season dominated by double-handed sailing, Boris Herrmann chose as his co-skipper, Pierre Casiraghi, a member of the Monaco royal family and founder of Team Malizia. “Pierre has a very busy schedule and is unable to come and train in Port-la-Forêt,” explained Boris. “Fortunately, he already knows the boat

well. Together we finished on the podium in the of the 2017 Fastnet Race, before taking part in the Monaco Globe Series. Before the Transat Jacques Vabre, we will take part in the Rolex Giraglia and the Azimut Challenge. Pierre is not a pro sailor, but has a lot of experience and has a good outlook. I’m proud of the project we set up together and can’t wait to get back out there sailing with him. In the Jacques Vabre, we’ll be aiming to finish in the top third of the fleet.”

Next year, Boris will compete in all the races in the Globe Series, as he makes his way towards the Vendée Globe. Looking further ahead, he admits he is interested in the Ocean Race, the crewed round the world race with stopovers. “For me, it is as if this race was part of the Globe Series. It’s only natural that I want to take part in this adventure that so complements the Vendée Globe.”

While he waits for these races, the boat is spending five months in the shed in Lorient (she is due to be relaunched on 5th April) where every element is being carefully examined and some improvements are being made. “For example, we set up a second tack fitting on the bow sprit, as they have on Hugo Boss. The idea is that when conditions are very variable you can hoist a small and large gennaker and furl one up and unfurl the other quickly,” explained Boris. Another new feature is the solar panels that have been carefully studied and optimised. Boris Herrmann: “We hope these panels, which weigh less than 30 kg will perform as well as we expect. With their installation and the hydrogenerators, which work really well in most situations, we hope to supply 100% of the energy required without having to use the engine. I don’t want to do the Vendée Globe with 250 or 300 litres of diesel. I’m looking at taking 40-50 litres aboard in case there is a problem. I hope to free myself from that energy constraint. It is part of my quest for performance and a great symbol, as I shall be attempting to sail all the way around the world without using a drop of diesel. IMOCAs require a lot of energy and we simply cannot take more and more diesel aboard. We need to have amore intelligent and cleaner approach. That is why it is so interesting to have some efficient alternative energy supplies.”

Boris Herrmann is clearly the latest in a line of influential skippers who are in favour of moving to greener energy and environmental protection. Aboard his IMOCA, he

Continued on Page 21.

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MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 13.

This algal bloom inspired Emilien’s doctoral work, which focused on modeling the accumulation of paralytic shellfish toxins in oysters. His dissertation was part of a multidisciplinary project, which engaged marine biologists, policy experts and researchers studying food safety.

While he was wrapping up his dissertation, a group of collaborators from the Milford Lab, led by lab director and shellfish expert Gary Wikfors, visited the university to conduct an experiment. The lab has a 25-year long (and counting) collaborative relationship with researchers in France. A colleague who had previously conducted research in Milford introduced Emilien to the group. Research chemist Shannon Meseck mentioned that she was looking for a post-doctoral researcher to work on a modeling project with shellfish, which was exactly the opportunity that Emilien had been looking for.

While driving home from that meeting, he weighed whether to apply for the job. The opportunity would mean moving thousands

of miles away from home for two years. Ultimately, the excitement of coming to the United States and working with scientists in Milford won out. Emilien knew the project would allow him to grow as a researcher, flex his computer modeling skills, and expand his knowledge to understand the effects of ocean acidification. He was also excited to experience American culture and live close to New York City.

Although Emilien is currently studying the Eastern oyster, *Crassostrea virginica*, a native of the US East Coast, he admits his favorite oyster to eat is the European flat oyster, *Ostrea edulis*. No matter the species, he likes to eat oysters on the half shell, with a little bit of vinegar and shallots. Emilien hopes the results of his research will help shellfish growers plan and be resilient in the face of a changing ocean.

How Will Changing Ocean Chemistry Affect the Shellfish We Eat?
April 09, 2019

Scientists at the NEFSC Milford Lab are shining some light on ocean acidification by examining how a more acidic ocean

affects something we care about: the oysters, surfclams, and scallops that we eat.

Most of us have heard that the climate is changing as our atmosphere deals with a massive increase in carbon dioxide emissions. While climate change gets most of the publicity, did you know that the ocean absorbs about a quarter of that extra carbon dioxide? There are pros and cons to this: the ocean provides a buffer without which our climate would warm more rapidly, but the process of absorbing carbon dioxide is making the ocean less basic and more acidic. Ocean acidification is happening in places most of us don’t regularly visit, but it has the potential to radically change conditions for the sea life we know and rely on for sustenance.

The pH scale measures how acidic a substance is, ranging from 0 to 14. The lower the number, the more acidic the substance. pH 7 is neutral, neither acidic or basic. Substances below pH 7 are considered acidic, while substances above pH 7 are considered basic (or alkaline). The scale is logarithmic, meaning that as you go down by one number, a substance is actually ten times more acidic than the next highest value, for example, a pH of 5 is ten times more acidic than a pH of 6.

It helps to consider examples from everyday life: Lemon juice? Very acidic, with a pH of about 2. Milk? Just under 7, which is neutral. Oven cleaner? Very basic at pH 13.

Typical Long Island Sound water has a pH of around 7.8, while sea water in the open ocean is around 8.1. Scientists estimate that the pH of surface ocean water has dropped by 30% since the beginning of the Industrial Revolution.

Scientists at the NEFSC Milford Lab are shining some light on ocean acidification by examining how a more acidic ocean affects something we care about—the oysters, surfclams, and scallops that we eat.

Changing ocean chemistry could have a variety of consequences for shellfish. It could hinder shell-building, as the calcium carbonate building blocks shellfish need to make their shells become less abundant and the surrounding seawater gets more corrosive. In addition, their metabolism, including feeding and respiration rates, could be affected.

The Experiment: Ocean Acidification and Oysters

As the winter holidays approached in 2018, the Milford Lab was abuzz with activity as scientists took samples from two experimental systems they have designed to test what happens to shellfish when the water they live in becomes more acidic. The subjects of this first experiment were seven-month-old “seed” oysters, a term used in aquaculture to describe young oysters that are ready to be transplanted from a hatchery into a natural environment. Tests on young surfclams will get underway in April 2019.

For ten weeks in November and December 2018, Milford scientists measured feeding, growth, and respiration in two groups of oysters, fed and unfed, under three different pH levels: typical Long Island Sound water at 7.8, 7.5, and a low pH treatment of 7.3.

The fed experiments allowed researchers to study the effects of pH on filtration and feeding. The unfed experiments (food - in this case, algae, was filtered out of the water before it reached the oysters) allowed researchers to measure the effects of pH on the energy an oyster needs to carry out metabolic processes necessary for survival, including respiration.

There are many moving parts to this project. Reflecting on the camaraderie within the project team, **post-doctoral research-**

er Emilien Pousse noted with appreciation, “At one point or another, half the lab was working on this experiment.”

Milford scientists took respiration measurements, measured feeding rates, and tracked the amount of oyster food (algae), in the water over ten weeks. The two ocean acidification experimental systems used were built by research chemist George Senefelder and research technician Dylan Redman. Shannon Meseck, a research chemist and member of the Northeast Coastal Acidification Network Science Working Group, leads the project.

Comparing Responses: Oysters and Surfclams

Data from the first experiment are still being analyzed, but the team has already found that shell weight was significantly lower in oysters from the low-pH treatment than those kept at the typical pH of Long Island Sound. The team is now analyzing data on feeding and respiration rates, looking for potential differences in metabolism between the treatment groups.

Oysters and surfclams have different methods of building their shells. After running the experiment on surfclams, the team plans to compare their responses to find out whether they are affected by ocean acidification in similar or different ways. In 2020, the team will work with Massachusetts Maritime Academy to study the responses of sea scallops to ocean acidification. Both surfclams and sea scallops are federally-managed species, and the scallop fishery is the most valuable in the northeast.

The results of this project will support forecasting of fishery responses to climate change and provide recommendations for both oyster growers and those working in the surfclam and scallop fisheries. Overall, it will help predict the effects of ocean acidification on both the ecosystem and the economy.

NOAA Seeks to Improve Fish Passage through 2018 Program Review
March 28, 2019

NOAA Fisheries has released the results of the 2018 review of NOAA’s fish passage activities within two key programs, the Office of Habitat Conservation’s Community-based Restoration Program and the Hydropower Program. The independent, external review panel evaluated the effectiveness of NOAA’s fish passage activities to protect and increase access to historic riverine rearing and spawning habitat for migrating fish species.

Fish passage is important for the protection and restoration of migrating fish and their habitats. NOAA Fisheries restores, opens, and maintains habitats for fish to migrate, or pass. Habitat restoration also helps recover threatened and endangered migratory fish and support the sustainability of economically important commercial and recreational fisheries.

Held in May 2018, the eight-member panel reviewed the goals, prioritization, coordination, effectiveness, and external engagement of NOAA’s fish passage activities for the past ten years. As a result of the review, the panelists identified areas of strength and opportunities to implement changes that would improve upon program successes. NOAA developed a response outlining priority actions that will address the panel’s key recommendations. Implementation of the priority actions will ensure NOAA’s fish passage activities align with agency strengths and will continue to evolve and meet stakeholder needs in the coming years.

Continued on Page 21.



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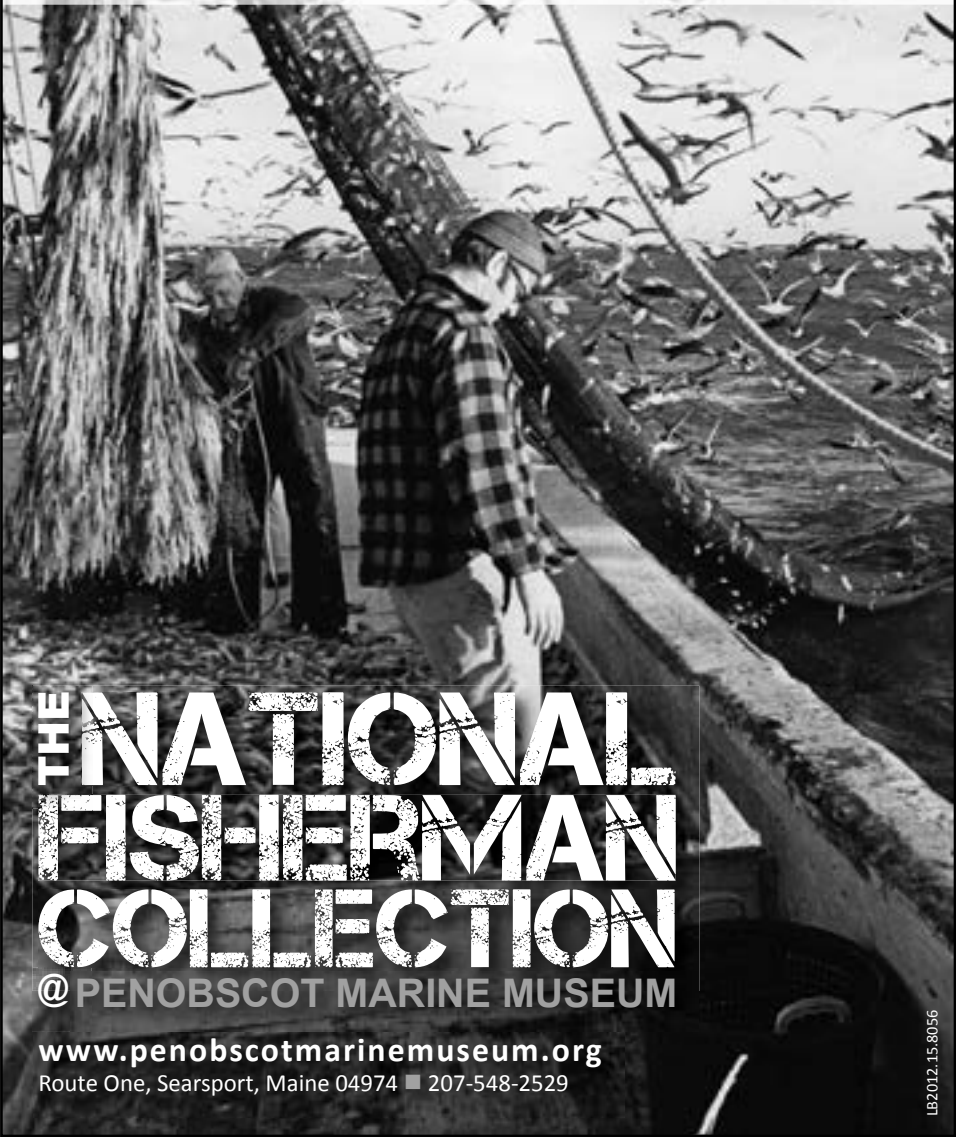
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U. S. Coast Guard News

Continued from Page 8.

30 March
Boston-based Coast Guard Cutter Seneca returns home after 86-day patrol in Atlantic Ocean

BOSTON — Coast Guard Cutter Seneca returned to its homeport in Boston Saturday after an 86-day patrol in the northern Atlantic Ocean.

During the patrol, Seneca's crew responded to four search and rescue cases. One notable case involved a disabled fishing boat taking on water 100 miles off shore during blizzard conditions. The crew rescued four fishermen and put the fishing boat in tow.

News from the Department of Marine Resources

Continued from Page 11.

served for thirteen years as a field Sergeant in Hancock and Washington Counties, one year as a Boat Captain in Knox County, and four years as an Officer in the Port Clyde patrol area.

Carroll began his career in law enforcement in 1994 as a Reserve Officer in the Bar Harbor Police Department. He then served as a Deputy Sherriff with the Knox County Sherriff's Office until 1996, when he joined the Marine Patrol, steadily rising through the ranks from Officer to Colonel.

"Lieutenant Carroll has done an outstanding job throughout his career," said Commissioner Keliher. "He has led the Officers, Sergeants and Boat Specialists in Division II through a period of significant change in our states commercial fishing industries, including historic growth in value and abundance of lobster, and challenges associated with Maines lucrative elver fishery.

"He has maintained excellent working relationships with the commercial fishing industry and has set a standard of exceptional problem solving and communications for the officers in Division II," said Commissioner Keliher.

Cornish was promoted to Colonel in 2015 after previously serving as Sergeant, Major, and Lieutenant in Division I, which includes the Maine coast from Kittery to the St. George River.

Colonel Cornish began his career in the Marine Patrol in 1985 as an Officer. In 2001 he was promoted to the rank of Sergeant and in 2004 to Lieutenant.

The tow was later transferred to a 47-foot motor lifeboat crew from Station Rockland, Maine for escort to shore.

Seneca boarding teams completed 31 living marine resource boardings to ensure safety and environmental regulations are being followed. The Coast Guard is the primary agency for at-sea enforcement of federal laws concerning our Nation's valuable aquatic food resources.

"I am incredibly proud of this crew's accomplishments during this patrol," said Cmdr. John J. Christensen, Seneca's commanding officer. "Their efforts ensured the continued preservation of our national fisheries, the safety of our offshore fishermen,

"I'm grateful for Colonel Cornish's decades of exceptional service," said Commissioner Keliher. "He has shown great commitment and judgement throughout his career and has guided the Marine Patrol with a steady hand as Colonel."

Elver Landings Reported as of 6 p.m. April 13, 2019

Note: Because of confidentiality rules, the only data that is not confidential as of today is associated with the DMR, Passamaquoddy, and Penobscot Tribal licenseholders.

DMR

Pounds Reported - 1,177.18; Overall Quota - 7,566.3; Remaining Quota - 6,389.12

MALISEET

Pounds Reported -; Overall Quota - 106.6; Remaining Quota -

MICMAC

Pounds Reported -; Overall Quota - 38.8; Remaining Quota -

PASSAMAQUODDY

Pounds Reported - 1,027.18; Overall Quota - 1,356.3; Remaining Quota - 276.53

PENOBSCOT

Pounds Reported - 68; Overall Quota - 620.0; Remaining Quota - 552

QUOTA TOTAL*

Pounds Reported - 2,282.642; Overall Quota - 9,688; Remaining Quota - 7,353.36

*All 2019 data are preliminary and subject to change without notice.

Dealers reported buying a total of 2,282.642 pounds with a reported value of \$4,327,791.00 for average price per pound of \$1,896.

and the security of sea lanes to some of our largest marine transportation hubs. They did this all while keeping our 34-year-old cutter fully operational, enabling us to meet every mission, every time."

Seneca is a 270-foot medium endurance cutter with a crew complement of 14 officers and 86 enlisted personnel.

Coast Guard rescues 3 adults, 12-year-old boy after boat sinks

CLEARWATER, Fla.—The Coast Guard rescued three men and a 12-year old boy after their boat sank Sunday 3 miles west of Bayport.

Rescued were Virginia Beach, Virginia, native David Johnson, 25, and Weeki Wachee, Florida, natives Kenneth Oakleaf, 28, Matt Fried, 41, and Fried's 12-year-old son.

At 5:41 a.m. Coast Guard Sector St. Petersburg watchstanders received a 911 transfer call from Hernando County dispatch reporting three people and a child were in the water clinging to life jackets. The boaters stated they were fishing when Oakleaf's 14-foot boat sank.

An Air Station Clearwater MH-60 Jayhawk helicopter crew was launched, arrived on scene at 7:11 a.m. and hoisted the boaters out of the water. The men and boy were transported to the air station and evaluated by Sunstar paramedics. There were no reported injuries.

Johnson, stated the boat sank because all the men moved to one side of the boat and the boat flipped. He said thankfully the life jackets were placed in an easily accessible area, so they quickly floated to the top. Recalling the rescue, Johnson was simple, "I just want to say thank you."

2 April
Seven Atlantic City Coast Guard aviators awarded Air Medals for meritorious achievement

PHILADELPHIA --Seven Coast Guard Air Station Atlantic City aviators were awarded Air Medals by Rear Adm. Keith Smith, commander of the Coast Guard's 5th District, for meritorious achievement during a ceremony, Tuesday.

Lt. Kevin Smit, Petty Officer 2nd Class Grant Mcgahee and Petty Officer 3rd Class Joshua Register were recognized for their combined teamwork, skill and meritorious achievement in rescuing a heart attack victim from the fishing vessel Settler more than 60-miles offshore in challenging flight conditions and low visibility on May 22, 2017.

Lt. Andrew Cinque, Petty Officers 2nd Class Brandon Abdallah, Jordan Gilbert, and Christopher Wilson were cited for their meritorious work with Texas-based re-

Continued on Page 24.

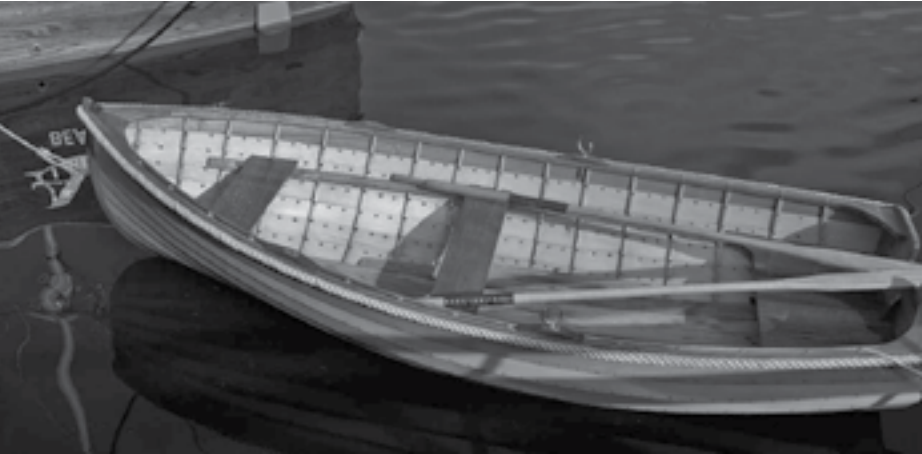
IMOCA News

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has set up a mini ocean lab. "During all our trips, this equipment pumps sea water all the time and measures some data which is useful for scientists, in particular measuring the level of CO2 on the surface. That's very important when you see that the ocean absorbs 30% of the carbon dioxide emissions produced by man." Boris also offers a vast educational programme, "My Ocean Challenge;" for children between eight and twelve. "By sharing our adventures out at sea, we can explain to them the fundamen-

tal role that the ocean has in regulating our climate, how that is threatened and what we can do to protect it. We believe it is vital to educate youngsters so that the situation will change," he concluded.

It is hard to look further ahead and the period after the Vendée Globe, as this race is so big. Alan does however have one thing on the back of his mind and that is the possibility of launching a project for The Ocean Race, the crewed round the world race with stopovers, which will begin in October 2021. "That is not our priority for now, but it is very tempting, of course," he admitted.



EFFORT AND ART

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Misc. Commercial Fishing News

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Overall, the panel determined NOAA's fish passage activities are effective in their design, management, execution, and effort invested. The panel also recognized program achievements, including impressive results of miles of habitat accessed and stream miles opened, numbers of projects and groups empowered to complete fish passage projects, and innovative approaches pioneered.

The panel identified a number of opportunities for improvement across our programs. Key recommendations include: Increase coordination across NOAA's relevant programs. Increase focus on staff development. Integrate prioritization approaches. Develop SMART (Sustainable-Measurable-Attainable-Relevant-Time sensitive) goals and objectives for fish passage work. Standardize the NOAA Hydropower Program and strengthen its national role where appropriate. Increase focus on monitoring efforts. Develop a more formalized watershed approach and strategy. Increase

engagement with NOAA Fisheries Science Centers. Increase efforts to diversify and strengthen partnerships. Develop targeted messaging for various audiences.

NOAA's priority actions to address each of the above key recommendations are outlined in the agency's response to the review. We will work to initiate the priority actions in the next one to two years in an effort to help guide the further evolution of our fish passage programs.

Implementation of the priority actions will better enable us to maintain unimpeded access to habitat where barriers do not yet exist. It will also allow us to open access to habitat where fish are prevented from passing, and ensure that passage for fish is safe, timely, and effective. Ultimately, these efforts contribute to NOAA Fisheries' priorities to support the Blue Economy. They also support the long-term sustainability of our fisheries to benefit commercial, recreational, and subsistence fishermen, and coastal communities that depend on those fisheries and coastal resources.

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go. Those who served at that time deserve the gratitude of our nation for holding the Japanese back.”

In its final battle, Wasp was hit in arguably the most effective spread of torpedoes in history by a Japanese submarine I-19, which fired six torpedoes. USS North Carolina and USS O'Brien were hit, and either crippled or sunk as well.

Although the torpedoes that hit Wasp caused a massive inferno on the ship, men showed reluctance to leave until all remaining crewmates were safe. Only when satisfied that the crew had been evacuated did Capt. Forrest P. Sherman abandon the ship. He later became the youngest Chief of Naval Operations to ever serve in the position. Another survivor, Lt. David McCampbell went on from being Wasp's signal operator to becoming the number one navy ace pilot flying the hellcat fighter.

"The crew of the WWII Wasp exhibited the bravery, toughness and resolve that our crew today strives to emulate. We are humbled by the sacrifice of those Wasp Sailors, especially those who paid for our freedom with their lives," said Capt. Colby Howard, commanding officer of USS Wasp (LHD 1). "We hope this discovery gives remaining survivors and their families some degree of closure. I would like to sincerely thank the entire R/V Petrel crew, whose commitment and perseverance led to the discovery."

The crew of R/V Petrel has also found the wreckage of USS Hornet, USS Juneau, USS Ward, USS Lexington, USS Helena and perhaps most famously, the USS Indianapolis over the past few years. PBS aired Jan. 8 this year a new documentary titled, “The USS Indianapolis: The Final Chapter,” which highlights the 2017 shipwreck discovery by the crew of the R/V Petrel of what remains the US Navy’s single greatest loss at sea.

Additional past Allen-led expeditions

have resulted in the discovery of USS Astoria, the Japanese battleship Musashi and the Italian WWII destroyer Artigliere. His team was responsible for retrieving the ship's bell from the HMS Hood for presentation to the British Navy in honor of its heroic service.

U.S. Pacific Fleet note: The namesake Wasp (LHD 1) is currently forward deployed to the U.S. 7th Fleet area of operations in support of security and stability in the Indo-Pacific region. The determination and sacrifice of Pacific Fleet ships like USS Wasp (CV 7) in WWII have helped secure more than seven decades of relative peace and prosperity in the region. Today, the U.S. Navy and the Japan Maritime Self-Defense Force (JMSDF) work closely together. In January, the Wasp Amphibious Ready Group (ARG) joined the JMSDF amphibious transport dock ship, JS Kunisaki (LST 4003), for a cooperative deployment. The ARG is comprised of the USS Wasp (LHD 1), amphibious transport dock USS Green Bay (LPD 20), and amphibious assault ship USS Ashland (LSD 48). During the cooperative deployment, ARG ships and JS Kunisaki conducted communication and maneuvering drills. While underway there, the crew of the Wasp joined with the 31st Marine Expeditionary Unit (MEU) in conducting live-fire exercises to hone their lethality as a joint fighting force.

Navy Chooses Port Everglades for Commissioning of the Future USS Paul Ignatius (DDG 117)

From Commander, Naval Surface Force,
U.S. Pacific Fleet Public Affairs
SAN DIEGO (NNS) -- Secretary of the
Navy Richard Spencer has approved Port
Everglades in Fort Lauderdale, Florida as
the site for the commissioning of the future
guided missile destroyer USS Paul Ignatius
(DDG 117). The event will take place July
27.

The ship is named in honor of Paul Robert Ignatius, who served in the U.S.

Navy during World War II, as Secretary of the Navy from 1967- 1969, and as Assistant Secretary of Defense during the Lyndon B. Johnson administration.

DDG-117 is the U.S. Navy's 67th Arleigh Burke-class guided-missile destroyer and will feature the Aegis Baseline 9 combat system that will allow the ship to simultaneously patrol for ballistic missile threats as well as combat traditional air and cruise missiles threats.

The Navy accepted delivery of the ship from Huntington Ingalls Industries (HII) Ingalls shipbuilding division, Feb. 22.

Accepting delivery of DDG 117 represents the official transfer of the ship from the shipbuilder to the Navy. Prior to delivery, the ship conducted a series of at-sea and pier-side trials to demonstrate its material and operational readiness.

U.S. Naval War College Hosts Naval History Conference on Lessons From WWI, the Legacy of William Sims

By Jeanette Steele, U.S. Naval War College Public Affairs
NEWPORT, R.I. (NNS) -- One hundred years ago, Navy Adm. William Sims returned triumphantly to Newport to reopen the shuttered U.S. Naval War College at the end of World War I.

In celebration of that milestone, scholars of naval history gathered in the college's Mahan Reading Room on March 14 and 15 to examine the naval lessons of World War I and discuss how they might inform today's Navy.

“You all contribute to probably the most important thing that we do, that’s using our voice to understand history and how it contributes to the future,” Rear Adm. Jeffrey Harley, college president, told the group in his welcoming remarks.

“You get away from the mere recitation of facts, and use history as a tool for decision-making.”

The conference's title – The Victory at Sea: Naval Lessons of the Great War and the U.S. Navy of the 21st Century – is a nod to Sims' Pulitzer Prize-winning 1920 book, "The Victory at Sea," about the U.S. Navy's role in WWI.

Returning to the college as its president in April 1919, after presiding over U.S. naval operations in Europe, Sims is credited with overhauling the school's curriculum during the interwar period.

Speakers at the conference discussed Sims' legacy, the revolution in professional naval education after WWI and the Naval War College's historical influence as an international forum for scholarship on naval strategy.

“Sims comes back and just his very presence in Newport is really a significant strategic development,” said David Kohnen, director of the college’s John B. Hattendorf Center for Maritime Historical Research and organizer of the conference.

“He came back to the Naval War College to teach the U.S. Navy how to think about the future.”

Kohnen said that amid today's debate about education in the Navy, and the recent release of the Education for Seapower report, history shows that leaders of the 20th century Navy valued teaching.

“All of the major, five-star thinkers of the second world war understood the importance of education, understood the strategic importance of the Naval War College, understood the importance of us studying our trade and our craft,” said Kohnen, who is a retired Navy officer. “Not just training – we know what port and starboard are. You have to understand the deeper arc of war.”

Bringing history almost to life, Sims' grandson, Nathaniel Sims, spoke at the event, as did Nicholas Jellicoe, grandson of Adm. Sir John Jellicoe. John Jellicoe commanded Britain's Grand Fleet during the Battle of Jutland in 1916.

Nathaniel Sims, who is a cardiac anesthesiologist and biomedical engineer in Boston, talked about what he has learned from his grandfather's personal papers – including a poem by William Sims that his wife had marked “never publish.”

Despite William Sims' success in Europe and his return to fanfare in the United States, the admiral appeared to be discontent when he returned to Newport, Nathaniel Sims told the conference.

Nathaniel Sims' conclusion is that his grandfather felt slighted by the Navy's decision to revert his rank to rear admiral – two stars – upon returning to the Naval War College. Sims had been temporarily promoted to four-star admiral around the end of the war – and much later, after retirement in 1930, was permanently promoted to four stars.

“Perhaps somewhere in Sims’ consciousness was this feeling like he had



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U. S. NAVY NEWS

pulled this giant rabbit out of a hat, in terms of conducting the war and helping the Navy to win the war, and maybe he should keep those four stars,” Sims said.

Kohnen pointed out that it wasn’t unheard of for naval officers at the time to move up and down in the upper ranks. He also noted that the Navy was only congressionally allotted 30 flag positions at the time, while Sims made 31.

Nicholas Jellicoe never met his grandfather, who died in 1935, but the pull of history prompted him to help spearhead the 2016 Jutland Centenary Initiative, which aimed to share the story and lessons of the controversial naval battle with new generations.

Jellicoe said he believes that most Britons have lost sight of their nation’s naval history.

“One hundred years later, we’ve gone from a nation which was so thoroughly involved and cognizant of its naval heritage to one that’s almost sea blind,” he said.

Also at the conference, the 2019 Edward S. Miller Fellowship was awarded to Yale University undergraduate Ruth Schapiro. The annual fellowship goes to a promising student of history to conduct research in the Naval War College archives.

Navy Awards Contract for Multi-Year Procurement of F/A-18 E/F Super Hornet Strike Fighter

From Naval Air Systems Command Public Affairs

PATUXENT RIVER, MD (NNS) -- The U.S. Navy has awarded The Boeing Co. a contract for the procurement of 78 F/A-18 E/F Super Hornet aircraft; a multi-year procurement (MYP) of 72 between fiscal years 2019-2021, and six from fiscal year 2018.

Navy officials estimate this multi-year model saves a minimum of \$395 million on this contract valued at approximately \$4 billion.

“This multi-year purchase is a great illustration of employing team effort to drive out cost and maximize efficiency in government procurement,” said Rear Adm. Shane Gahagan, Program Executive Officer for Tactical Aircraft Programs. “This acquisition strategy secures cost savings to

the Navy, and the contract provisions limit Navy liability while incentivizing the cost to the contractor.”

“The program office was able to achieve significant savings while equipping our warfighters with the best capability on an accelerated timeline,” Gahagan said. “This is how we keep pace with our adversaries.”

There will also be opportunities in fiscal 2020 and fiscal 2021 to procure six more aircraft at the same reduced prices as those in MYP, via a variation in quantity.

The Fixed Price Incentive (Firm Target) (FPIF) contract limits the Navy’s liability and incentivizes the cost of production for industry. Under this contract, the Navy and its industry partners have agreed to share any monetary overrun or underrun once the production is completed.

Boeing’s F/A-18E/F Block III Super Hornet is the next step in the aircraft’s evolution. Equipped with an advanced cockpit system, advanced network infrastructure, reduced radar cross-section, conformal fuel tanks, and a 10,000-flight hour life span. It is the most lethal, interoperable, and sustainable Super Hornet model to date.

USS Zumwalt Visits Alaska During 3rd Fleet Operations

By MC2 Natalie M. Byers, U.S. 3rd Fleet, U.S. 3rd Fleet Public Affairs

KETCHIKAN, Alaska (NNS) -- The lead ship of the U.S. Navy’s newest class of guided-missile destroyers, USS Zumwalt (DDG 1000), arrived in Ketchikan, March 23.

“My crew is excited for this outstanding opportunity to visit Ketchikan,” said Capt. Andrew Carlson, Zumwalt’s commanding officer. “Alaska is a strategic location when it comes to maintaining peace and stability in the Indo-Pacific region, and we value Alaskan communities like Ketchikan for their consistent support of our nation’s military.”

The visit marks an opportunity for the crew to experience the hospitality of the Alaskan port, as well as showcase the U.S. Navy’s newest class of destroyers.

“I speak for Zumwalt’s entire crew when I say that we are grateful to the citizens of Ketchikan for the warm welcome; we are excited to get out in town, and we are honored to connect this community with its

Navy,” Carlson said.

During the scheduled port visit, Carlson met with Lew Williams III, mayor of the city of Ketchikan, David Landis, mayor of Ketchikan Gateway Borough, and local tribal communities.

Zumwalt is making the stop in Ketchikan after completing a visit to the Naval Surface Warfare Center, Caderock Division’s Southeast Alaska Acoustic Measurement Facility (SEAFAC). SEAFAC is part of the Naval Surface Warfare Center community providing engineering expertise and technical assessment for the Navy’s operational units.

“The facilities and technical expertise of the SEAFAC and Naval Surface Warfare Center personnel are critical components for the continued maturation and ultimately the delivery of Zumwalt capabilities to the fleet commander,” said Carlson. “SEAFAC absolutely has a significant role in the ship’s development, as do the Alaskan communities of Ketchikan and Saxman that are

simultaneously neighbors and hosts for the U.S. Navy. Our country’s global Navy is a success because of local partnerships like this.”

The Zumwalt-class destroyer is designed and built to execute multiple maritime missions including deterrence and power projection. The ships’ stealth and ability to operate in both the open ocean and near-shore environments creates a new level of battlespace complexity for potential adversaries.

Zumwalt is 100 feet longer and 13 feet wider than the Arleigh Burke-class destroyer at 610 feet long, providing the space required to execute a wider array of surface, undersea, and aviation missions.

Zumwalt is under operational control of U.S. 3rd Fleet. Third Fleet leads naval forces in the Pacific and provides the realistic, relevant training necessary for an effective global Navy. Third Fleet coordinates with U.S. 7th Fleet to plan and execute missions

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based on their complementary strengths to promote ongoing peace, security, and stability throughout the entire Pacific theater of operations.

USS Zumwalt arrives in Pearl Harbor, Hawaii

From Commander, Third Fleet Public Affairs

PEARL HARBOR (NNS)-- The lead ship of the U.S. Navy’s newest class of guided-missile destroyers, USS Zumwalt (DDG 1000), arrived in Pearl Harbor April 2.

“USS Zumwalt possesses stealth, size, power and computing capacity that provide the Navy a multiple-mission ship capable of meeting today’s maritime missions as well as the ability to incorporate new technologies to counter emerging threats tomorrow,” said Capt. Andrew Carlson, Zumwalt’s commanding officer.

The Zumwalt-class destroyer will be capable of performing the critical maritime missions of deterrence and power projection and creating battlespace complexity for adversaries with its abilities to operate both near to shore and in the open sea.

The ship’s arrival marks the first time Zumwalt has visited Pearl Harbor.

“The training ranges only found in the Hawaiian operating area allow Zumwalt to conduct important at-sea evolutions that enhance our crew’s warfighting skills,” said Carlson. “The world-class facilities found in Hawaii, coupled with its strategic location in the Pacific, make this port visit an important part of our success.”

During the scheduled port visit, Zum-

walt will conduct engagements with local officials and organizations.

Zumwalt is under operational control of U.S. 3rd Fleet. Third Fleet leads all naval forces in the Pacific and provides the realistic, relevant training necessary for an effective global Navy. Third Fleet coordinates with U.S. 7th Fleet to plan and execute missions based on their complementary strengths to promote ongoing peace, security, and stability throughout the entire Pacific theater of operations.

NAVSEA SIOP Office Leads \$21 Billion Naval Shipyard Modernization

Naval Sea Systems Command Office of Corporate Communication Public Affairs WASHINGTON (NNS) -- A new Navy program office will centrally coordinate a plan to recapitalize its four public shipyards.

The Naval Sea Systems Command (NAVSEA) Shipyard Infrastructure Optimization Plan (SIOP) Program Office, PMS-555, established in June 2018, is working in concert with Commander, Navy Installations Command (CNIC) and Naval Facilities Engineering Command (NAVFAC) to recapitalize and modernize the infrastructure at the four public nuclear shipyards to include critical dry dock repairs, restoring needed shipyard facilities and optimizing their placement, and replacing aging and deteriorating capital equipment. Executing this plan will improve the naval shipyards' productivity and increase their maintenance throughput in order to support the combat readiness of the Navy the nation needs.

Without major upgrades and reconfigurations, the shipyards would not be able to meet the fleet's future aircraft carrier and

submarine depot maintenance and inactivation requirements looking out through 2040.

"The Navy relies on NAVSEA to deliver combat-ready ships and submarines out of planned maintenance availabilities on time," said NAVSEA Commander Vice Adm. Tom Moore. "Modernizing our four naval shipyards — a massive task under any circumstance — is critical because it's the only way we will be able to meet our future mission requirements."

Moore also said, "This is a comprehensive plan developed in partnership with NAVFAC and CNIC, that will allow the Navy to bring it's organic shipyards into the 21st Century to fully support the Navy the Nation needs."

The Navy's four public shipyards — Norfolk Naval Shipyard, Portsmouth, Virginia; Portsmouth Naval Shipyard, Kittery, Maine; Puget Sound Naval Shipyard and Intermediate Maintenance Facility, Bremerton, Washington; and Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility, Pearl Harbor, Hawaii — were originally designed and built in the 19th and 20th centuries to support construction of sail- and conventionally-powered ships using industrial models of the time. As a result, they are not configured to maintain and modernize the nuclear-powered aircraft carriers and submarines of today or tomorrow.

Developing, programming and executing the plan falls to PMS-555 program office comprised of industrial engineers, process improvement specialists, facilities engineers, regulatory compliance specialists, strategic and financial analysts, civil engineer corps officers, construction managers and construction schedulers from NAVSEA,

CNIC and NAVFAC.

"The Shipyard Infrastructure Optimization Plan articulated a vision that shipyard infrastructure has three interdependent components: the dry docks, the facilities, and the capital equipment; and that these configurations are fundamentally linked to the shipyards' ability to execute the mission they are tasked to do," said Steven Lagana, PMS-555 program manager. "We are utilizing modeling and simulation as a tool to integrate these components to better inform the desired infrastructure layout. Through this, the Navy will be in a better position to make meaningful, long-lasting investments that not only address the condition of the facilities and equipment but also change the way the work is conducted. Once we're finished, the Navy will recover more than 300,000 work days per year, every year."

The first milestone PMS-555 is scheduled to achieve is the development of a "digital twin" of the naval shipyards. This will be a virtual representation of the shipyards that will be used to conduct modeling and simulations of the shipyard environment to aid in evaluations and decisions for the future shipyard infrastructure. The program office is also developing comprehensive strategies to address historic preservation and environmental compliance during this recapitalization effort.

SIOP directly supports the Chief of Naval Operations' "Design for Maintaining Maritime Superiority 2.0."

Modernizing the Navy's shipyards is necessary in order to maintain a fleet that is ready to fight decisively, which is one of the CNO's four lines of effort — strengthening naval power at and from the sea.

Peabody Essex Museum to Open 40,000-Square-Foot Wing and 13 New Galleries

Continued from Page 10.

Figures features sculptures from around the world that embody the dual concepts of power, as both a fundamental social dynamic and an expression of our innate wiring to respond to figures and faces. *Vanessa Platadis: Taking Place* is a site-specific installation that reimagines PEM's collections through hand-cut stencil paintings that create unexpected connections across time periods, cultures, and materials. *Charles Sandison: Figurehead 2.0* presents an immersive, dynamic projection installation in

East India Marine Hall that is inspired by PEM's vast collection of 19th-century ships' logs and sailors' journals. *Yoan Capote: Immanence* is a monumental steel sculpture that addresses Cuba's resilient citizenry as well as the social and political forces that have shaped the country for more than half a century. *The Creative Legacy of Nathaniel Hawthorne: Selections from the Phillips Library Collection* is the first exhibition in a new gallery dedicated to showcasing works from the museum's research library. *Hans Hoffman: The Nature of Abstraction* explores the innovative, prolific career of

an influential American modern artist who made deep contributions to the artistic landscape of New England. *Where the Questions Live* is a site-specific, multi-sensory installation by Wes Sam-Bruce that investigates the connections, metaphors, and experiences of human beings within the natural world. Over the course of the next three years, PEM will open even more new installations of its collections—including American and Native American Art; Photography; Chinese and Chinese Export Art; Japanese and Japanese Export Art; Korean Art; South Asian Art; Oceanic Art; a Meditation Gallery; a new installation in East India Marine Hall; and a new gallery dedicated to Yin Yu Tang, PEM's Chinese House.

Opening Events

PEM's annual gala will celebrate the opening of the museum's new wing on the evening of Saturday, September 21. Learn more at pem.org/gala

Member Preview Days will be held on Thursday, September 26 and Friday, September 27 from 10am - 5pm. Join now and become a member at: pem.org/join-give

An all-night party will be held on Friday, September 27 to celebrate the opening of the new wing. Special programming to be held every hour, on the hour from 7pm until 7am the next morning.

PEM's new wing will open to the public with a ribbon cutting ceremony on Saturday, September 28.

The new wing is a component of the museum's \$650M+ Connect Campaign, which is one of the largest campaigns undertaken by a U.S. art museum. The Campaign, which has raised over \$600M to date, defines a new model for museum finance, fundraising and operations by emphasizing endowment as the primary element of the Campaign. This strategy provides increased financial stability and capability to innovate, enhance, and

sustain museum operations long term. The Campaign allocates \$350M for endowment; \$200M for expansion projects; and \$100M for infrastructural improvements.

Over the last 20 years, the Peabody Essex Museum (PEM) has distinguished itself as one of the fastest-growing art museums in North America. Founded in 1799, it is also the country's oldest continuously operating museum. At its heart is a mission to enrich and transform people's lives by broadening their perspectives, attitudes, and knowledge of themselves and the wider world. PEM celebrates outstanding artistic and cultural creativity through exhibitions, programming and special events that emphasize cross-cultural connections, integrate past and present and underscore the vital importance of creative expression. The museum's collection is among the finest of its kind boasting superlative works from around the globe and across time—including American art and architecture, Asian export art, photography, maritime art and history, Native American, Oceanic and African art. PEM's campus affords a varied and unique visitor experience with hands-on creativity zones, interactive opportunities and performance spaces. Twenty-four noted historic structures grace PEM's campus, including Yin Yu Tang, a 200-year-old Chinese house that is the only such example of Chinese domestic architecture on display in the United States. HOURS: Open Tuesday-Sunday, 10 am-5 pm. Closed Mondays, Thanksgiving, Christmas and New Year's Day. ADMISSION: Adults \$20; seniors \$18; students \$12. Additional admission to Yin Yu Tang: \$6. Members, youth 16 and under and residents of Salem enjoy free general admission and free admission to Yin Yu Tang. INFO: Call 866-745-1876 or visit pem.org.

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sponse agencies to rescue and aid numerous people in the aftermath of Hurricane Harvey in 2017.

"I am truly honored to recognize the skill and bravery of these exceptional Coast Guardsmen for their heroic actions," said Smith. "Their commitment to placing themselves in harm's way in order to protect the public is truly inspiring and embodies the Coast Guard's core values of honor, respect and devotion to duty."

The Air Medal was created May 11, 1942, to recognize service members for single acts of heroism or meritorious achievement while participating in flight in all branches of service including the Civil Air Patrol. Notable recipients of the Air Medal include Buzz Aldrin, John Glenn, Chuck Yeager, Oliver Stone, Andy Rooney and more. In the Coast Guard the Air Medal is awarded by the Coast Guard Commandant.

5 April Coast Guard urges caution for boaters transiting ICW between Barnegat and Cape May NJ

PHILADELPHIA -- As the boating season draws near, the Coast Guard would like to remind boaters and mariners to exercise caution while transiting the Intracoastal Waterway between Barnegat and Cape May, New Jersey.

Twenty aids to navigation pylons, that were damaged by winter ice, have been marked with wreck buoys to alert mariners to their presence below the water's surface.

Boaters are reminded that the buoys can shift during tidal fluctuations and are recommended to transit using the center of the channel where applicable.

"Our primary concern is for the safety of the maritime community and the waterways," said Capt. Scott Anderson, Coast Guard Sector Delaware Bay Commander. "Coast Guard Aids to Navigation Team Cape May has removed six of the original 26 aids which were damaged by ice, and currently our teams are in planning stages to remove the remaining 20."

Boaters who believe they encounter an unmarked damaged pylon may report them to Coast Guard Sector Delaware Bay at (215) 271-4807.

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SHIPYARD CHIPS.
What the Bath Shipbuilder are doing.
(From the Bath Independent.)

Wednesday afternoon our marine reporter wore out seventy cents worth of shoe leather in tramping North-endward and looking over the shipping of that locality.

At Rogers’ yard a ship which will measure 1700 tons is framed, her lower deck beams in and ceiling underway. Two schooners are on the stocks — one in process of construction of about 500 tons, the other, of which the keel has just been laid, being of about 750 tons.

The CHARLES E. MOODY is, perhaps, taking everything into consideration, of the best-built, finest modeled and noblest ships that ever clove the Kennebec with her sharp prow. She is a beauty. Her frame is of oak with yellow pine, and put together under the constant supervision of her commander, Captain Otis. Her model is clipper and very graceful, suggestive of quick passages. Her main hatch is 12 feet square, convenient for loading locomotives or similar cargoes if necessary. She is in length over all, 240 feet; breadth 45 feet 6 inches, and 27 feet deep. Her tonnage, new register, is 1915. Her mainmast is 84 feet; topmast, 54 feet; topgallant mast, 27 feet; royal, 18½ feet, and skysail mast, 24½ feet high. She spreads 7000 square yards of canvas, probably as much, if not more, than O’Briens’ monster ship of Thomaston. In the forward house there is a Kendall & Roberts engine for hoisting purposes, which was pulling aboard groceries at a rapid rate at the time of our scribe’s visit. Her after cabin is the most beautifully finished of any that ever a Bath ship possessed. The main feature is its rich dark finish. The woodwork is of the usual panel style in rosewood, mahogany sapique, ash and walnut burl, California laurel and cedar, all elegantly polished, the panel centers being ornamented in designs in gold. A brussels carpet, in sage green and crimson, the green predominating, covers the floor and is relieved by mats to match. At one end is a beautiful upright piano encased in French walnut, and a sideboard of polished woods and marble with rim of silver, is reflected in a mirror opposite. A center table of black walnut with maroon cover and sofa lounges upholstered in maroon plush, with easy chairs to match, completes the furnishing of this little boudoir of a ship’s cabin. Opening upon the starboard side is the captain’s room, large and airy, with lace curtained couch framed in carved cedar and ornamented by crimson fringe. There are two libraries in black walnut, and a handsome mirror hangs against the wall. An easy and a camp chair completes the furnishing, while on the floor is laid a carpet like that in the other after cabin state rooms and on the cabin floor. The dining cabin is finished in polished woods and from it open the store-room, officers’ rooms and pantry, all finished in plain black walnut. A vestibule is passed before one reaches the deck. In the galley forward the floor is of brick. Aft is a fine wheel with binnacle of black walnut. The ship will sail immediately for New York and thence to Frisco. She is owned by Messrs. J. O. Patten, J. R. Kelley, C. E. Moody, Captain Otis and others. Mrs. Otis will accompany her husband. We predict that the MOODY will make a sensation when she arrives in New York and Frisco.

At Goss & Sawyer’s wharves lie also the steam auxiliary bark, MENDOZA, which we have previously mentioned. She is to be commanded by Captain George Tucker. Her engines are calculated to run her five knots an hour and are placed aft. Entering

the cabin one descends five or six feet and is struck by the extensive space from which the staterooms open. It is all one cabin and finished in elegantly polished woods. There is forward a hoisting engine. This vessel is also modeled for speed and is to be used in the South American wool and hide trade. Between the MENDOZA and the wharf lies the steam auxiliary GEORGE S. HOMAR, built for the China and Australian trade, but which will first carry locomotives to Portland, Oregon, from New York. She is a clipper built and has a 400-horsepower engine, which in calms will propel her nine knots an hour. Her two Scotch boilers are set on deck aft and she has five engines; two to run the windlass and the capstan, two for hoisting and one for the propeller. Chief Engineer H. C. Shea took much pride in showing us the fine engine, which is Delamatyr’s latest. The cabin is just above the engine room, and is large and finely finished, though as yet unfurnished. From it lead staterooms for officers and passengers (for the vessel will do some business in the packet line) in which are thirty bunks. The main stairway, a triumph for Mr. Rose, is of black walnut with rich balustrades and is the handsomest companionway any ship has ever carried out of the port. Captain Crowell will command.

At Packard’s wharf just above, lies the three-masted schooner LIZZIE M DUN, of New York, and upon the stocks are just stretched the keels of two ships to be similar to the MOODY and five other vessels, including one auxiliary, are in different stages of construction. In the “Bee Hive,” a small schooner of about 400 tons is ready to be launched, but will be rigged on the stocks. She is for Captain Higgins of Quincy, Massachusetts. Upon the railway are the steamer PIONEER which is being partially replanked, and the schooner SAR-AH PURVES, of New York, which is being repaired. Goss, Sawyer & Packard are doing a simply tremendous business, employing an army of 1000 men in all their yards.

At the Sewall yard men were engaged unloading, from the schooner NORA BAILLEY, 420,000 feet of hard pine just arrived from the Satilla river, Georgia. At this yard on Thursday morning at high water, in the presence of a large gathering was launched the beautiful ship W. F. BABCOCK. The launch was one of the finest ever made from any city yard. The ship is built as strong and neat, of oak and pine as possible, and her lines are clipper. Her dimensions are: length, 240.8 feet; breadth, 43.8 feet; depth, 19.3 feet; and her tonnage (new) is 2028.93, or 2130.14 gross. A peculiarity in her construction is that the deck frames are all beams, there being no carlines. This gives more hanging knees and thereby greater strength to the hull. Captain Goss will adopt the idea it is said. This ship’s cabin is finished in panels and columns of polished French burl, mahogany, rosewood, California laurel and cedar, and the captain’s large stateroom finely finished in black walnut. The bed is removed from the partition, a new idea, and there is a desk of black walnut for books and charts. The staterooms, bathroom, pantry, etc., are finished in black walnut and the sideboard in the cabin has a fine top of Italian marble with a rim of silver. The galley has a floor paved with different sizes of colored stone. The mainmast from truck to deck is 194 feet and the hatches are cut very large. The vessel is thoroughly built and naturally is an object of pride to her able commander, Captain James Murphy. She will load at Baltimore for the Pacific coast and is built for the California trade.

Thursday morning also, Goss, Sawyer & Company launched from their South-end yard, the FLORENCE J. ALLEN, 482.10

tons which will be commanded by Captain Lemuel H. Soule. The Morses have their four-master, AUGUSTUS HUNT, coppered and ready to be launched. She measures 1200.57 tons gross, and is the largest schooner in the world.

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A crew of one hundred men will be employed during the winter months at Mount Waldo Granite Works, Frankfort, getting out paving stones and on Government work. Three vessels have been loading at the works during the past week and four more, already chartered, are expected to arrive soon.

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EASTERN INDUSTRIES

Shipments of Christmas trees from towns along the coast to Boston and New York have already commenced.

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Mr. C. J. Hall, of Belfast, has shipped the first cargo of dressed stone for his Boston “Back Bay” contract. It consisted of red granite coming from his quarries at Otter Creek, Mount Desert.

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There are about 180 stone cutter now at work at Vinalhaven. William W. Kittredge having charge of the last crew, who were put to work in the Harbor sheds. The company are rushing along their Chicago contract very fast.

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The Oakland Manufacturing Company, Gardiner, sent a carload of bed slats to Boston, Monday, which are to be shipped to London. Large quantities of their broom handles have been sent to England, but this is the first time for bed slats. [Gardiner Journal]

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The schooner COMMODORE lies at the wharf in Bath, with a load of 1400 head of cabbages. This verdant fruit is strewn all over the vessel. The cabbages came from Richmond’s Island near Cape Elizabeth, where some 25,000 heads were raised. Cabbages are a drug and retail at \$2.00 per cwt.

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The Belfast Foundry Company are preparing for a casting that will weigh one ton. It is to be an iron centreboard box for a yacht building at Bucksport. The box will not only be better than a wooden one, but will be so much ballast. It is an experiment, but will no doubt prove a success. [Journal]

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RAILWAY AND STEANSHIP NOTES

The winter arrangement of the Frenchman’s Bay Steamboat Line has gone into effect. The steamer ELECTRA will continue to make three trips per week between Sullivan and Bar Harbor, extending her trips to Winter Harbor, Gouldsboro, on Mondays and Thursdays. She will also touch at Salisbury’s Cove on all regular trips.

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Steamship TORONTO, of the Dominion Line, sailed from Portland to Liverpool on Sunday last, with five cabin passengers and a general cargo. Among her cargo, which is valued at \$360,000, are 192 head of cattle, 1,027 sheep, and 22,000 boxes of cheese – the latter item filled sixty Grand Trunk cars. The DOMINION, of the same Line, arrived at Portland on Wednesday. The SARNIA, the new steamer of the same Line, sailed from Liverpool yesterday, for Portland direct. The elegant new steamer PARISIAN, of the Allan Line, has been taken off the Royal Maine Line, and sailed from Liverpool for Portland on Friday of last week.

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ROCKLAND.

The home of the famous Rockland Lime. — The Quarries, Kilns and production. — Portland cement — A local Railroad. [Corr. Boston Journal]

The peculiar character of the Maine coast, with its numerous safe harbors scattered along its extent, and the natural resources of the land, cannot fail to impress one with the eternal fitness of things as left by the hand of the Creator. For instance, here at Rockland what would the vast quarries of the best lime rock in the world have been worth if a good harbor had not been provided whence it could be shipped to other localities? As it is, an almost innumerable number of men find employment directly through the development of this business.

The quarries lie about one mile from the waterfront, on land but slightly elevated, easily accessible and readily worked. Where the rock does not crop out above the ground there is a layer of but a few feet of soil above it, and this removed and the ledge opened something better than the average gold mine is in the hands of its possessor, for it is exhaustless, and if he does not wish to work it himself there are others who will readily pay for the privilege of doing so. The rock is solid, unbroken by layers or seams, and the method of working it is worthy of the generation. An entrance to the ledge having once been effected, a depth of about five feet is worked off straight across as far as desirable, which, operation is repeated again and again, a smooth roadway being maintained from the entrance to the “head” that the teams may experience no difficulty in loading the rock from the point where it is blasted out. Great chasms are thus made, the sides of which are often bounded by a streak of stone of a poorer quality. This is usually comparatively thin, and a new chasm will be hollowed out on the other side, leaving the solid wall as a fantastic partition between the two centres of industry. The rock is drilled in a slanting direction with what is called a “churn” drill, an experience man being capable of sinking one of these from 12 to 16 feet during the day, according to the texture of the rock, and the blast that follows throws off sufficient rock for about eight or ten casks of lime.

The kilns for burning the lime form a fringe around nearly the whole waterfront of the city, continually sending up volumes of black smoke from the fires, which are never allowed to go out unless the kiln requires some repairs. Each kiln is about thirty feet deep and six feet square inside, composed, first, of a pit into which the burnt lime falls; second, of the fire boxes fed with fuel from two sides; and, third, of what is really an immense chimney, but into which the rock is fed from the top, and is kept continually full. The lime is drawn from the “pit” three or four times a day, according to the quality of the rock, in quantities of about thirty casks at a time, which is at once barreled up as soon as cooled. Four men are required to run a kiln, who work 12 hours each, seven days in the week, for \$2 per day. Two of the men are required to care for the fires and to draw and barrel the lime, a third breaks the rock into a suitable size to become thoroughly burned and feeds the kiln, and the fourth attends the work during the night. About five cords of soft wood are required to burn 100 casks of lime, and this is obtained all along the coast from Portland to Nova Scotia, being delivered here for about \$4 per cord. When wood has gone up in price it has sometimes been necessary to burn some bituminous coal, though this has not happened for several years.

There are about 80 kilns about this city,

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one-half of which are owned by the Cobb Lime Company, which will manufacture over 500,000 casks of lime this year. The other half are in the hands of smaller manufacturers, who will make about the same amount. As each cask is 32 inches long outside we have as the annual manufacture of this one place alone a line of lime casks 500 miles long! With the exception of some over 100,000 casks this vast amount of lime is shipped from this port in cargoes of from 1,200 to 1,500 casks, requiring about 700 vessels annually. The exception mentioned is shipped by rail direct to various inland points in the country.

It is now proposed to construct a railroad of about three-foot gauge to convey the lime rock from the quarries to the kilns. A charter for such a road was obtained some years ago, and will greatly facilitate the delivery of the rock, save the city a large annual amount for repairing the roads constantly cut up by the narrow tires of the cart wheels, and will be beneficial to the teamsters, who will be enabled to obtain better wages by becoming employed about the kilns. The road is estimated to cost from \$50,000 to \$75,000, and will probably be commence this winter and finished early in the spring. Quite a portion of the road will be of an elevated character in order to deliver the rock upon the platforms at the top of the kilns.

Three years ago the Cobb Lime Company commenced the manufacture of Portland cement, and now makes about 10,000 casks per year, yet is unable to supply the demand. The ingredients are lime and clay, which are subjected to a course of treatment that results in the formations of a cement requiring only water to mix it with, and becoming so tenacious when solidified as to resist a tensile strength of from 300 to 400 pounds per square inch. An example shown your correspondent was placed in water and frozen up for a period of fourteen days, after which it remained in water for six months, without change, requiring at the end of this test a sledge hammer to break it. When this company commenced the manufacture of cement the price for the imported article was about \$4 per cask, which has now become so reduced that the ruling price in New York the past year has been only \$2.85. The cement is shipped to nearly every point between Halifax and New Orleans.

The Knox and Lincoln Railroad, which runs to this place from Bath, has had a severe struggle to maintain an existence. Its construction was accomplished with difficulty, as at the outset an expensive ferry had to be maintained across the Kennebec River, and the course of the road through the various shore villages requires a large amount of trestle work across the spurs of the ocean that continually project a long distance inland, and the numerous rock cuttings that had to be made seriously increased the expense of construction. But under the careful direction of Superintendent Coombs the road is annually increasing its earnings. A new industry has been developed among the several towns along its route which is bringing quite a revenue to the people as well as the road. This is the shipment of spruce trees for holiday use in the various cities throughout the country. The trees vary in height from about four feet to eight or ten, and are nearly trimmed and the limbs bound closely to the trunk, forming a round bundle easy to handle and convenient for shipment. At the present time a large number of car loads are piled up along the railroad awaiting transportation.

Page 6.
EASTERN INDUSTRIES
Last week’s exports from Portland were valued at \$604,077.59, including 379,233

feet of lumber.
* * * * *
The Dominion Line of steamers bring large quantities of pig iron to Portland, consigned to firms in that city and Bath.
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Immense consignments of cotton are now arriving in Lewiston. Twenty cars a day are received at the Lower M. C. station. A cotton special is run in daily. The most of the cotton comes through by rail. A part comes up by the Maine Steamship Line to Portland. [Journal]
* * * * *
Knowlton Brothers, Camden, are now rushed with work and have orders ahead for at least four months. They shipped last week a granite polishing machine for the Collins Granite Company, East Blue Hill, and are now at work on a turbine water wheel, shafting, etc., for parties in Cushing.
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The work of raising the framework of the main building at the Goss & Sawyer Marine Iron Works, Bath, was begun last week. The buildings will be two stories. The Patent Jarvis Boiler Setting will be used at the works if it proves successful at Hyde’s Foundry where it is being introduced.
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SHIPBUILDING NOTES — Dunn & Elliot, Thomaston, have the frames nearly all up for a large schooner. The moulds for a large ship to be built by Samuel Watts & Company, at Thomaston, have been sent to Virginia where the frame is to be cut. Schooner FLORENCE LEONARD, 343.97 tons, was launched recently from the yard of Coombs & Day, Camden. She is owned in Camden and other places, will be commanded by Captain Israel Adams, of Lincolnville, and is chartered to load with hay and brick, at Belfast, for Brunswick, Georgia. The builders have laid the keel for a 500-ton schooner for Captain Thomas D. French. A three-masted schooner of 474.83 tons was launched from the yard of William Fish at Waldoboro on the 25th inst. She is owned by the builder, Captain S. G. Hart, of St. George, and parties in Boston and New York, hailing from the latter port. The shipbuilding firm of Goss, Sawyer & Company, Bath, has averaged a launch of a vessel every two weeks during the present year. The steam mill at Damariscotta is sawing out ship timbers for a vessel to be built at South Bristol. Master Charles Allen, at Ellsworth, expects to get out the frame for a vessel of about 125 tons this winter. She will be owned by H. B. Mason, J. T. Cushman, A. H. Norris, and others of Ellsworth, and will be built for the coasting trade. The Bath Times says there are at present at the wharves no less than seven new vessels fitting for sea. Two of them are very large ships, three are steam vessels, (two barks and a schooner), and two schooners. They mount up to a respectable sum in value, and have all been launched within a month. There are, besides these, some two or three schooners that will be ready for launching surely within a fortnight. The three-masted schooner ANNIE E. RICKERSON, 322 tons, was launched recently by John P. Gordon, at Franklin. She will hail from New York. During the month of November there were eight schooners launched in Maine, with an aggregate of over 4,000 tons.
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Steamer HENRY MORRISON leaves Rockland Tuesdays and Saturdays for Blue Hill and Ellsworth and intermediate landings on Mondays and Thursdays.

Page 8.
EASTERN INDUSTRIES
A new brickyard has been started in the

town of Penobscot, on the farm of Daniel Perkins.
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The canning factory at North Haven has done a fair business this season, putting up 150,000 cans of lobster, mackerel, herring and clams.
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C. E. Clifford, of Richmond, shipped thirty-four bundles of flags to Boston by steamer last week. They are used by coopers in caulking casks.
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Between six and seven thousand barrels of lime, and some five hundred barrels of plaster were shipped from Rockport during the last week of November.
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The new Fertilizer Factory, at Drake’s Dock, Grand Manan, is nearly completed. Mr. Colchester, the proprietor, expects to work before the middle of the present month if fish are plentiful.
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George F. Tilden & Son, Castine, have recently built an extension to the packing room connected with their canning establishment. Work is suspended for the winter at Swan’s Island, and they are now receiving and putting up at Castine large quantities of mutton. They are also building a large bulkhead on the shore of the lot adjoining the steamboat wharf.

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Page 2.
RAILWAY AND STEAMSHIP NOTES
Steamer NESTORIAN, of the Allan Line, which sailed from Portland for Glasgow last week, took out 172 head of cattle and a cargo valued at \$27,305.
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Steamship NOVA SCOTIA, of the Allan Line, sailed from Portland on Friday last for Liverpool via Halifax. She took about thirty-five passengers.
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Steamer DOMINION, of the Dominion Line, which arrived at Portland from Liverpool on Friday last, brought out ten cabin and seventy-five steerage passengers. The SARNIA, of the same line, sailed from Liverpool for Portland on Thursday of last week.
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The cargo steamships of the Allan Line which sailed from Montreal during the season of St. Lawrence navigation of 1882, took out 6,330 oxen and 5,887 sheep, which were all landed in good condition with the exception of four oxen and forty three sheep, the mortality being only 1/14 of one percent on oxen and ¾ of one percent on sheep.

HOTELS AND SUMMER RESORTS
The work of improvement continues upon the estate of the Fort Popham Association at Parker’s Head. Some \$15,000 is being expended in new ice-houses, ice-shoot, and in improving the cranberry meadows, which are expected to yield one thousand barrels in the near future. The company are preparing to cut fifteen thousand tons of ice this winter.

Page 3.
FISH AND GAME
The Bath Times says that Damariscotta does a big business in the saltwater eel line. They are fished through the ice, retail at 12 cents per pound and are accounted a delicacy.

NUGGETS
Steamer NESTORIAN of the Allan Line has sailed from Portland for Liverpool, taking 172 cattle and a cargo valued at \$270,305.

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Patents issued to Maine inventors under date of December 5, 1882, reported for us by William Franklin Seavey, Solicitor of Patents, Bangor, Maine; A. S. Hinds, Portland, cartridge show box; M. S. Small, Cape Elizabeth, fish sack; Mary J. C. Throop, Cape Elizabeth, curtain holder; George O. Warren, Fryeburg, Game. Whole number for the week, 400.

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The CITY OF RICHMOND is now making one trip a week, leaving Portland Friday evenings and Machiasport Monday mornings, connecting with the Boston & Bangor steamers at Rockland on Saturday and Monday evenings.

Page 5.
THE MACKEREL FISHERY.
A Great source of wealth. — The mode of capture. — Past and present — The North Haven Mackerel Fleet. — Large stocks.
[Belfast Journal]

No branch of business in the past few years has undergone such a radical change as in the mode of capturing fish. This is particularly true with regard to mackerel. Formerly mackerel were caught with hook and line. The salted menhaden were used as bait. This was ground fine in a mill, mixed with water to the consistency of paste, and thrown overboard in small quantities to toll the fish. The schooner was “hove to” with her jibs hauled down, the fore sheet flowing and the main boom guyed out — which caused the vessel to make a dead drift to leeward. Mackerel would be attracted by the bait thrown overboard, and invariably seek the fountain head which brought them alongside the vessel. It was then the crew at the rail with their jigs and lines caught such as would bite. It was not every day the fish would take the hook, but when they did the work was lively. The great fishing grounds were the Gulf of St. Lawrence and the Bay of Chaleur. Mackerel every year frequented the New England coasts and the Bay of Fundy, but, save by a few Cape Codmen, were little sought after. From 500 to 600 barrels was considered a good season’s work.

Now everything is changed. Few vessels visit the Gulf of St. Lawrence, the fishing being confined to the coasts of the United States. In the summer season as many as 500 fishing vessels may be seen off our coast, their white sails and yacht like hulls making a handsome marine picture. Hooks, lines and bait are no longer used and are seldom found on board. Every fishing vessel carries a seine with which the fish are caught. The fish are captured night or day, whenever they come to the surface. A seine is a long net with floats on the top and sinkers on the bottom. This is to keep it distended in the water. A line called the purse line runs through rings along the bottom of the seine, with which the net is drawn up like a bag. Whenever a shoal of mackerel is seen on the surface, the seine is thrown around them and pursed up at the bottom, by which operation the whole shoal is captured. The schooner comes alongside and the fish are taken on board with dip-nets. In this manner hundreds of barrels are caught at one cast of the net. Often the fish escape before the seine is pursed up, and then the fisherman has his labor for his pains.

North Haven is the great fishing port of Penobscot Bay. Here are owned a dozen as fine mackerel catchers as can be found anywhere, and as many more bankers. The bankers have done a good season’s work, but the mackerel fishermen have been exceptionally fortunate. Through the courtesy of Mr. George F. Lewis, of that town, we are

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enabled to give interesting statistics of the mackerel fishery carried on there. Eleven vessels have landed this season 16,745 barrels of mackerel, stocking in the aggregate \$116,500, or an average of \$10,591. The following is a detailed statement:

Schooner WILLIE K. PARKMAN, 77 tons, Captain William H. Banks, with a crew of fourteen men, landed 2,013 bbls., stocking \$14,500. The crew shared \$438 each.

Schooner CORA E. SMITH, 49 tons, Captain Joseph Crockett, with a crew of fourteen men, landed 1,846 bbls., stocking \$13,500. The crew shared \$413 each.

Schooner BARTIE PIERCE, 95 tons, Captain Aaron Smith, with a crew of fifteen men, landed 1,800 bbls., stocking \$11,600. The crew shared \$350 each.

Schooner SEAFOAM, 73 tons, Captain Sanford Cooper, with a crew of fourteen men, landed 1,800 bbls., stocking \$11,400. The crew shared \$330 each.

Schooner ALICE C. FOX, 62 tons, Captain James L. Crockett, with a crew of fifteen men, landed 1,500 bbls., stocking \$10,500. The crew shared \$300 each.

Schooner OASIS, 57 tons, Captain Ruel R. Mills, with a crew of fourteen men, landed 1500 bbls., stocking \$10,400. The crew shared \$285 each.

Schooner ROGER WILLIAMS, 56 tons, Captain Stephen S. Lewis, with a crew of twelve men, a portion of the time thirteen, landed 1400 bbls., stocking \$10,000. The crew shared \$303 each.

Schooner LOTTIE E. HOPKINS, 49 tons, Captain Emery Hopkins, with a crew of twelve men, landed 1,400 bbls., stocking \$9,500. The crew shared \$297 each. This vessel did not start until May 15th.

Schooner EBEN DALE, 58 tons, Captain R. G. Babbidge, with a crew of thirteen men, landed 1,200 bbls., stocking \$9,500, the crew shared \$280 each.

Schooner HENRY NICKERSON, 74 tons, Captain Franklin Thompson with a crew of 14 men, landed 1,087 bbls. stocking \$8,600. The crew shared \$250 each. This vessel did not start until July 4th.

Schooner DAVID BROWN, JR., 62 tons, Captain Jerome B. Thomas, with a crew of thirteen men, landed 1,200 bbls., stocking \$7,000. The crew shared \$230 each. This vessel did not start until June 20th.

The fishing season began April 1st and ended Nov. 1st.

RECAPITULATION

Schooners	Amount caught	Whole stock.
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	Barrells	\$
WILLIE E. PARKMAN	2,015	14,500
CORA E. SMITH	1,846	13,500
BARTIE PIERCE	1,800	11,600
SEA FOAM	1,850	11,400
ALICE C. FOX	1,500	10,500
OASIS	1,500	10,400
ROGER WILLIAMS	1,400	10,000
LOTTIE E. HOPKINS	1,400	9,500
EBEN DALE	1,200	9,500
HENRY NICKERSON	1,086	8,600
DAVID BROWN, JR.	1,200	7,000
	16,745	116,500

Belfast at one time was largely and successfully interested in the fisheries, but the industry has died out. A former owner in the fishing fleet informs us that one of the causes of its decay was the intemperance prevailing among the crews. He said it was almost impossible to get a sober crew; Captain and all hands would drink to the neglect of business. Once he went to Boston and found several of his vessels entirely deserted and all hand off on a spree. Such a state of things would not now be tolerated. Here is a branch of business well adapted to Belfast. We have every facility and only lack the enterprise. Capital is needed, of course, but there is no lack of that. Mr. Frank W. Collins has made a beginning, and we hope his endeavor will be crowned with success. As to the profits of the fisheries let us cite two instances of this season's catch at Gloucester. Schooners. NELLIE N. ROWE and EDWARD E. WEBSTER have stocked in eight months' fishing, the former \$35,537 and the latter \$34,229. The vessels probably were worth about \$5,000 each.

The lime business at Rockland is now comparatively dull and many of the kilns have been shut down for the present.

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EASTERN INDUSTRIES

The Gardiner Reporter says that, although in some few cases bad ice fields have formed, this year's freeze is pronounced by good judges to be the best the ice gathers have had for a start, for the past ten years.

A fine brigantine, of 120 feet keel, was launched last week from the shipyard of Mr. Balcolm at Parrsboro, Nova Scotia. She will take plaster from Windsor to New York, whence she will be chartered for New Zealand where she will be owned.

More lumber than was sawn during the

past season in Bangor has been shipped, owing to the fact that there was considerable in the docks and on the wharves at the opening of navigation this year, and now there is none. The shipments this year were probably six to ten millions more than the amount sawn.

Mr. E. K. Wilson, of Cherryfield, whose steam mill at that place has just closed, has manufactured during the past ten months, 30,000 sardine cases for Wolff and Ressing of Milbridge, and 10,000 blueberry cases for A. L. Stuart of Cherryfield. He has also planed 1,000,000 feet of hemlock boards, and manufactured 40,000 heads for lime casks. He employs ten hands with a pay roll of \$300 per month.

A Bar Harbor correspondent writes us that business is quite brisk at that place owing to the building of four very fine houses. There are several cargoes of lumber in port and several vessels loaded with corn are expected to arrive the present week. Messrs. Fred S. Palmer & Company have recently purchased a wood lot in Lamoine and intend cutting seventy-five cords of wood for their mill. They have also invited proposals for one hundred cords, to be piled up at the mill.

Colonel William H. Darling and Parris G. Merrill, of Blue Hill, have been awarded a government contract to furnish granite for a sea wall around Governor's Island, New York Harbor. The contract calls for 22,500 cubic feet of granite. This will be obtained from the quarry on Crotch Island, opposite Green's Landing, Deer Isle. The quarry is one of the best in the State, has been well opened, is supplied with derricks and all necessary tools, large boarding house, good wharf, etc. and owned by Messrs. Darling and Merrill, and Charles and E. J. Russ of Green's Landing. Work will commence on Monday next and the contract will be completed about the first of June.

SHIPBUILDING NOTES - Seven schooners and one sloop, aggregating a tonnage capacity of about 730 tons, were built in the Kennebunk district during 1882. Fifty-four vessels have been launched from

Bath shipyards thus far this year, while fifteen or more are on the stocks to be off during the present month; making an aggregate estimated tonnage of 42,000 tons. Since 1860, nine hundred and fifteen vessels have been built at Bath, aggregating 464,217.61 tons. The following is a list of the various craft, steam and sail, which were built in the Bangor district in 1882; Steamer Cimbria, 289 14/100 tons; steamer, FLORENCE, 39 27/100 tons; ELECTRA, 54 59/100 tons; schooner SUSIE P. OLIVER, 272 78/100 tons; schooner F. C. PENDLETON, 388 25/100 tons; schooner CLARA MAY, 60 71/100 tons; schooner ISAAH K. STETSON, 297 76/100 tons - three steamers and four schooners. Total tonnage, 1,402 50/100 tons. The SUSIE P. OLIVER was built at Bucksport, but she is owned and was measured at Bangor, and consequently she is counted in this district. Captain S. H. Barbour is building a vessel of about 300 tons at his recently acquired shipyard in Brewer. David Clark, having sold his shipyard in Kennebunk to the Kennebunk & Kennebunkport Railroad Company, has purchased the Ward shipyard and wharf in Kennebunkport, for \$3000, and has commenced to build a three-masted schooner of 800 tons, for Captain Franklin of New York. George Christenson of Kennebunkport, has stretched the keel of a fishing schooner of 150 tons, for Portland parties. Hodgdon Brothers, of Boothbay, will in a few days launch a schooner for Captain William Allen of Provincetown, Massachusetts. — Messrs. James McDougall & Son of Boothbay will launch a fine vessel from their yard within a few days, and are putting material into their yard for three more.

Page 8.

EASTERN INDUSTRIES

Captain Thomas of Eastport, one day recently, made a shipment of 10,000 frozen herring from Eastport to Boston.

Messrs. Brown, McAllister & Company, Round Pond, are expecting a three-masted schooner to load granite for New York. They have been shipping some work to New York for a new house being erected for Mr. William H. Vanderbilt.



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9.9 hp 2015 Suzuki, 4-stroke, s.s.	\$1,890
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19' CHRIS-CRAFT SUPER SPORT, 1969. With MerCruiser 502 I/O – Bravo 1 Outdrive, Stainless steel exhaust, 2018 Venture trailer. Call for more details. Asking price \$23,900. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



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21' CHRIS-CRAFT CARINA, 2018. With Mercury V8 6.2L 300 hp B3 DTS and EZ Loader trailer. Included upgrades: Midnight Blue gelcoat, Riviera Red gelcoat stripe, push button start, Heritage Trim Edition, bimini top, cockpit and bow covers. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

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21' SCOUT 215 XSF CENTER CONSOLE, 2019. With Yamaha F150 outboard white hull color. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, (207) 865-4103.



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



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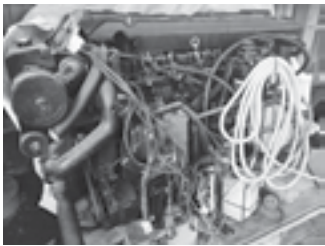


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Sea-Alex Buoys

The Premium Buoy Line

Sea Alex is the premier HDPE Plastic buoy in the market today

- *100% Non recycled materials
- * Resistant to growth, saltwater, UV rays
- *Available in a variety of colors
- *Additional wall thickness and pressurization available for an ability to function at greater depth
- *Manufactured in New Brunswick, Canada
- *Ideal for the Aquaculture and Lobster industry
- *Made to withstand the cold winters of NE



New item

Sea Alex is pleased to announce that they are now manufacturing the SA-10 Jumbo HDPE Plastic Buoy



Call New England Marine at 800-492-0779 for the stocking dealer closest to you

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KENT**Premium Adult Universal Survival Suit****USCG APPROVED**

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

\$249⁹⁹KNT-1540-AU
Order# 753274**IMPERIAL****Adult Universal Immersion Suit****USCG APPROVED**

Three-fingered mitt, dual pull tabs and extra wide legs for quick donning.

\$269⁹⁹RVS-1409A
Order# 743829**GME ACCUSat™ EPIRBs**

406 MHz with 6 Year Non-Haz Mat battery. 6 Year warranty. Features stainless steel antenna. USCG/GMOSS Approved.

Cat II Manual
Order# 731676**\$349⁹⁹**Cat I Auto
Order# 731678**\$469⁹⁹****6 Year Battery!****HV MAINE**
HAMILTON
MARINE**KENT****Type I Commercial Offshore Life Vest**

USCG Approved with reflective tape, light loop and whistle attachment.

\$40⁴⁹Adult Universal
Order# 748930**Onyx Auto/Manual PFDs**
25lbs buoyancy**LIMITED QUANTITIES!****\$79⁹⁹****35% OFF**

Reg 122.99

Color Order#
Blue 748700
Pink 774921**ICOM Commercial Radar**

10.4" color TFT LCD display. 36NM range with 4kW output. Includes 2" radome scanner.

\$1999⁹⁹ICM-MR1010R2
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**Long Line Snaps**

Stainless steel wire. Sold by the 10/pack.



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

1/2" Black Fuzzy RopeSold in 1200 Ft coils. For use in mussel farming. AQC-FR50BK
Order# 763256**Lantern Nets**

Aquaculture lantern nets, for use in scallop farming.



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

RIGID**High Performance LED Lights**

Produces extremely high output while consuming little power. High purity aluminum housings.

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Starting At

\$125⁹⁹**GRUNDÉNS****Foul Weather Gear**

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**Hamilton Marine Lobster Buoy Paint**

Water based, extra tough and long lasting, flexible coating. UV/Weather resistant, low odor, fast drying, soap and water cleanup.

Available in Red, Orange, Yellow, Green, Blue, Black or White

Search# HM-LBP

\$14⁹⁹**\$49⁹⁹**

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See just how tough our new buoy paint is! Or watch on our website or Facebook page.

Anti-Fatigue Mat

3' x 3' mat with 2-Sided Interlocking Design 1/2" thick.

\$14⁵⁰**SAVE \$9⁴⁹**

Reg 23.99

HTV-179873

Order# 754535

**Fish Basket**

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

\$19⁹⁹

Orange

Order# 118243

Green

Order# 763280

**PETTIT**

New Hybrid Reactive Technology is a high-density biocide that reduces yearly build-up, maintains color consistency and lowers weight while providing a smooth finish. Compatible over most bottom paints.

Neptune HRT Waterbased Antifouling Bottom Paint**Unepoxy HRT Seasonal Antifouling Bottom Paint****Premium HRT Multi-Season Antifouling Bottom Paint****Eco HRT Copper-Free Antifouling Bottom Paint****PETTIT SeaGold Wood Treatment**

Protects the wood using UV stable resins combined with added UV inhibitors as well as transparent pigments to provide a long lasting finish.

Quarts.

\$31⁴⁹

Finish

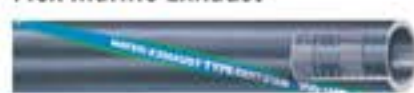
Satin

Gloss

Order#

762536

768654

**Fuel Hose**SAE J1527-USCG Type A1-15 Fuel Feed line
Low perm and alcohol resistant
Search# HMH-368SAE J1527-USCG Type A2 Fuel Fill/Vent line
Search# HMH-350**Series 250 Water/Exhaust Flex Marine Exhaust**Heavy wall with double helical wire between 4 spirals. Excellent flexibility and bend radius. Meets or exceeds USCG and ABYC recommendations.
Search# HMH-250**General Purpose Pump**

12 volt, 1-1/2" inlet, 1 1/2" outlet. 3800 gallons per hour. Heavy duty commercial construction.

\$243⁹⁹

RUL-017A

Order# 129020

**Manual Compact Toilet**

17.75"W x 13.19"H x 16.75"D. Plastic base. 3/4" ID hose inlet. 1-1/2" discharge.

JABSCO

a xylem brand

\$197⁹⁹

JAB-29090-5000

Order# 120325

**MOORING HEADQUARTERS!****Electric Rope Cutting Guns**

100 Watts

\$36⁴⁹

PUR-15463

Order# 127675

120 Watts

\$39⁹⁹

PUR-15463HD

Order# 735613

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Embroidered stars and sewn stripes. Canvas heading and brass grommets.

Annin

a xylem brand

FROM

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Typographical errors are unintentional and subject to correction.