

Maine Coastal News

Volume 32 Issue 10

October 2019

FREE

Lobster Boat Racing Season Comes to an End at Portland



Carl Anderson III's DANICA HAILEY [Calvin Beal 36; 675-hp Scania] and Heather Thompson's GOLD DIGGER [Wayne Beal 36; 675-hp Scania], have had a great summer of racing together in Diesel Class J. GOLD DIGGER got the win at Portland with DANICA HAILEY second.

The last two lobster boat races of the year (Long Island on Saturday (17 August) and MS Harborfest at Portland on Sunday (18 August)) seemed to have arrived a lot sooner than I expected. To date it has been an excellent year with great competition and a lot more boats competing compared to previous years.

I headed over to Long Island on Friday afternoon for the weekend. Friday evening there was a pre-race party with a number of the island's racers and residents in attendance. They were selling T-shirts, hoodies and other memorabilia. They were also serving hamburgers, hot dogs, wings and barbeque ribs. The highlight was Steve Johnson's arrival in his 5-ton Army truck with several racers who had arrived earlier that day for the weekend of racing. Then there was the arrival of a Denver boat, which was going to be applied to Steve's truck to keep it were it was, but it would not fit.

Saturday morning was overcast and I made several treks around the island on a golf cart before the races. I visited Johnson's Boat Yard and saw Justin Papkee's PULL N' PRAY [Wayne Beal 40; 550-hp Isuzu], which suffered a catastrophic fire almost three months ago. Fortunately she was near the dock at Long Island and everybody got off. Unfortunately, the boat suffered extensive damage, along with a number of traps, which were on board. She was salvaged and hauled up at the yard right after the fire and

they have begun stripping her and getting her ready to go to Wayne Beal's Boat Shop in Jonesport to be rebuilt this winter.

Sign-ups started on the ferry dock at about 1300 and there was a steady line until just after 1400 when we closed registration with 46 boats entered. There were some interesting boats that arrived to race. Josh Duym's DUCHESS [Holland 30; 420-hp Cummins]. DUCHESS was formerly Nick Wiberg's MISS KATIE, which was a top boat in Diesel Class E for several years. Before Nick owned her it was owned by Josh's uncle, Rusty Duym, who some will remember as a teacher at the Boat School in Eastport and later as a mechanic at Billing's Diesel and Marine in Stonington. Unfortunately, he passed away several years ago. Jake Dugas' unnamed racer [Mitchell Cove 32; 380-hp Cummins], whose name was later revealed to be GUILTY PLEASURE competed in Diesel Class E. She has an interesting lineage. She was originally owned by Todd Ritchie of Stockton Springs and raced as MISTRESS [440-hp Sisu] from 2002 to 2004. She was sold in state and then out of state, but was brought back to Maine by Ed Shirley of Bucksport in 2014. He repowered her at Johnson's Boat Yard on Long Island with a 1,000-hp C-18 Caterpillar. She would get up over 40 mph, but never reached the speed they had hoped for. Last year after the Rockland races she suffered a major engine issue and she was done for the year. Ed then

sold her to Marshall Spear, who sold the hull to Jake Dugas of Yarmouth and her engine went elsewhere. Another very interesting entrant was KATHLEEN II [Crowley 36; 500-hp Lugger], now owned by Michael Floyd. For those that can remember back to 2000, she was finished off by Steve Johnson, who powered her with a 2,500-hp 12-cylinder Rolls Royce/Packard engine, which was constantly thirsty. She raced at Harpswell, Winter Harbor, Pemaquid, but her big race was the last of the season at Searsport when she faced off against Glenn Holland's RED BARON [Holland 32, 1,100-hp Ford]. She got second in Gasoline Class E to the RED BARON's first, first in the Boatbuilder's Exhibition Class, and first in Gasoline Free-for-all with RED BARON second. This set up the final race of the day, the Fastest Lobster Boat. RED BARON had the blower motor from Chief Engines of Florida at this time, and they could change the pulleys and get about 100-hp power, but you were only supposed to do this one time and this was it. They switched the pulleys and won with a speed of 57.8 mph, which set a new record in the gasoline classes in a fantastic race.

With sign-ups done we loaded up and headed out onto the committee boat, Steve Train's WILD IRISH ROSE.

Despite being overcast it was fine day and after a moment of silence for Galen Alley the races got underway.

Three boats were on the line for Work

Boat Class A (Skiffs 16 feet and under, Outboard up to 30 hp, operators up to 16 years old.) and the winner was Aran Johnson in HAZEL B. [Lund 16; 25-hp Evinrude]. Second went to Max Byers' BUCKET OF HOLES [13'; 20-hp Tohatsu]. At many of the races this year there has been a battle between the two ZIPPINs (David Noyes' ZIPPIN' [Corson 14; 60-hp Johnson] and Jacob Noyes' ZIPPIN' TOO [Corson 15; 90-hp Nissan]) and Frank Bennett's NADEN [Naden 16; 60-hp Suzuki] in Work Boat Class B (Inboard, Outboard or Outdrive, 31 to 90 hp.). They were on the line again and as they neared the finish line ZIPPIN' TOO jumped into the lead with ZIPPIN' just sliding by NADEN. In Work Boat Class C (Inboard, Outboard or Outdrive, 90 hp and over.) the winner was David Johnston's CASCO MISS [Eastern 22, 250-hp Honda] with second going to Marshall Spear's GULL [Webber's Cove 22; 150-hp Mercury], which he finished off this past winter.

Three boats were on the line for Gasoline Class A (Four and Six Cylinder, 24 feet and over.) and the winner was Will Tierney's ELIZABETH [Repco 30; 250-hp Chevrolet]. Second went to Ernest Callow's MISS MARJORIE [General Marine 26; 300-hp Crusader] and third was Ann Johansen's CINDY JEN [34' Clinton Beal; 292 Chevrolet]. There were no entrants in Gasoline

Continued on Page 18.

C o n t e n t s


Publisher's Note	4	Woods Hole Oceanographic News	9	Boat and Ship Yard News	14	Classified Ads	29
Calendar of Events	4	IMOCA News	10	Back Coves New Model	15		
Willis Spear Talks Fishing Part III	5	NYYC Invitational Cup	11	Lobster Boat Racing Results	20		
70s Memories-Punt Fishing	6	<u>Commercial Fishing News</u>		<u>Maritime History</u>			
U. S. Coast Guard News	7	Miscellaneous News	12	Industrial Journal - 1890	26		
U. S. Navy News	8	ME DMR News	13				

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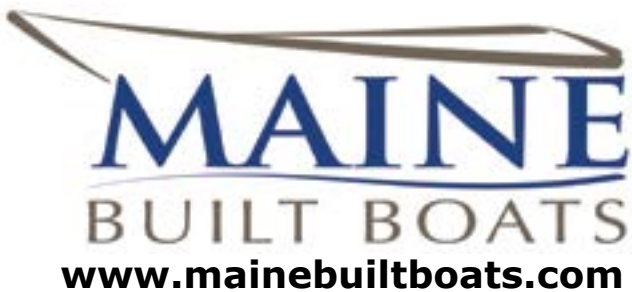
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I, like many of you, wonder what happened to the summer. Remember when we were young and were told that when we got older time would go by faster and faster, especially for those that filled their days with things to do. This year we did not have much of a spring since it rained many of the days and it really did not get warm until sometime in June. That was fine as it allowed me to catch up on some inside projects, but once summer started there was no rest for the wicked. There is no question that lobster boat racing takes a lot of my time, but I would not have it any other way. Then just getting this newspaper out on the newsstand, getting in the boat yards for some news, and by the way if you do not have a hip replaced walking would soon be a severe problem.

There certainly are things I would like to do differently in the summer. I have purchased the 1964 Clinton Beal wooden lobster boat (CINDY JEN) and would like to do more getting out on the water and document the coast from that perspective. One of my free weekend days after the end of lobster boat racing, I took the boat up to Cundy's Harbor from Harpswell and had lunch at Holbrook's and photographed many of the lobster boats in the harbor and some of the homes on the water. I am not sure how many people do this, so that years and years down the road we know what was there. I believe it is valuable from a historical perspective.

There has been an investment group from Texas buying up marinas and boat yards along the Atlantic Coast over the last several years. A couple of years ago they purchased a majority of the boat yards/marinas, about 25 in number all of New England and New York, that were owned by Jack Brewer. Now they control about 80 properties and it makes you wonder what their ultimate plan is. Jack would buy an existing boat yard or marina that had fallen into disrepair and clean it up and make the necessary upgrades to make it a great facility. In the end it remained a functional marine facility, but one can only wonder if the new group has the same motive. Now this is not new as coastal development has been ongoing since the beginning of time. However, now coastal property is becoming scarce and extremely expensive and those buying it may develop a boat yard into condos with a marina. This means the loss of the boat yard, because it is not as profitable as condos are. A bigger problem is commercial fishing access, which we have seen diminish here on the coast of Maine over the last several decades. Commercial access needs to be preserved and protected. I am not sure that I would rely on the government for this, even though there are several federal and state piers in the State of Maine dedicated to commercial fishing. One thought is a commercial fishing association that is formed to buy coastal property and protect access. Otherwise one could worry that the money people could come in with no regard for the commercial fishermen, purchase the land and restrict access.

The middle of September means it was



time for the Newport International Boat Show in Newport, RI, which I have attended as a representative of Maine Built Boats (MBB) since 2012. I am there to answer questions about the models our builders offer, especially the Maine lobster boat. Over the years I have fielded a lot of questions about the builders and the boats they produce and try to match the person to the builder or builders that could deliver what they are looking for. Some have done their research and others are just beginning to gather information. One this year had a five year plan, which included selling his sailboat and replacing it with a Downeast powerboat. This is the best boat show in New England for MBB as there are thousands of people who come looking for a boat or accessories. Not many of the Maine boatbuilders come to Newport, mostly due to the time commitment, but it would be worth it in the end, even if they did not do it every year.

This year there was a major change at the Show as one of the main tents was replaced by a new hotel, bringing us back to the question of waterfront property and its access. I am not sure how many boats are in the water and how much space on land is utilized, but it would be difficult to find another place anywhere in New England to accommodate this show. The Show did put up another tent, moved the ticket booth next to it and hoped that people would go into this tent. Unfortunately, not as many did and the exhibitors in this tent were not very happy. The tent where MBB's booth is, along with a number of other Maine boat yards and businesses, was right behind the new hotel on the dock. The tent that was missing did feed our tent and it did seem that there was less traffic, but I still had a good number of people asking questions. Now the question is, what happens next year? The rumour was that they might place exhibitors under the hotel in the parking garage, but others heard a rumour that the whole dock might not be available next year, which could make for an interesting show. It may also bring into question the future of the show as to whether Newport's waterfront is worth more as something else other than a site for a boat show. For those of us we remember the 1980s and 1990s when two boat yards disappeared and became condos. It is very difficult to get something to happen on Newport's waterfront so we are probably safe for a few years.

Since the spring we have launched a revamped website for Maine Coastal News (mainescoast.com). Right now you can read the current and several back issues and the lobster boat racing newsletters. This winter I will be working on a couple of other sections, one on the evolution of the Maine lobster boat, another on lobster boat models; shipbuilding, and steamers.

The other website is for the International Maritime Library (not live yet), which will have a vast amount of maritime related information. The first aspect will be a list of vessels from the early volumes of the "List of Merchant Vessels of the United States" encompassing sail and steam and to this I added a list of vessels built in the State of Maine. When these lists were crashed together it comprised about 75,000 vessels with 91 fields. After eliminating the duplicates the list totaled 54,007 vessels, which will be Version 1. I am already working on Version II, which will have other annuals and custom house lists inputted and this will probably take most of the fall and early winter to complete. I also need to input information into other databases: encyclopedia, chronological history, biographies and voyages. It is a huge project, but I love the challenge!



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

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Editor-in-Chief

Jon B. Johansen
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WILLIS SPEAR TALKS FISHING IN CASCO BAY

Part III

Willis Spear of Yarmouth has been discussing his fishing life on Casco Bay and the people who influenced him and some of the stories he remembers hearing from them. In this part he begins talking about his wife's father, Albert Vincent Werner, who fished his whole life. The photograph to the right is he and his brother reeling gill nets on what Willis thought was Holyoke, Long or Pocahontas Wharf in Portland. His nickname was Suzie and Willis explained, "The reason they called him Suzie is because he had a sister, Suzie, and they hung around together on Munjoy Hill. Wherever Big Suzie was he was, so they called him Little Suzie and it stuck the rest of his life."

Albert fished on the 117-foot WAWENOCK, which was built at the Gamage yard in South Bristol in 1953. In one photo the deck is covered with red fish and Willis added, "Evidently they got them too fast. He said they used to like to try and catch them in a week. I know he fished with Dicky Friend out of Portland. There were three Friends, there was Dicky, Freddy, and Butch and two of them drowned. Dicky and Freddy had a 55-foot Bruno and they fishing together, Butchy wasn't with them. They were good fishermen with O'Hara. They dropped the doors at night somewhere outside of New Ledge and it got rough and they were taking water over the stern and the hatch to the lazerette was loose and the lazerette filled and they did not have a chance to get a call off or anything. Butchy got shot in a domestic dispute. He was a good guy, but when he got drinking he was a little different and when the cop came he attacked him."

"My father-in-law didn't want to go on WAWENOCK," continued Willis. "He had been gill netting and there was a guy by the name of Ozzy Howard who was the engineer, he used to come over and visit Suzie all the time. They lived over by the University of Maine, and he would say they needed somebody, but he didn't want to go. His mother made him go and he said it was the best boat he had ever been on. The deck plates you put the fish down, well most deck plates are galvanized and those were bronze. He said the deck engine for the winch behind the house was an 871

with chrome valve covers and spotless. In this picture they are shoveling ice out of the hold because they are running out of pens to put the fish. So they are taking all the ice out of the pens and putting it on deck then they are going to run the fish down the middle of the boat they call the 'slaughter' to fill it. They are in the process of filling the boat, but they are towing in this picture because you can see the wires are out so they are going to get another set. My father-in-law said he didn't like it that much because they had to pack them in like an overfilled suitcase. He was on there for seven years, they wound up lobstering out of Newport, Rhode Island in the end on the Continental Shelf with a boat and they didn't like it so they gave it up eventually."

Later on this boat was sold to someone from Gloucester. Willis added, "She was rammed by another boat off of Long Island, New York aft of the gallows frame and the other boat sunk, collapsed the stem. This thing was oak on oak and eventually they burned her some place out of Gloucester. There are pictures of her online. I have seen one of her out of Stonington, Connecticut. There was one picture, they called her the LITTLE AL, she was painted kind of a bluish color."

"Bob Anderson from Rockland owned the boat and he was partners with another guy by the name of Maynard Labby," added Willis. Maynard owned POCAHONTAS and he owned part of the WAWENOCK with Bob. Bob bought his share out eventually. They told me Maynard was a Finn. There was a population of Finns around Rockland, like that Kosti Ruohomaa that did the photographs. He just went out. Then there was Jimmy Farrell, the guy that smoked the cigar, the little stub cigar with the plastic mouth holder. He was about this tall, they called him a little giant. They made fun of his height and in his stateroom someone made a ladder to the toilet. They told me he was a tail gunner on a B17 because of his size. His brother was Neil Farrell that fishing out of Portland for a while but ran a boat up at Rockland, one of the red fish boats. Tommy Turner was on these boats and he lives in Brunswick. He was Bob Anderson's son-in-law."

The WAWENOCK was powered with a Wolverine, which weighed twice



as much as the 398 they later put in. The new engine would do twice the amount of work.

A few other names that Willis mentioned were Bill Doughty, whose brother is part-owner of Washburn & Doughty of East Boothbay; Bob Crowe, who was from Bailey's Island; Frankie Mallow from Portland; and Mike O'Reilly, from Cliff Island, who was the shore engineer and engineer on a boat owned by the Harris Company. "Bernard Harris was one of the three Harris Brothers that owned Harris Company," said Willis. "He owned Harris Oil, and the boat VANDAL. VANDAL was run at this time by a guy named Boog Doughty, his real name was Reuben Doughty and he was from Long Island. They all liked to fish with him, he was just a real gentle man back in the days, back when the sound machines were kind of imperfect and the old Loran A were not



Albert Vincent "Suzie" Werner
Willis Spear's Wife's father.

Continued on Page 25.



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70s Memories: Punt Fishing

By Lee S. Wilbur

About the second year we moved back to SWH from Orono after my last year at University of Maine. Six years and I'd finally achieved a "Major" in Business Administration with a "minor" in Education. Heidi and I were still running our boat rental business and we'd brought our old mobile home back from Orono and by then had set it up on a piece of land in Seawall. To add a bit of spice to our lives we now had two children, Ingrid, the oldest (4yrs) and Derek,(2).

I'd taken a job as Teacher-Principal in the town of Lamoine, some twenty odd miles from Southwest. Great town, loved the kids, great experience. Pay wasn't great, around 4500\$ a year, but with the rental business in summer we "made ends meet". For an extra vehicle, we'd bought an old (somewhere near "52-53") Ford pick-up truck. Idea was to use it for the rentals, launching and hauling, and I could commute to Lamoine with it in the winter. Was definitely not in good shape and the few hundred dollars I'd spent would have been better placed on a down payment for later model. Didn't want any more payments than necessary. Goal was to "make do".

Our business was on the waterfront. Rental day ended 4:30-5 each day (7-day week). Time left to perhaps run a few lobster traps. Had a boat, extra (old), with "1950's" 10hp Johnson. Still running today. I scrounged around, bought a few used traps until I had, if recollection serves, the maximum 20-25.

This all made sense to us. Along with the timing, a couple years before we'd purchased a two story house in Manset with a small field where we could store the rental

boats and now the traps, which by the way needed much tender care and repair.

End of the rental day, I'd tuck one of the kids up in the bow, their life jacket on and start around the Manset/Seawall shore "Pulling traps". No trap hauler. I was the hauler and at the end of a day working the rentals, then later after teaching school, it was great therapy. Fresh air, on the water, perhaps an occasional lobster for dinner and some exercise. What more could anyone ask. Sure couldn't do it today.

Interesting though, were some remarks from other fishermen which filtered back. Hurtful but I let it slide. One especially to the effect that I was a school teacher, had a boat rental business and "lobstering" on the side. Gist being, I was taking lobsters that by rights were someone else's. I had naively figured I had a license and by working hard and trying to get ahead, just about any endeavor was open to a Maine coastal boy. Fact that my father was the town doctor may just have figured in to the equation. With today's new regulations of course, this opportunity would have been non-existent.

Punt fishing was also a great way to spend time with son or daughter, whichever's turn it was. I'd pile a few life preservers up in the bow of the old camo-green MFG "Challenger" (used as well for Sea Duck hunting), tuck them in, and head out around the harbor pulling these rickety old traps that were literally stitched together with beat up lathes and cod line. They did fish to a certain extent and if I got over a half dozen "bugs" I was satisfied. It was enough to put good meal on the table occasionally and share some with my folks. Plus, it was great just being out on the water; more than especially in the fall after trying to teach

something/anything to a dual class room of (30+) 7th and 8th graders whose main concern was "recess".

One of my special memories of those few summers is of setting Ingrid, who couldn't have been much older than four, in the truck while I went back to put the boat on a mooring. Came back and got ready to start the truck when I smelled something like oily cleaning fluid. I remarked, "What's that smell?" looking over at Ingrid.

There on the seat was a spray can of cleaning fluid which my darling daughter had used as she said, to "clean off the lobsters." As cute as the family treasured story is, I'm embarrassed to say I was quite upset and to punish her, left her with a sitter when

the three of us went out that evening. Something I've regretted and wished I hadn't done, but she survived. Ingrid now has a great position as head of "Harbor House", a children's activity center in Southwest Harbor and mother of two aspiring children. Derek, After many several years with he and wife Sarah's "Fiddler's Green" restaurant in Southwest Harbor is now carpentering and contracting, closer to his Dad's love of boatbuilding and working with his hands to create. I haven't lobstered for many, many years, though I do look back on those times with pleasure, choosing now to spend my time chasing fish around my favorite lake, Long Pond.

Over the Bar: Gibson, Howland and Newman



**Charles D. Gibson
1928-2019**

FORT PIERCE - Charles Dana Gibson, the son of Langhorne Gibson and Marion Taylor Gibson, died peacefully at his North Hutchinson Island home on June 19, 2019. Gibson, born in 1928, was raised in Westchester County, New York.

He served during 1944-45 as a civilian seaman with the U. S. Army Transportation Corps (ATS), having enrolled as an ordinary seaman a few days prior to his sixteenth birthday. He held the Merchant Marine Combat Bar for that overseas' service. In 1953, he was commissioned as a 2nd Lieutenant, Transportation Corps, Army of the United States. In 1962 he was honorably discharged from the Reserves as a 1st Lieutenant, Infantry.

While a resident of New York State during the 1960s, Gibson operated a livestock farm and was appointed by Governor Nelson Rockefeller to the New York State Commission for the Preservation of Agricultural Lands. He later served as a Commissioner of the New York State Agricultural Resources Commission. In that capacity he was a primary force in the drafting and subsequent passage of legislation leading to that state's Agricultural Districting, a program which became a vibrant force in New York's land-use policies during the early 1970s.

Following his marriage to Elizabeth Kay Faulk in 1973, Gibson became actively engaged in the commercial swordfish industry, working out of New Bedford, Massachusetts. Dana and Kay later operated Jekyll Towing & Marine Services, an ocean tug enterprise based in Brunswick, Georgia, and later St. Petersburg, Florida. In 1985, the Gibsons sold their tug Jekyll Isle (now Pentagoet) to Maine Maritime Academy and relocated to Camden, Maine, where they resided and worked together as maritime historians for thirty years. They became residents of Fort Pierce (North Hutchinson Island), Florida, in 2013 but continue to maintain a summer place in Maine.

During 1988, Mr. Gibson's pro-bono consulting work resulted in Armed Forces veterans' status and benefits being awarded by the Department of Defense to over 84,000 civilian seamen who served in the WW II Oceangoing Merchant Marine from Decem-

ber 7, 1941 to August 15, 1945 - the period encompassing that time when merchant ships were armed and the world's oceans were actively contested by Axis forces. In addition, he authored the qualification brief for the civilian seamen of the Army Transportation Corps of WW II winning veterans' status for that group as well.

Gibson authored four books and co-authored four others with his wife. All of their writings deal with aspects of maritime history. Their two volumes which covered the Civil War period received the 1996 John Lyman Award for Naval History. Their last book, Over Seas, published in 2002, was selected by the American Library Association as an Outstanding Academic Title.

For his work on behalf of World War II merchant seamen, Gibson was made the recipient of the Captain K. C. Torrens Award from the Council of American Master Mariners; the Distinguished Service Award from the U. S. Merchant Marine Academy at Kings Point; and the Marconi Memorial Gold Medal of Achievement from the Veteran Wireless Operators Association. Together with his wife, Gibson received the K. Jack Bauer Award for contributions made to maritime history. They are the only husband/wife team to be so honored.

His professional affiliations included membership in the Council of American Master Mariners; the Marine Society of the Port of New York; the North American Society for Oceanic History; Steamship Historical Society; Army Historical Foundation; and the Council on America's Military Past.

Mr. Gibson is survived by his wife, Kay; his daughter Rene Gibson of Hillsdale, NY; his son Bill (April) Gibson of Gloucester, VA; his brother Mark (Robbie) Gibson of Ivy, VA; his sister Diana (Bill) Garner of Bethesda, MD; and his sister-in-law Sara Gibson of Richmond, VA. He was predeceased by his daughters Marion and Abby, his brothers Harry and Langhorne, Jr, and his sisters Parthie Shields and Renee Darrell.

Interment of ashes will be in Searsmont, at the convenience of the Gibson family.



**Llewellyn Howland
1937-2019**

Howland, Llewellyn, III of Boston and Wenham, MA, died in his sleep at home on Friday, June 21. The cause was lung cancer. Born August 21, 1937, Louie grew up in

Continued on Page 23.

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U. S. COAST GUARD NEWS

Coast Guard, state, local agencies respond to ferry aground in Boston Harbor 16 August

BOSTON — Coast Guard, state, and local rescue crews responded to an aground ferry Friday off Long Island in Boston Harbor.

At approximately 7:45 a.m., J.P. Vega, operations manager for Boston Harbor Cruises, called Coast Guard Sector Boston watchstanders to report the ferry Lightening ran aground with 84 people aboard.

Station Boston and Point Allerton rescue crews launched, along with state and local partner agencies.

Four people were injured and brought to Black Falcon Cruise Terminal to awaiting emergency medical services. They were transported to various hospitals in Boston.

The ferry Lightening got underway under its own power to dock in Charlestown.

The cause of the incident is under investigation.

Coast Guard fines Woods Hole, MA and Block Island, RI ferry jumpers 21 August

BOSTON — Investigators from Coast Guard Sector Southeastern New England issued two notices of violation last month with proposed penalties of \$2,500 each to two individuals for intentionally jumping over ferry railings in June and July.

The act of intentionally jumping into the water from a passenger vessel is considered interfering with the safe operation of the vessel, a violation of 46 United States Code, Section 2302.

The penalties for this violation can be up to \$35,000. These fines are the Coast Guard's response to action taken from investigative reports provided by the Falmouth Police Department, and New Shoreham

Police Department who responded to the scene after being contacted by the masters of the ferries.

Luke Garrity, 18, is accused of jumping off the Island Queen in Falmouth on June 23, 2019. The ferry is owned by Island Commuter Corp.

Andrew Myers, 19, is accused of jumping off the Anna C in Block Island, Rhode Island on July 28, 2019. The ferry is owned by Interstate Navigation Company.

"Jumping into the water from a certificated passenger vessel, such as a tour boat or charter vessel, is not only dangerous for the person jumping, but it also endangers the lives of others onboard," said Commander Brian McSorley, deputy sector commander of Coast Guard Sector Southeastern New England. "Commercial passenger vessel crews are responsible for the safety of all passengers aboard their vessels and, in this case, their attention was diverted away from the safe operation of the vessel in order to try and retrieve the jumper from the water."

All Coast Guard certificated small passenger vessels undergo thorough safety inspections that include testing the crew's competence to recover a man overboard. In both of these case the crews performed their man overboard emergency recovery in accordance with their procedures.

Upon receipt of Notice to Violations, recipients have 45-days to appeal the fine.

Coast Guard presents Purple Heart to Finch family in Chatham, MA 26 August

BOSTON — The Coast Guard First District Commander, Rear Adm. Andy Tiongson, U.S. Representative Bill Keating, local Coast Guard units and Cape Cod communities honored Seaman Norman Wood Finch,

Monday. Officials presented Norman's Great-nephews, Stephen and Bradley, with a Purple Heart for making the ultimate sacrifice during WWI. Norman Finch enlisted in the U.S. Coast Guard on June 7, 1917, and served as a crew member aboard the Tampa. One of the six Coast Guard Cutters assigned to the Navy, Tampa was on convoy duty in European theater when the ship was torpedoed by a German submarine and sunk with all hands aboard on Sept. 26, 1918, in Bristol Channel, England.

In 1999, Commandant Admiral James Loy authorized the posthumous awarding of the Purple Heart Medal to the crew of USS Tampa. The Coast Guard continues to identify families who have yet to receive their ancestors' Purple Heart. Visit the Coast Guard Historian's Office for more information.

Coast Guard, port partners conducting rescue operation for 4 aboard disabled, on fire vessel in St. Simons Sound

8 September
CHARLESTON, S.C. — The Coast Guard and port partners are searching for four



M/V GOLDEN RAY laying on her side in St. Simons Sound, Brunswick, GA.

crewmembers aboard a disabled cargo vessel with a fire on board Sunday morning in St. Simons Sound, Brunswick, Georgia.

Currently, 20 people have been safely removed and four people remain unaccounted for on the M/V GOLDEN RAY, a 656-foot vehicle carrier. The vessel is listing heavily in the St. Simons Sound.

At approximately 2 a.m., Coast Guard

Continued on Page 22.

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U. S. NAVY NEWS



Samuelson receives degree from Naval War College

By Esther Savar
NEWPORT, RI — Eben Samuelson from Columbia recently received a Masters of Arts degree in Defense and Strategic Planning from the Naval War College in Newport, Rhode Island. Samuelson, son of Clyde Samuelson, Jr. of Columbia and Martha Samuelson of Venice, FL, graduated in 2001 from the United States Merchant Marine Academy at Kings Point, NY with a degree in engineering. Commissioned in the Naval Reserve upon graduation in 2001, he was promoted Commander in March 2019. Following several years in shipping, Samuelson is presently a Port Engineer in Norfolk, VA where he resides with his wife and two children.

USS Michael Murphy Returns from Deployment

From Commander, U.S. 3rd Fleet Public Affairs
PEARL HARBOR (NNS) -- The Arleigh Burke-class guided-missile destroyer USS Michael Murphy (DDG 112) and the “Easyriders” of Helicopter Maritime Strike Squadron (HSM) 37 returned to their homeport of Pearl Harbor following a successful deployment to the 3rd and 4th Fleet areas of operations, Aug. 19.

While deployed to the U.S. 4th Fleet area of operations, Chile hosted Michael Murphy and its crew of more than 350 Sailors, along with maritime forces from 11 partnering countries – including Brazil, Columbia, Costa Rica, Ecuador, Germany, Honduras, Mexico, New Zealand, Peru, Turkey, and the United Kingdom – to participate in exercise UNITAS LX (60).

UNITAS, Latin for “unity,” is the world’s longest-running multinational maritime exercise. Conceived in 1959 and first executed in 1960, UNITAS is a demonstration of U.S. commitment to the region and the strong relationships forged between partnering nations and their militaries.

During deployment, the ship also participated in exercise Teamwork South, a biennial Chilean naval exercise that focuses on conducting training scenarios in intermediate and advanced anti-surface and anti-submarine warfare operations.

“Multi-national operations and exercises like UNITAS and Teamwork South underpin the U.S. Navy’s collective maritime efforts in the Indo-Pacific region,” said Cmdr. Christopher Forch, Michael Murphy’s commanding officer. “The variety of operations the ship conducted during

deployment demanded excellence from the crew; we operated with flexibility and professionalism that is second to none.”

Michael Murphy also conducted extensive training during its routine operations that prepared the crew to successfully rescue five stranded mariners off the coast of Peru.

“Helping spot those fishermen was easily the high point of my naval career,” said Gunner’s Mate 2nd Class Ryan Buck. “I couldn’t believe what I was seeing at first, but then I saw them frantically waving makeshift flags made of jackets and pants, just to make sure we saw them.”

Michael Murphy also conducted a number of live-fire gunnery exercises – including its 5-inch gun, close-in weapons system, Mark-38 25mm machine gun, .50-caliber machine gun, M240 machine guns, and a two-day small-arms qualification – and HSM 37 tallied 266 flight hours over the course of 84 flights.

“This has been an excellent deployment,” said Forch. “Along with our allies and partners, we all operate toward the same end – continued security and stability that result in a free and open Indo-Pacific. I couldn’t be more proud of my Sailors for their accomplishments and dedication to mission.”

U.S. 3rd Fleet leads naval forces in the Indo-Pacific and provides the realistic, relevant training necessary for an effective global Navy. U.S. 3rd Fleet works constantly with U.S. 7th Fleet to complement one another and provide commanders capable, ready assets across the spectrum of military operations in the Pacific.

NMRC Seeks to Improve Disabled Submarine Rescue Survival

From Naval Medical Research Center Public Affairs
KISSIMMEE, Fla. (NNS) -- Naval Medical Research Center (NMRC) scientists presented their research, “Determining DISSUB survival rates rescued subjects using Submarine Rescue Diving and Recompression System (SRDRS) standard operating procedures,” during the Military Health System Research Symposium (MHSRS) in Kissimmee, Florida Aug. 22.

“The Undersea Rescue Command in San Diego made the initial request to evaluate survivability,” said Lt W. Rainey Johnson, undersea medical officer. “Supporting disabled submarine (DISSUB) rescue is a pillar of the Undersea Medicine Department (UMD) research mission.”

Survivability was evaluated following current Navy standard operating procedures for disabled submarine rescue at the operable limits of the rescue equipment. The study evaluated the Submarine Rescue System (SRS), a section of the Submarine Rescue Diving and Recompression System (SRDRS), decompression plan.

According to Johnson, DISSUB rescue is a complicated and resource-intensive process. “Current rescue systems require transport to the DISSUB site, modification of a vessel of opportunity, and round-the-clock operation of mobile hyperbaric chambers, which can take several days,” he said.

According to Dr. Aaron Hall, Ph.D., supervisory research physiologist, Underwater Medicine Department, the DISSUB rescue plan was designed based on projected survival of the crew and engineered capabilities of the rescue system.

“A surrogate model was used to expose subjects to the most extreme environmental conditions described in the decompression plan, specifically an atmospheric pressure inside the submarine five times the pressure at sea level,” he said. “Because of the known risk of pulmonary oxygen toxicity, which

could result in severe injury and/or death, it is unethical to use human subjects to test the concept of operations for the most extreme conditions thought to be survivable.”

Under the extreme high pressure conditions inside the submarine the subjects did not survive beyond 55 hours, less than the 72 hours currently in place to rescue survivors in a DISSUB scenario.

Based on their initial study, Johnson, Hall, and colleagues agree survivability of the current DISSUB rescue plan is uncertain when atmospheric pressure inside a submarine rises to five times greater than the atmospheric pressure at sea level. They caution the study does not address survivability during less extreme DISSUB scenarios, and emphasize additional research must be done.

“Factors limiting DISSUB survivability are likely related to internal pressure and atmospheric composition, but further research is needed,” Johnson said. “The next steps are to confirm the findings in a second model, identify physiologic factors limiting survivability, and develop countermeasures that will improve outcomes during DISSUB escape and rescue.”

About Naval Medical Research Center

NMRC's eight laboratories are engaged in a broad spectrum of activity from basic science in the laboratory to field studies at sites in austere and remote areas of the world to operational environments. In support of the Navy, Marine Corps, and joint U.S. warfighters, researchers study infectious diseases, biological warfare detection and defense, combat casualty care, environmental health concerns, aerospace and undersea medicine, medical modeling, simulation and operational mission support, and epidemiology and behavioral sciences.

Researchers Develop Groundbreaking Process to Study Barnacle Glue, Could Save Navy Millions

From Cassandra Eichner, Strategic Communications, U.S. Naval Research Laboratory Public Affairs

WASHINGTON (NNS) -- Researchers at the U.S. Naval Research Laboratory developed a new method for identifying the glue proteins that barnacles produce to adhere to ship hulls and other surfaces.

The new method, featured on the cover of the May issue of Integrative Biology, is faster, safer, improves efficiency of samples and yields more effective results than traditional methods. Researchers hope the discovery will lead to new solutions for dealing with the accumulation of barnacles on ship hulls, which hinders Navy operations by creating drag and increasing fuel costs.

“We are developing a new way to actually study the adhesive to see what it is composed of,” said Janna Schultzhaus, research biologist and National Research Council Postdoctoral Associate at NRL. “Before we can develop something that will work against it, we have to know what it is.”

These small but mighty crustaceans create a cement-like adhesive layer that is difficult to remove once applied. The adhesive layer, called barnacle glue, is made of proteins that have remained mysterious to researchers. Researchers believe identifying the proteins is the first step toward understanding the glue, and ultimately developing materials to effectively combat the glue’s adhesive qualities.

“If we can figure out how to make them not attach as well, they will be easier to remove or [ensure] they just won’t attach,” Schultzhaus said. “That would save the Navy a lot of money.”

Researchers have used solutions like toxic hexafluoroisopropanol to dissolve the glue and identify proteins. The problem with

that method is that not all of the glue fully dissolves. That means that while researchers are able to identify some of the glue’s proteins, they have no way to identify the proteins in the remaining undissolved glue.

“Imagine if you have a lot of salt and you put it in the water,” said Dasha Leary, NRL research biologist “Not all the salt will dissolve. But if you want to study all the salt you need to either add more water or come up with a different way of dissolving it. That’s kind of how these guys are. We have chunks of the proteins, but we need them all broken down in the solution to be able to study them.”

Schultzhaus and her fellow researchers designed a study to test how well their barocycler machine, a laboratory instrument used to subject specimens to cycles of pressure, could break down the proteins with three separate test solvents. The machine worked by continuously applying and releasing high pressure on the samples.

In the study, researchers identified more than 80 proteins, about double the number identified in previous studies. After they characterized the proteins, they discovered several enzymes, which Schultzhaus believes may play a role in the production of glue, the transport of proteins, or in the support of the barnacle molting process. She hopes future studies will reveal the purpose of each.

The pressure cycling technology also allowed the researchers to use smaller samples and get results in a shorter time compared to traditional solvent-soaking approaches.

“We can do 16 samples at a time while before we could do only one sample and we had to pull several barnacles together to get enough material to study it,” Leary said. “Here we can look at material from a single barnacle and tell the individual differences better. It could take several days to get the results with the old process because there were extra steps.”

NRL’s barnacle team believes developing novel ways to extract proteins will be critical to understanding how barnacles interact with the environment and, ultimately, how to keep them from attaching effectively.

“We now have a controlled way to break the glue down and see what’s there and what’s changing,” Schultzhaus said.

Their findings also have implications for the medical community. According to Schultzhaus, medical researchers can use this technique to study similar substances, like plaques formed during disease.

Complete details of the collaborative research by NRL’s Center for Bio/Molecular Science and Engineering Division and Chemistry Division can be found in the June 28, edition of Integrative Biology (doi.org/10.1093/intbio/zyz020).

32 for 1: Grandson Recounts WWII Sailor's Heroism, Donates Citation to USS Nimitz

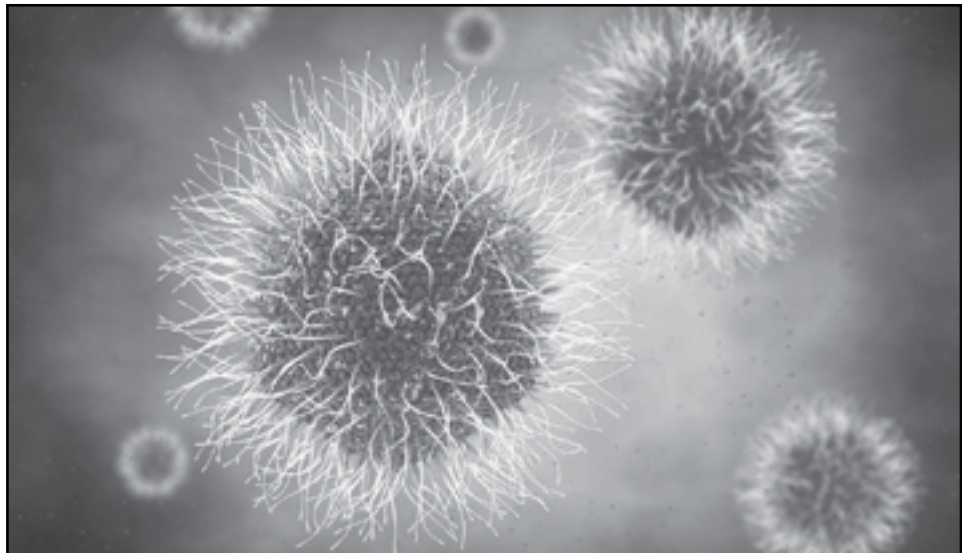
By Mass Communication Specialist 2nd Class David Claypool, USS Nimitz Public Affairs

BREMERTON, Washington (NNS) -- Greg Mason, a retired U.S. Army Staff Sergeant, is part of a long lineage of military service members. On August 27, 75 years after a citation signed by Admiral Chester W. Nimitz was awarded to his grandfather, Mason donated it to the aircraft carrier USS Nimitz (CVN 68) during a visit to the ship.

Mason’s grandfather, Guy Adams Mason, and his best friend John Arnold Austin were both stationed in Pearl Harbor in December of 1941.

Continued on Page 24.

WOODS HOLE OCEANOGRAPHIC NEWS



An illustration of an organism infected with the giant virus known as Mimivirus. (Credit: Shutterstock)

Surprising Enzymes Found in Giant Ocean Viruses

Findings could represent new drug targets for human pathogens

A new study led by researchers at Woods Hole Oceanographic Institution (WHOI) and Swansea University Medical School furthers our knowledge of viruses—in the sea and on land—and their potential to cause life-threatening illnesses. Their findings, which examine newly-identified genes carried by mysterious “giant” viruses, could represent potential new drug targets for giant viruses linked to human diseases. The work published this week in *Proceedings of the National Academy of Sciences*.

An international team of researchers team searched more than 8,000 virus genomes and found that many newly-discovered giant viruses contain multiple genes for a type of enzyme called cytochrome P450. P450 enzymes are common in animals, plants and bacteria, but finding them in new viruses is unexpected. Prior to the giant viruses, it was never considered that viruses would have these genes.

“This is an extremely interesting finding,” says biologist John Stegeman, senior author of the paper and the director of the Woods Hole Center for Oceans and Human Health at WHOI. “In animals, P450 enzymes metabolize drugs, make steroid hormones, and defend against pollutants. We have yet to find out what they are doing in these viruses, but for sure they are unique, unlike P450s in any other organism.”

P450 enzymes, which constitute one of the largest enzyme superfamilies known, may also have major implications for understanding chemical effects both in the sea and in human disease processes.

“We know some giant viruses may be linked to some forms of pneumonia, so gaining a better understanding of them will help us to develop ways of tackling those viruses,” explains David Lamb, lead author from Swansea University Medical School in Wales, who was working on the research while at WHOI on a Fulbright Scholarship.

“The P450s could represent drug targets for giant viruses thought to contribute to some pneumonias,” says Stegeman.

Finding P450 genes and enzymes in diverse viruses opens a new window on the evolution of these important enzymes, which may help in understanding the bi-

ology and the origin of the giant viruses themselves, which currently is unknown, and hotly debated, Stegeman says.

Viruses are the most numerous biological ‘entities’ on Earth, though giant viruses were not known until 2003, when a virus large enough to be seen with a light microscope was discovered. More than 1,000 genes were identified in that first giant virus; by comparison, the influenza virus has 14 genes. Since then, additional giant viruses with many more genes, and more P450s, have been found worldwide, some with nearly 3,000 genes. Increasingly, giant viruses are being found in the oceans, including in the deep sea.

Jed Goldstone (WHOI) and Alec Follmer (University of California Irvine) are co-lead authors with Lamb. Additional coauthors include: Andrew Warrilow, Claire Price, and Steven Kelly (Swansea University Medical School); Marie True and Tom Poulos (University of California Irvine); and David Nelson (University of Tennessee).

The research was supported by a USA-UK Fulbright Scholarship, grants from the Royal Society, the Boston University Superfund Research Program, European Regional Development Fund and Welsh Government Project and by National Institutes of Health and National Science Foundation grants to the Woods Hole Center for Oceans and Human Health.

NASA Makes Dual Investment in Ocean Worlds Research at the Woods Hole Oceanographic Institution

Agency funds five-year effort to understand the potential for life in outer solar system and establishes a new Network for Ocean Worlds

The National Aeronautics and Space Administration (NASA) will invest in a major new research program headquartered at the Woods Hole Oceanographic Institution (WHOI) that pulls together some of the nation's leading experts in ocean and space research, as well as a new research network to facilitate ocean worlds research at academic and research institutions nationwide.

Speaking at the 2019 Astrobiology Science Conference (AbSciCon) in Seattle where the project was announced, lead investigator and WHOI senior scientist Christopher German described the focus of the Exploring Ocean Worlds (ExOW) project

as one that would address a central question in astrobiology research today: “On which ocean worlds, and using which measurements, do we have the highest probability of finding life beyond Earth within the next human generation?”

The project will form a cornerstone for NASA's new Network for Ocean Worlds (NOW), which was also announced today. NOW is an initiative aimed at accelerating research on planetary bodies with liquid water oceans that may harbor life or conditions that could support it by coordinating scientific studies nationwide that help advance understanding of ocean worlds. The network will be co-led by German, at WHOI, together with Alison Murray at the Desert Research Institute (DRI) and Alyssa Rhoden at the Southwest Research Institute (SwRI).

“If we hope to find evidence of life beyond Earth, within the next human generation, then our best bet is to look toward the growing list of ice-covered ocean worlds right here in our own solar system,” said German. “And looking further ahead, if we want to understand the range of possible conditions that could support life anywhere beyond Earth, then we will simultaneously need to both continue exploring our own ocean for examples of extremes under which life can exist and continue developing exploration technologies that will be useful on *any* ocean world, including Earth.”

Ocean worlds beyond Earth have been a key research focus for NASA's Planetary Science Division ever since the confirmation of ice-covered liquid water oceans on Jupiter's moons Europa and Ganymede and, subsequently, Saturn's moons Enceladus and Titan. NOW is the latest of four research coordination networks (RCNs) to be established by NASA, introduced today at AbSciCon, that will enable research cov-

ering different aspects of the search for life beyond Earth.

“Given NASA's objective to understand the distribution of life beyond Earth, astrobiology will be the focus of a growing number of NASA's science missions,” said Mary Voytek, NASA Senior Scientist for Astrobiology in a November 2018 NASA Astrobiology release announcing the establishment of the networks. “These new RCNs will contribute to fulfilling the program's goals including enabling future missions to find habitable worlds and life.”

The NOW network will include ExOW, a \$7.6 million, five-year project led by German, from WHOI, with partners from 9 other institutions across the U.S. Other oceanographic laboratories involved in ExOW include the Scripps Institution of Oceanography, the University of California Santa Cruz, the University of Minnesota, Columbia University's Lamont-Doherty Earth Observatory, MIT, and Harvard University. From the space community, the team includes planetary scientists at Arizona State University, and NASA's Ames Research Center and Jet Propulsion Laboratory.

Ultimately, the ExOW team intends to construct a comprehensive theoretical model, informed and tested by experimental efforts, that connects a broad range of physical and chemical processes within an ocean system. The model will help determine the potential of that system to harbor life and to reveal evidence of that life to future NASA missions.

“Our approach is designed to provide a predictive framework applicable to all ocean worlds of this type, but will have clear, immediate and direct relevance to two high priority astrobiology targets: Europa and Enceladus,” said German. The project

Continued on Page 10.

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IMOCA News



One of the new IMOCA boats APIVIA, on trials just after she was launched.

Photo by Maxime Horlaville/Disobey/Apivia

A great victory for Jeremie Beyou and Christopher Pratt in the 2019 Rolex Fastnet Race

The 48th edition of the Rolex Fastnet Race gave us an extreme race with speed being the key element for the twenty IMOCA monohulls taking part, eleven of which were foilers. It was a hard fought contest with boats close to each other and was led by Jérémie Beyou and Christopher Pratt on Charal, which was always a notch above the others and managed to keep the lead to the finish. With a time of two days, one hour, 32 minutes and 28 seconds, Charal got close to the IMOCA race record, but did not beat the reference time set by PRB in 2011 with a time of one day, 23 hours, 21 minutes and 27 seconds.

Just eight minutes behind the winner, Kevin Escoffier and Nicolas Lunven on PRB took a well-deserved second place

after keeping up a fast pace. Just after them, Banque Populaire (ex-SMA) sailed by Clarisse Crémer and Armel Le Cléac'h achieved a remarkable result making it to the podium aboard their boat with straight daggerboards. We look at some of the lessons learnt in this 48th edition and hear the first words from the winners.

Jérémy Beyou grabbed his first victory with Charal after being forced to retire from the last Route du Rhum, confirming the performance capability of the boat and his ability to sail her. *“It’s great to win with Christopher and with Charal! It was a hard fought contest where you never had time to ease off. Rounding the Fastnet is always a great moment. The tack after the Needles when we managed to get the boat moving and take the lead ahead of everyone else was sheer pleasure.”*

For Kevin Escoffier (PRB) whose Fast-

net Race was a way to train for the Transat Jacques Vabre, and who was sailing merely for the eighth time on this boat, the race turned into an incredible duel with Banque Populaire, which his PRB finally overcame at the finishing line: *“We had to push hard and give it our all. So that is what we did. We caught up on the leg back down from the Fastnet, keeping up the pressure on Banque Populaire that we finally managed to overtake when they messed up a gybe just before the finish... You can learn a lot in these races, as there are so many different conditions. We really enjoyed ourselves too, as it is not every day on a monohull that you sail reaching at more than thirty knots, which was fantastic...”*

Clarisse Crémer (Banque Populaire X) also enjoyed her first race alongside Armel Le Cléac'h and was pleased with making it to the podium: *“I find it hard to believe... We were focusing on our race and wanted to do our best without spending time looking at where we were in the rankings. I never imagined that we would make it to the podium.”* For Armel Le Cléac'h (Banque Populaire): *“It was a great surprise. At the start we had no idea how we would measure up against our rivals, particularly as we are still discovering the boat. However, we managed to do what was required to get to the podium.”*

Six boats crossed the line in one hour and eight in ninety minutes. *“The IMOCA fleet is getting closer and closer, and although the boats are very different, they offer similar levels of performance,”* observed Guillaume Evrard, in charge of operations for the IMOCA, who followed the race out on the water: *“The Rolex Fastnet is known to be an open race and once again it allowed everyone to show what they could do. The 2019 race gave us an exceptional plot with lots of ups and downs. We saw a real battle out on the water, with very little rest for the skippers, who had to work hard throughout and give it their all... We saw a remarkable performance by Banque Populaire (ex-SMA) which in spite of her speed disadvantage on the way up to the Fastnet and back, was very quick in the transition phases and managed to keep up with the others, which explains how they got third place. In this year’s race, you needed to be fast and take the right decisions. Speeds were very high and we saw some great performances from people like Louis and Davy (Bureau Vallée 2), as well as Clarisse and Armel (Banque Populaire) who made it to the podium on a boat without foils... There is a big group now of boats that perform well like Maitre CoQ and Bureau Vallée 2, which come from the same generation and did well. PRB and Initiatives Coeur, which are boats dating back to 2012, have shown us that with their new foils, they are at the same level as the boats from 2016. Prysmian Group had a very good start to the race, but failed to maintain the pace during the second half. Newrest Art & Fenêtres also showed that she was capable of reaching good speeds. And we should also mention Pip Hare, who for practically 24 hours was leading the race with her option around The Lizard...”*

As for the incidents during the race, they began with Damien Seguin and Yann Richomme on Groupe Apicil running aground shortly after the start. They were stuck on a sandbank for an hour before being able to get back in the race. As for the damage to the boats, the major story was Sébastien Simon and Vincent Riou being forced to retire on the new Arkéa-Paprec. After rounding the Fastnet Rock in sixth place and on their way back down towards Plymouth, they suffered from a short circuit and the boat was plunged into darkness, forcing them to retire from the race. We

should add that Maxime Sorel also retired after encountering a problem with the main-sail car on his V & B Mayenne.

Finals Rolex Fastnet Race (IMOCA)

1	Charal	2d 1hr 32mins 28s
2	PRB	2d 1hr 40mins 27s
3	Banque Pop...	2d 1hr 44mins 20s
4	Bureau Vallée 2	2d 2hrs 7mins 4s
5	Initiatives Coeur	2d 2hrs 11mins 49s
6	Maitre CoQ	2d 2hrs 21mins 20s
7	Groupe Apicil	2d 2hrs 46mins 41s
8	Malizia	2d 3hrs 12mins 24s
9	Newrest - Art...	2d 4hrs 52mins 37s
10	Prysmian Group	2d 5hrs 1min 55s
11	La Fabrique	2d 5hrs 13mins 48s
12	Groupe Setin	2d 6hrs 41mins 1s
13	Time For Oceans	2d 7hrs 57mins 38s
14	Pip Hare Racing	2d 8hrs 21mins 6s
15	La Mie Câline	2d 9hrs 34mins 57s
16	Campagne de...	2d 12hrs 53mins 30s
17	Rosalba	2d 16hrs 11mins 54s
18	EyeSea	2d 19hrs 57mins 17s
DNF: Arkéa-Paprec / V and B Mayenne		

Five new IMOCAs launched in the space of six weeks

After Jérémie Beyou’s Charal, the first new generation monohull launched a year ago, things sped up this summer with the launch of no fewer than five new IMOCAs in just over six weeks... In all, eight brand new IMOCAs will have been built for the 2020 Vendée Globe, confirming the commanding success of a thriving IMOCA class.

Over the past month and a half, on average one brand new IMOCA was launched each week. In chronological order, Sébastien Simon’s Arkea-Paprec on 20th July; Alex Thomson’s Hugo Boss on 4th August; Charlie Dalin’s Apivia on 5th August and Kojiro Shiraishi’s DMG Mori on 2nd September. On Saturday 7th September, it will be Thomas Ruyant’s turn to unveil his new Advens for cybersecurity. Two other brand new IMOCAs are also currently being built, Corum l’Epagne for Nicolas Troussel and L’Occitane for Armel Tripon.

Sébastien Simon (Arkea-Paprec): “Confident we have made the right choices Sébastien Simon’s team was the first to leap into action this summer, launching the new Arkea-Paprec (designed by Kouyoumdjian) on 20th July. Since then, the boat has been out sailing regularly and in particular took part in the Rolex Fastnet Race (retired due to a short circuit), which was followed by a training course at the Finistère Ocean Racing training centre. During this course, Sébastien Simon and Vincent Riou were able to see how they measured up against two other new generation foilers, Charal and Apivia. “It’s hard to draw any conclusions from this training, as the weather conditions were very tricky,” explained Sébastien. “But we did manage to see that the boat has a lot of potential. We are confident we have made the right choices, even if we know there is still a lot of work to do, in particular in calibrating the electronics. We can make a lot of progress still and are looking ahead to making changes. In terms of the mechanical aspects, these boats are very complicated and setting them up right takes a lot of time. We hope to get 100% of her potential by the start of the Transat Jacques Vabre.” How does Sébastien Simon see his IMOCA in comparison with his rivals? “The hull that is closest to ours, which is powerful and straight is Apivia. The shape of Charal and Hugo Boss is completely different, as they are rounder and with a larger rocker. Each of us has our own type of foil. We’ll see in a few months from now what that may mean in terms of performance.”

Continued on Page 25.

WOODS HOLE OCEANOGRAPHIC NEWS

Continued from Page 9

is designed to be completed just in time for the launch of Europa Clipper, NASA’s next major mission to an ocean world, which is currently scheduled for launch in the early 2020s.

Origin of Massive Methane Reservoir Identified

New research from Woods Hole Oceanographic Institution (WHOI) published Aug. 19, 2019, in the *Proceedings of the National Academy of Science* provides evidence of the formation and abundance of abiotic methane—methane formed by chemical reactions that don’t involve organic matter—on Earth and shows how the gases could have a similar origin on other planets and moons, even those no longer home to liquid water. Researchers had long noticed methane released from deep-sea vents. But while the gas is plentiful in the atmosphere where it’s produced by living things, the source of methane at the seafloor was a mystery.

“Identifying an abiotic source of deep-sea methane has been a problem that we’ve been wrestling with for many years,” says Jeffrey Seewald a senior scientist at WHOI who studies geochemistry in hydrothermal systems and is one of the study’s authors. Of 160 rock samples analyzed from across the world’s oceans, almost all contained pockets of methane. These oceanic deposits make up a reservoir exceeding the amount of methane in Earth’s atmosphere before industrialization, estimates Frieder Klein, a marine geologist at WHOI and lead author of the study.

“We were totally surprised to find this

massive pool of abiotic methane in the oceanic crust and mantle,” Klein says.

The scientists analyzed rocks using Raman spectroscopy, a laser-based microscope that allows them to identify fluids and minerals in a thin slice of rock. Nearly every sample contained an assemblage of minerals and gases that form when seawater, moving through the deep oceanic crust, is trapped in magma-hot olivine. As the mineral cools, the water trapped inside undergoes a chemical reaction, a process called serpentinization that forms hydrogen and methane. The authors demonstrate that in otherwise inhospitable environments, just two ingredients—water and olivine—can form methane.

“Here’s a source of chemical energy that’s being created by geology,” says Seewald.

On Earth, deep-sea methane might have played a critical role for the evolution of primitive organisms living at hydrothermal vents on the seafloor, Seewald explains. And elsewhere in the solar system, on places like Jupiter’s moon Europa and Saturn’s Enceladus, methane produced through the same process could provide an energy source for basic life forms.

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

Royal Sydney YC Wins Rolex NYYC Invitational Cup

Royal Sydney Shines on Challenging Final Day and Takes the Rolex New York Yacht Club Invitational Cup Down Under
NEWPORT, R.I. — It all came down to the final race, as it should. Two teams of accomplished and motivated amateur sailors from opposite corners of the globe battling on a lumpy, windy Narragansett Bay for one of Corinthian sailing's most-prized trophies, the 2019 Rolex New York Yacht Club Invitational Cup.

Royal Sydney Yacht Squadron and San Diego Yacht Club started the 12th and final race separated by six points, which was anything but a safe margin in this competitive 20-boat fleet. The Australian team had the edge in the overall standings, but skipper Guido Belgiorno-Nettis and his team put the regatta title right in play with a sub-par start while San Diego bolted to the head of the fleet and was, for a while, back in the virtual regatta lead.

Using the superior boatspeed and sterling tactical that had gotten them out of trouble all regatta, Royal Sydney ground back into the top 10 and then into the top five, leaving San Diego hoping for a miracle that wouldn't come. The RSYS team was simply too polished. After 12 races in a full range of conditions, they sailed through the final finish line in fourth place to become the first Southern Hemisphere club to win the Rolex New York Yacht Club Invitational Cup.

The Rolex New York Yacht Club Invitational Cup is a biennial regatta hosted by the New York Yacht Club Harbour Court in Newport, R.I. Since the event was first run in 2009, it has attracted top amateur sailors from 43 of the world's most prestigious yacht clubs from 21 countries. After five editions in the Swan 42 class, the 2019 event was sailed in the IC37 by Melges, designed by Mark Mills and built by Westerly Marine in Santa Ana, Calif., and FIBRE Mechanics

in the United Kingdom. The strict one-design nature of this new, purpose-built class combined with the fact that all 20 boats are owned and maintained by the New York Yacht Club, ensures a level playing field never before seen in amateur big-boat sailing. The regatta was carried live on [Facebook Live](#) and [YouTube](#). Twenty teams from 14 countries and five continents will compete in the 2019 Rolex New York Yacht Club Invitational Cup.

Save for one bad race on the regatta's third day, the San Diego Yacht Club team had sailed a nearly flawless regatta through nine races. Even though they carried a one-point lead into the final day, it was hard to bet against the youthful West Coast team. But then came the second windward mark rounding of today's first race. With Royal Sydney rounding ahead, in third place, San Diego tried to squeeze just too much out of a thin layline and ended up pasted to the windward mark while the bulk of the fleet sailed past. A certain top-10 finish became an 18th.

Now trailing first place by 13 points, SDYC skipper Tyler Sinks and crew showed remarkable resilience with a win in the second race while Belgiorno-Nettis and crew (at left) struggled to an eighth. That brought the title back into reach for the final race. With the pressure on, the Australians rose to the occasion.

"Luckily for us, we're good in the [stronger winds] and there was quite a lot of wind in that last race, and we were able to get the boat rumbling," said Belgiorno-Nettis. "Mike Dunstan, my main trimmer, and my other trimmer on jib, David Edwards, they just set up the boat so it was easy for me to sail. I could just punch the numbers out. It's all about being consistent. So we were able to chip our way up from quite deep. We were in 12th at the start and ended up in fourth.

That was pretty good. Occasionally I'd look around and see where people are...think to myself 'oh how did that happen?'"

While most of the attention was focused on the battle for first, there were a number of developments lower in the standings. Anthony O'Leary and the Royal Cork Yacht Club team once again showed they love to sail in heavy air. They went 5-2-1, won the day, and took advantage of a couple of tough races by the Royal Canadian Yacht Club to claim Royal Cork's first Invitational Cup podium.

Another team that spent the day on the up escalator was the crew representing the host New York Yacht Club (at right), led by co-skippers Andy Fisher and Ray Wulff. After a very up-and-down regatta, the team found its groove on the final day. With three solid races, including a wire-to-wire win in the day's first race, Fisher, Wulff and Co. moved from 10th to sixth in the overall standings.

The next Rolex New York Yacht Club Invitational Cup will be sailed in September of 2021. The request for invitation process will begin before the end of the year. For U.S. yacht clubs, next September's Resolute Cup is the only path to securing an invitation to the big show in 2021.

Final Results

1. Royal Sydney Yacht Squadron (AUS), 11, 9, 1, 3, 3, 2, 7, 1, 2, 4, 8, 4; 55 points; 2. San Diego (Calif.) Yacht Club, 2, 1, 3, 1, 2, 16, 8, 4, 1, 18, 1, 2; 59 points; 3. Royal Cork Yacht Club (IRL), 6, 6, 14, 2, 5, 1, 5, 18, 5, 5, 2, 1;

70 points; 4. Royal Canadian Yacht Club, 7, 3, 12, 5, 1, 5, 2, 11, 9, 2, 15, 14; 86 points; 5. Southern Yacht Club (New Orleans, La.), 14, 19, 2, 4, 4, 8, 10, 9, 3, 8, 3, 3; 87 points; 6. New York Yacht Club, 8, 14, 7, 7, 8, 14, 1, 8, 11, 1, 5, 8; 92 points; 7. Royal Thames Yacht Club (GBR), 5, 5, 6, 19, RDG/8, 7, 3, 13, 6, 9, 11, 7; 99 points; 8. Japan Sailing Federation, 1, 4, 9, 11, 6, 9, 13, 5, 10, 7, 6, 19; 100 points; 9. Yacht Club Italiano, 4, 12, 5, 8, 11, 13, 6, 3, 15, 13, 4, 9; 103 points; 10. Royal Swedish Yacht Club, 9, 2, 8, 18, 13, 4, 9, 7, 8, 10, 14, 10; 112 points; 11. Yacht Club Costa Smeralda (ITA), 3, 7, 13, 9, 17, 3, 17, 2, 4, 11, 13, 15; 114 points; 12. Royal New Zealand Yacht Squadron, 12, 11, 11, 17, 10, 6, 12, 6, 16, 3, 7, 13; 124 points; 13. Itchenor Sailing Club (GBR), 16, 13, 10, 10, 15, 15, 4, 10, 7, 15, 19, 6; 140 points; 14. Norddeutscher Regatta Verein (GER), 10, 18, 18, 15, 14, 10, 16, 14, 13, 6, 10, 12; 156 points; 15. Yacht Club Argentino, 13, 15, 4, 16, 8, DSQ/21, 11, 12, 19, 19, 16, 11; 165 points; 16. Royal Hong Kong Yacht Club, 19, 8, 15, 6, 9, DSQ/21, 15, 17, 18, 12, 17, 16; 173 points; 17. Royal Freshwater Bay Yacht Club (AUS), 18, 17, 16, 14, 16, 11, 19, 15, 12, 14, 18, 5; 175 points; 18. Real Club Náutico de Barcelona (ESP), 15, 10, 17, 13, 18, 12, 14, 16, 17, 17, 12, 17; 178 points; 18. 19. Royal Yacht Squadron (GBR), 17, 16, 19, 12, 19, 17, 18, 20, 14, 16, 9, 18; 195 points; 20. Yacht Club de France, 20, 20, 20, 20, RET/21, 18, 20, 19, 20, RET/21, DNC/21, DNC/21; 241 points.

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Geoffrey White Named ACCSP Director
ARLINGTON, VA – Robert E. Beal, Executive Director of the Atlantic States Marine Fisheries Commission, has announced the selection of Mr. Geoffrey White as the Director of the Atlantic Coastal Cooperative Statistics Program (ACCSP). Mr. White has been with the Commission for more than 20 years and has worked in various capacities for ACCSP for the past 15 years. Since 2015, Mr. White has coordinated and managed the transition to and full implementation of state conduct of the Access Point Angler Intercept Survey (APAIS), an integral component of the Marine Recreational Information Program. Mr. White replaces Mr. Michael Cahall, who served as ACCSP Director from 2007 to May 2019.

“Geoff’s long-standing dedication to the Commission and ACCSP, combined with his outstanding record of accomplishments over two decades, made him a clear choice for ACCSP Director,” stated Robert Beal. “His leadership in overseeing the transition of APAIS from a federal contractor to state conduct for the states of Maine through Georgia is particularly notable. With an extensive background in both fisheries science and information technology, Geoff is ideally suited for this position. He understands the absolute necessity for high quality, dependable, and timely fisheries data, as well as the need to leverage technological innovations to improve efficiencies at all levels of data collection and management.”

Joining Mr. White in a new leadership position is Ms. Julie Defilippi Simpson as ACCSP Deputy Director. Ms. Defilippi Simpson is another ACCSP veteran, having joined the Program in November 2007 as a Fisheries Data Coordinator. Dedicated, hard-working, and highly proficient in all that she does, this will be Ms. Defilippi Simpson’s third promotion. As Deputy Director, she will coordinate the annual request for proposals process and staff the Operations Committee. She will also continue to lead the Data Team, providing guidance on all data-related activities including standards, warehousing, and dissemination.

In accepting the Director position, Mr. White stated, “I am honored and privileged to direct a program I feel so passionate about. I’m very proud to have been part of the progress ACCSP has made to date and I am excited to work with our new Deputy Director, Ms. Julie Defilippi Simpson, to maintain our rigorous program standards while exploring opportunities to improve data collection and access. One of our goals will be to more fully integrate ACCSP’s activities with partner needs.”

In 1995, recognizing the need for consistency across Atlantic coast fishery-dependent data collection efforts, the 23 state, regional, and federal agencies responsible for fisheries management on the Atlantic coast established the ACCSP. Using a committee-based approach, ACCSP works with its partners to increase data utility by: (1) developing and implementing coastwide data standards; (2) providing electronic applications that improve partner data collection; (3) integrating and sharing partner data via a coastwide repository; (4) facilitating fisheries data access while protecting confidentiality; and (5) supporting further technological innovation. Since the Program’s inception, the Commission has played an important role in its creation and administration. In 2016, ACCSP officially became a Commission program.

States Schedule Public Hearings on Atlantic Striped Bass Draft Addendum VI

The Atlantic States Marine Fisheries Commission’s Atlantic Striped Bass Management Board releases Draft Addendum VI to Amendment 6 of the Interstate Fishery Management Plan for Atlantic Striped Bass for public comment. Atlantic coastal states from Maine through North Carolina, including Pennsylvania, the District of Columbia, and the Potomac River Fisheries Commission, have scheduled their hearings to gather public input on Draft Addendum VI. The details of those hearings follow. Massachusetts is still scheduling its hearings; a subsequent release will announce the details of those hearings once they are finalized.

Maine Department of Marine Resources
October 1, 2019 at 6 PM
Kennebunk Town Hall – Room 300
1 Summer Street
Kennebunk, Maine
Contact: Megan Ware at 207.446.0932

October 2, 2019 at 6:30 PM
Yarmouth Town Hall - Log Cabin
196 Main Street
Yarmouth, Maine
Contact: Megan Ware at 207.446.0932

New Hampshire Fish and Game
October 1, 2019 at 7 PM
Urban Forestry Center
45 Elwyn Road
Portsmouth, New Hampshire
Contact: Doug Grout at 603.868.1095

Massachusetts Division of Marine Fisheries
October 2, 2019 at 6 PM
Crowne Plaza Woburn

15 Middlesex Canal Park Drive
Woburn, Massachusetts
Contact: Mike Armstrong at 978.282.0308, ext. 109

October 3, 2019 at 6 PM
MA Maritime Academy, Admiral’s Hall
101 Academy Drive
Buzzards Bay, Massachusetts
Contact: Mike Armstrong at 978.282.0308, ext. 109

Draft Addendum VI was initiated in response to the 2018 Benchmark Stock Assessment, which indicates the resource is overfished and experiencing overfishing. The Draft Addendum explores a range of management alternatives designed to end overfishing and reduce fishing mortality to the target level in 2020.

The Draft Addendum proposes management options for both commercial and recreational sectors in the ocean and in Chesapeake Bay in order to reduce total fishery removals by 18% relative to 2017 levels. The proposed measures include reduced quotas for commercial fisheries, and changes in bag limits, minimum sizes, and slot size limits for the recreational sector. Since catch and release practices represent a significant component of overall fishing mortality, the Draft Addendum also explores the mandatory use of circle hooks when fishing with bait to reduce release mortality in recreational striped bass fisheries.

Draft Addendum VI is available at http://www.asmfc.org/files/PublicInput/StripedBassDraftAddVI_PublicComment_Aug2019.pdf or via the Commission’s website at <http://www.asmfc.org/about-us/public-input>. Fishermen and other stakeholders are encouraged to provide input on Draft Addendum VI either by attending state public hearings or providing written comment. Public comment will be accepted until 5 PM (EST) on October 7, 2019 and should be sent to Max Appelman, Fishery Management Plan Coordinator, 1050 N. Highland St, Suite A-N, Arlington, VA 22201; 703.842.0741 (FAX) or at comments@asmfc.org (Subject line: Striped Bass Draft Addendum VI).

If your organization is planning to release an action alert related to the Draft Addendum, please contact Max Appelman at mappelman@asmfc.org prior to its release. The Board will meet at the Commission’s Annual Meeting in October to review public comment and consider final approval of the Addendum.

ASMFC Spiny Dogfish Board Approves Draft Addendum VI for Public Comment

The Atlantic States Marine Fisheries Commission’s Spiny Dogfish Management Board approved Draft Addendum VI to the Interstate Fishery Management Plan (FMP)

for Spiny Dogfish for public comment. New Hampshire and Rhode Island have scheduled hearings to gather public input on the Draft Addendum. The details of those hearings, as well as a public hearing webinar follow:

New Hampshire Fish and Game Department
September 3, 2019; 7 PM
Urban Forestry Center
45 Elwyn Road
Portsmouth, NH
Contact: Doug Grout or Cheri Patterson at 603.868.1095

Rhode Island Division of Fish and Wildlife
September 16, 2019; 6 PM
University of Rhode Island Bay Campus
Corless Auditorium, South Ferry Road
Narragansett, RI
Contact: Conor McManus at 401.423.1941

Public Hearing Webinar
September 18, 2019; 6 PM
Registration URL: <https://attendee.gotowebinar.com/register/1750824234161238785>
Phone: 1-888-585-9008
Room Number: 853-657-937
Contact: Kirby Rootes-Murdy at 703.842.0740

The Draft Addendum proposes allowing commercial quota to be transferred between all regions and states to enable the full utilization of the coast-wide commercial quota and avoid quota payback for unintended quota overages. The Commission’s FMP allocates the coast-wide quota to the states of Maine-Connecticut as a regional allocation and to the states of New York-North Carolina as state-specific allocations. Currently, the FMP only allows quota transfers between states with individual allocations, with regions excluded from benefitting from quota transfers. The 2019-2020 coast-wide quota was reduced by 46% due to declining biomass. If landings in the 2019-2020 fishing year remain the same as 2018-2019 landings, the coast-wide quota may not be exceeded but some states could face an early closures due to reaching their allocation and being unable to access available unused quota from the northern region through quota transfers.


The Draft Addendum also includes a scoping question on whether the federal commercial trip limit should be eliminated and replaced by state and regional trip limits. This issue is under consideration due to concern that the coast-wide quota has been substantially underutilized over the past seven years and the federal commercial trip limit is viewed by some as an additional constraint on the fishery beyond the commercial trip limits implemented for state permit holders. The Commission does not establish the federal commercial trip limit, but it can make recommendations to

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the New England and Mid-Atlantic Fishery Management Councils and NOAA Fisheries on this management measure during the federal specifications process. The public is encouraged to provide comments on this question to help inform future recommendations from the Commission to the Councils and NOAA Fisheries on the management of spiny dogfish in federal waters.

Draft Addendum VI is available at http://www.asmf.org/files/PublicInput/SpinyDogfishDraftAddVI_PublicComment_Aug2019.pdf or via the Commission's website at <http://www.asmf.org/about-us/public-input>. Fishermen and other stakeholders are encouraged to provide input on Draft Addendum VI either by attending state public hearings, ASMFC webinar, or providing written comment. Public comment will be accepted until 5 PM (EST) on September 23, 2019 and should be sent to Kirby Rootes-Murdy, Senior

Fishery Management Plan Coordinator, 1050 N. Highland St, Suite A-N, Arlington, VA 22201; 703.842.0741 (FAX) or at comments@asmfc.org (Subject line: Spiny Dogfish Draft Addendum VI).

For more information, please contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator, at krootes-murdy@asmfc.org.

Peer Reviews for Atlantic Menhaden Single-Species and Ecological Reference Points Benchmark Assessments Scheduled for November 4-8, 2019

The Atlantic States Marine Fisheries Commission's Atlantic menhaden single-species and ecological reference points benchmark stock assessments will be peer-reviewed through the Southeast Data, Assessment and Review (SEDAR) from November 4 – 8, 2019 at the Town and Country Inn and Suites, 2008 Savannah

Highway, Charleston, SC. The assessments will be used to evaluate the health of the stock and inform management of the species in an ecosystem context.

Review Workshops are open to the public, with the exception of select closed sessions for Review Panel deliberations when the public and all other workshop

participants may be asked to leave the room.

A copy of the agenda for the peer review can be found here – http://www.asmf.org/files/Meetings/SEDAR69RW_AtlMenhadenERPs_Agenda.pdf

For more information, please contact Patrick Campfield, Science Director, at pcampfield@asmfc.org or 703.842.0740.



SARAH ELIZABETH coming into Harpswell after a night of fishing.

News from Maine's DMR

Adam Atherton to Join Marine Patrol in Lubec After Completing Academy

Adam Atherton will join the Lubec patrol after graduating from the Maine Criminal Justice Academy in the spring.

AUGUSTA - Adam Atherton of Waltham will join Marine Patrol's Lubec patrol in the spring after completing the 18-week Maine Criminal Justice Academy (MCJA) Basic Law Enforcement Training Program.

A graduate of Ellsworth High School, Atherton has served as a sternman on commercial fishing vessels, automotive technician, marine technician, boat builder and a high school wrestling coach. Atherton also served in the Maine Army National Guard as a Cannon Crew Member.

Atherton will soon complete the MCJAs Pre-Serving Training program and, after being sworn in by Department of Marine Resources Commissioner Patrick Keliher recently, will begin the Marine Patrols 45-day field training program prior to entering the MCJA.

ME-NH Inshore Trawl Survey Scheduled to Start September 23

The Fall ME-NH trawl survey conducted by the State of Maine, Department of Marine Resources is scheduled to begin September 23, 2019 in New Hampshire working east to Lubec. The more infor-

mation we have regarding our fisheries, the better equipped we are to sustain these resources and the livelihood of fishermen. The ME-NH trawl survey provides valuable information for the management of important commercially harvested species. Gear in the path of scheduled tows can cause delays or cancellation and could jeopardize the use of quality data for state and federal lobster and finfish management.

To support this important research effort, we are asking lobster harvesters to move any gear that is set within the area of the tows. We're asking harvesters to make sure that all gear is removed from an area 1/8th mile on either side of each 1 nautical mile towline on the day of the tow.

Latitude/Longitude and TD coordinates for tow locations (pair of dots with a line on the chart mark each tow) and schedules can be found online.

For more detailed charts, please call Rebecca Peters at the office 207-633-9530, or by cell 207-557-5276, or email at rebecca.j.peters@maine.gov.

Tow Schedule and Updates are available via several methods.

Boat Contacts: F/V Robert Michael monitors Channels 16 and 13

Boat cell phone 557-5276 (Chief Scientist, Rebecca Peters)

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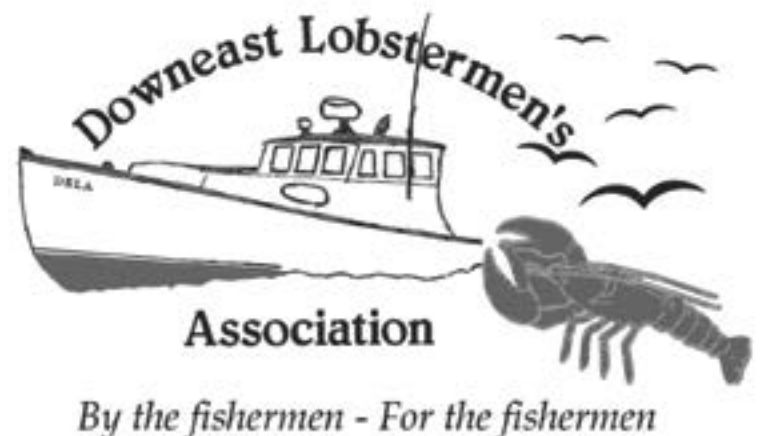
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Boat And Ship Yard News



Six River Marine in North Yarmouth is totally rebuilding this runabout this winter.

**Hutchinson Composites
Cushing, ME**

Despite the news that lobstering is not doing as well as in the past few years, Hutchinson Composites has a good back-log of orders.

Out in the yard they have two Mussel Ridge 28 hulls and tops all laid up and awaiting transport to their new owners. One will be going to Gary Genthner of Round Pond, which he plans to race in next year's lobster boat races. The other will be heading out to



At Mainely Boat in Cushing they are finishing this Libby 47 as a lobster boat.

Metinicus and finished out as a lobster boat. There is also another 28 being laid up for a fisherman from Long Island. The hull was done and they were working on the top.

Inside the main shop they have a Mussel Ridge 46, which is being partially finished

for a customer from Long Island, New York. She will be finished out as a sportfish/cruiser. Still left to do was put in fuel tanks, rudder and engine and she should be ready to ship in December.

In the next bay they have another Mussel Ridge 46 going to Texas. She is being finished off as a cruiser with V-berth, overhead bunks, head with shower, small galley and hanging locker for accommodations. She is powered with a 900-hp Scania engine. She will not be finished until next summer.

Previously they have another Mussel Ridge 46 in this bay and she was partially finished before shipping to Florida, where the owner will finish her. She is powered with a C18 803-hp Caterpillar. They also laid up another Mussel Ridge 46, which is at Samoset Boat Works in Boothbay. She is being finished off as a cruiser for a customer at Long Island, New York.

On order is a Mussel Ridge 54, which they are getting ready to lay up for a customer from Newport, Rhode Island. The plans for the extension are complete and they should begin getting the extension added to the mould this month. She will only be a partial finish as they will be putting in the fuel tanks, bulkheads, rudder and engine before it is shipped out to be finished.

**Mainely Boats
Cushing**

Just launched was a Calvin Beal 34 lobster/tuna boat powered with a 675-hp Scania for a fisherman from South Thomaston. Down below she had just a V-berth and she went well reaching a top end of 31, which they were pleased with.

Inside one of the bays in the main shop they are nearing completion on a Northern Bay 38 sportfisherman, which will be going to New Jersey. She is powered with a 670-hp Volvo, which is in and all hooked up. Down below she has been Awlgripp and the interior is nearly finished. They want to get into finishing off more sportfishermen as it will fill in the slow times when not many lobster boats are being built. They realize they need to take the time and make sure the finish is perfect. They said that this is a trial run and that they are getting a grasp as to what it takes to finish off one of these as compared to a lobster boat.

In the next bay they have a Libby 47, which is being finished out as a split wheel-house lobster boat for a fisherman from Rockport, MA. She will be used for offshore fishing with just V-berth, hydraulic room and a work bench down below. She will be powered with a 700-hp D-13 Volvo and also have a generator. What is a little different in that the outside hauling station is behind the inside helm. There is also a step up into

Continued on Page 22.



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Boat And Ship Yard News

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seat, and a central table for al fresco dining and entertaining. Expansive storage below the cockpit is easily accessed through a large actuated hatch, and provides generous accommodations for all of your water toys and gear.

The 390 offers a hard back for a fully enclosed helm deck; a unique design in this segment, which allows for climate-controlled comfort and an extended boating season with optimal protection from the elements. Her indoor social spaces keep


Continued on Page 25.




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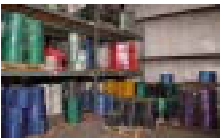
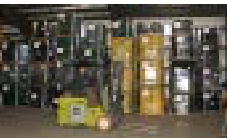
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Lobster Boat Racing Comes to an End at Portland



Three boats were on the line for Gasoline Class A and the winner was Will Tierney’s ELIZABETH [Repco 30; 250-hp Chevrolet].

Continued from Page 1.

Class B (V8, Up to 383 cid, 24 feet and over.), but there were two boats on the line for Gasoline Class C (V8, 376 to 525 cid, 24 feet and over.):Randy Durkee’s BLACK DIAMOND [Holland 32, 454 Chevrolet] and Jim Lee’s ROAR [32’ Clinton Beal, 1960; 454 ci Chevrolet]. As there was no one in Class D (V8, 376 cid and over, 24 feet and over (Non-working racer).) and just one entrant in Class E (V8, Over 525 cid, 28 feet and over, Turbos/superchargers, Alcohol and Nitrous.): Steve Johnson’s BUD & DAWN [Jingle Johnson 28; 1,100-hp Chevrolet] they were sent down together. BLACK DIAMOND got the win in Class C and BUD & DAWN in Class E.

Next up was the Diesel Classes. There was only one entrant in Class A (Up to 235 hp, 24 to 31 feet 11 inches.), one in Class B (Up to 235 hp, 32 feet to 39 feet 11 inches.) and two in Class C (236 to 335 hp, 24 to 33 feet 11 inches.) so they were all sent down together. The dominate boat for a number of years in Class A was Steve Johnson’s LYNN

MARIE [Sisu 26; 235-hp Isuzu], which is now owned by Riley Johnson of Long Island and has continued her domination. The winner in Class B was Tim Flynn’s DOTTIE MAE [32’ John Luke; 186-hp Isuzu]. Home from shipping out Adam Kimball brought out his MISS ATTITUDE [Holland 32; 265-hp John Deere] and won Class C with second going to Howard Tolman’s MISS MOLLY [Holland 32; 300-hp Cummins]. There were no entrants in Class D (236 to 335 hp, 34 feet to 39 feet 11 inches.), but there were four on the line in Class E (336 to 435 hp, 24 to 33 feet 11 inches.). The winner of this class was DUCHESS, followed by GUILTY PEASURE and Bob Dugas’ ENDURANCE [Mitchell Cove 32; 350-hp Caterpillar]. Six boats came to the line in Diesel Class F (336 to 435 hp, 34 feet to 39 feet 11 inches.). First over the line was Scott Merryman’s K. E. II [Northern Bay 38; 405-hp Cummins] with Craig Stewart’s CARL & CO. [Wayne Beal 36; 405-hp Cummins] second and Josh Audet’s KARAMEL [Jim Beal-34; 380-hp Hyundai] third. There were no entrants in Class G (436 to 550 hp, 28 to 35 feet 11 inches.) so next up was Class H (436 to 550 hp, 36 feet to 39 feet 11 inches.). The winner of this class was Rusty Candage’s JUDITH ANN [Crowley 36, 500-hp Cummins] with a speed of 31 mph with KATHLEEN II taking the second position. Scott Wood’s WILD ONE [Crowley/Beal 33; 892-GM] was a frequent racer, but over the last several years comes out only here and there. Her engine was worked on this past winter and at Harpswell she competed against Chris Smith’s MISTY in Class I (551 to 700 hp, 28 to 35 feet 11 inches.) and took second. This day was the re-match and as they came up the course it was close, but as they neared the



In Diesel Class F Scott Merryman’s K. E. II [Northern Bay 38; 405-hp Cummins] getting by Craig Stewart’s CARL & CO. [Wayne Beal 36; 405-hp Cummins] and DONNA ELAINE [Wayne Beal 36; 405-hp Cummins].

finish WILD ONE got separation and took the win with a speed of 38 mph. Heather Thompson’s GOLD DIGGER [Wayne Beal 36; 675-hp Scania] won Diesel Class J (551 to 700 hp, 36 feet to 39 feet 11 inches.) with a speed of 41 mph and just back a couple of boat lengths was Carl Anderson III’s DAN-ICA HAILEY [Calvin Beal 36; 675-hp Scania]. Third went to Scott Keenan’s DEAR ABBIE [Northern Bay 38, 700 hp Volvo] from Blue Hill. The closest race of the day was between Andrew Taylor’s BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] in Class K (701 to 900 hp, 28 feet to 39 feet 11 inches.) and Tom Clemon’s MOTIVATION [Northern Bay 36; 1,000-hp Caterpillar] in Class L (901 hp and over, 28 feet to 39 feet 11 inches.). They came up the course side by side with about half a boat length between their bows with MOTIVATION getting the win with a speed of 44 mph. The winner of Diesel Class M(A) (40 feet and over, up to 500 hp.) was Chris Pope’s OLD SCHOOL [Holland 41; 380-hp Cummins] at 28 mph with second going to Alan Knowlton’s SEA URCHIN [Young Brothers 45, 425-hp John Deere] and third to Tucker Johnson’s MYSTERY [40’ John’s Bay Boat; 405 hp Cummins]. The only entrant in Class N (40 feet and over, 751 hp and over.) was Marshall Spears’ JACALWA [Wesmac 46; 1000-hp Caterpillar] so she ran down the course with the four racers in Diesel Class M(B) (40 feet and over, 501 to 750 hp.). First over the line was JACALWA with a speed of 36 mph and right behind home was Wayne Clemons’ TEMPTATION [Young Brothers 40; 730-hp MAN] getting the win in Class M(B). Second went to Jim Barclay’s LINA ROSE [Calvin Beal 42; 550-hp Nanni] and third was Scott Dugas’ SAND DOLLARS

III [41’ Johns Bay Boat; 700-hp Caterpillar]. Next up was the two Wooden Boat Classes. The win in Class A (Any hp., up to 35 feet 11 inches.) went to ROAR with second going to CINDY JEN. First in Class B (Any hp., 36 feet and over.) was SAND DOLLARS III, second was DELUSIONAL and third was MYSTERY.

In the Boats Built by Johnson Boat Yard race, first went to CASCO MISS, followed by WILD ONE and LYNN MARIE.

In the Royal River Boat Yard race CARL & CO. was able to keep JACALWA behind him for the win. Third went to Harold Stewart’s DONNA ELAINE [Wayne Beal 36; 405-hp Cummins].

The winning boat in the Gasoline Free-for-All was BLACK DIAMOND, with William Tierney’s ELIZABETH second and BUD AND DAWN third.

It was no surprise that the top boat in the Diesel Free-for-All was MOTIVATION. BLUE EYED GIRL got second and GOLD DIGGER third.

The final race of the day, Fastest Lobster Boat, saw the top three boats from the Diesel Free-for-All on the line and finished in the same order.

Missing this day was Cameron Crawford’s WILD WILD WEST and since the lobstering has not been great this year he decided to go out to haul.

When we were done racing at Long Island about 1730 a number of us climbed on board MISS ATTITUDE and headed for Island Lobster Company on Peak’s Island for a pre-race get together for the MS Harborfest Lobster Boat Races. It was a great dinner and there were a number of people there showing support for the MS Harborfest Lobster Boat Races including the staff and guest bartender Tim Flynn.

When the morning arrived we were socked in by fog on Long Island and it was an interesting ride in CINDY JEN to Portland Yacht Services in Portland. When signing up at Long Island I also signed up many of those planning to attend the Portland races. I already had 35 entries in the computer from Long Island so it was a breeze adding in the 16 entries that morning for a total of 51 racers. At about 1000 we boarded the committee boat and headed out to our position on the east side of the finish line. Dave Johnston with CASCO MISS opened the racing, as he did at Long Island, with a moment of silence and the spreading of Galen Alley’s ashes. Dave then got the racing going.

First up was the Work Boat Classes. Coming over from Harpswell Amanda Clemons took her unnamed boat [Kencraft 16; 25-hp Yamaha] to a first place finish with a speed of 21.5 mph in Work Boat Class A. Just like at Long Island the same three racers came to the line in Class B, NADEN, ZIP-PIN and ZIPPIN TOO. As they neared the finish line ZIPPIN’ TOO slowed for some



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Lobster Boat Racing Comes to an End at Portland



The two Wooden Boat classes were combined and Alan Dugas’s DELUSIONAL [38’ John’s Bay Boat, 600-hp Cummins] is working his way past Jim Lee’s ROAR [32’ Clinton Beal, 1960; 454 ci Chevrolet], which was once owned by Alan, who totally rebuilt her.

reason, allowing ZIPIN’ to slip by for the win with a speed of 41.4 mph. Third went to NADEN. Looking for his second win of the weekend was CASCO MISS, which he got. Behind him was Edward Apron’s MISS KYLIE [Mirachi; 225-hp Yamaha] and Jim Koehling’s MALAGO [Crowley Beal 23; 150-hp Yamaha], who got second and fourth respectively.

There were just five boats in the Gasoline classes so there were run down together. BUD & DAWN tried to keep pace with BLACK DIAMOND, but BLACK DIAMOND slipped over first getting the win in Class C with BUD & DAWN getting the win in Class E. The winner of Gasoline Class B was Jeff Croft’s TILLY [Brownell; 350 260-hp Mercruiser] and the winner of Class A was CINDY JEN.

Now came the Diesel Classes. Continuing her domination in Class A was LYNN MARIE with second going to Tristan Cloutier’s PERFECT GAME and third was Scott Dyer’s RELENTLESS [BHM 28; 200-hp Yanmar]. There was no entrants in Class B, but in Class C four boats were on the line. MISS ATTITUDE crossed the line first followed by Howard Tolman’s MISS MOLLY [Holland 32; 300-hp Cummins] in second and Burton Rankie’s ACORN [Cape Dory 28; 260-hp Cummins] in third. The winner of Class E was DUCHESS followed by GUILTY PLEASURE in second. The top boat in Class F was K. E. II with second going to KARAMEL and third all the way from Newbury, MA Andrew Haley’s COOT [36-footer; 430-hp Volvo]. There were no entrants in Class G, but there were three in Class H. JUDITH ANN got the win and Nick Martinez’s PRETTY WOMAN [Calvin Beal 36; 510-hp Caterpillar], who did not make the Long Island race, got second. WILD ONE was the only entrant in Class I so he ran down with Class J and got the win in his class. GOLD DIGGER got the win in Class J with DANICA HAILEY second. There was no entrants in Class K and with just MOTIVATION in Class L he ran down with Class M(A). In Class M(A) it was OLD SCHOOL leading the way to the finish line with a speed of 27.8 mph and SEA URCHIN in second and MYSTERY took third. There were six boats on the line for Class M(B) and the top two contenders were LINA ROSE and TEMPTATION. As they came down the course it looked close but as they neared the finish line TEMPTATION had the lead with LINA ROSE second.

The two wooden Boat Classes were run together and in a very close finish it was COOT edging out SAND DOLLARS III for the top spot in Class B with MYSTERY getting third. In Class A it was TILLY out pacing CINDY JEN for the win.

Only two boats came to the line for the Gasoline Free-for-All and the win went to BLACK DIAMOND and BUD & DAWN

got second.

The winner of the Diesel Free-for-All was MOTIVATION followed by GOLD DIGGER and DANICA HAILEY.

In the final race of the day and of the year just three boats came to the line and as expected MOTIVATION lead the way to the finish line with GOLD DIGGER second and BUD & DAWN third.

Following the last race of the day four tugs from McAllister came out, one from Providence, Rhode Island, and took the course over and ran two races. It was then back to Portland Yacht Services for the post-race celebration and lunch. This is a fundraiser for Multiple Sclerosis (MS) and as I read out the winners, handed them their winnings, which was cash, and 98 percent of them put it into the bucket, which went to the MS Society of Maine. There were also a number of prizes donated and these were then auctioned off and that raised another chunk of money for MS. Then we read out the winners of the diesel fuel from Global, which is 100 gallons for each diesel class and the diesel free-for-all. At the end I had four unclaimed certificates which were auctioned off and that raised about \$1,000. This concluded the day’s and the year’s lobster boat racing season.

There is no question that this was a great year with more boats than ever racing for the year, 823, compared to last year with 739. The number of boats racing has climbed steadily over the last five years. In 2010 we had a total of 520 competing in 10 races and one can attribute the increased attendance since then to a group of racers that love

Continued on Page 21.

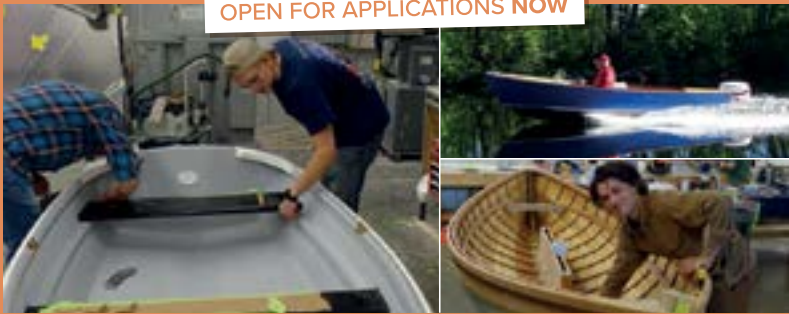


In the Royal River Boat Yard race Craig Stewart’s CARL & CO. [Wayne Beal 36; 405-hp Cummins] is doing his best to keep up with Marshall Spear’s JACALWA [Wesmac 46; 1000-hp Caterpillar]. The winner was CARL & CO. with JACALWA second.

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Final Results: Long Island and MS Harborfest Lobster Boat Races

John Carroll. **Race 10 – Class B, Up to 235 hp, 32 feet to 40 feet:** 1) *Dottie Mae*, Tim Flynn (13.6 mph). **Race 11 – Class C, 236 to 335 hp, 24 to 33 feet:** 1) *Miss Attitude*, Adam Kimball (27.4 mph); 2) *Miss Molly*, Howard Tolman (26 mph); 3) *Acorn*, Burton Rankie; and 4) *Bogsea*, Max Bogdanovich. **Race 12 – Class D, 236 to 335 hp, 34 feet to 40 feet: No entrants.** **Race 13 – Class E, 336 to 435 hp, 24 to 33 feet:** 1) *Duchess*, Josh Duym (31 mph); 2) *Guilty Pleasure*, Jake Dugas; and 3) *Determination*, Parker Poole. **Race 14 – Class F, 336 to 435 hp, 34 feet to 40 feet:** 1) *K. E. II*, Scott Merryman (28.1 mph); 2) *Karamel*, Josh Audet; 3) *Coot*, Andrew Haley; 4) *Empty Pockets*, Justin Papkee; 5) *Seadonk*, Ted Weber; and 6) *Blue Dolphin II*, Cameron Murphy (6.2 mph). **Race 15 – Class G, 436 to 550 hp, 28 to 35 feet: No entrants.** **Race 16 – Class H, 436 to 550 hp, 36 feet to 40 feet:** 1) *Judith Ann*, Rusty Candage (32.5 mph); 2) *Pretty Woman*, Nick Martinez; and DNS) *Mistress*, Ben Perry. **Race 17 – Class I, 551 to 700 hp, 28 to 35 feet:** 1) *Wild One*, Scott Wood. **Race 18 – Class J, 551 to 700 hp, 36 feet to 40 feet:** 1) *Gold Digger*, Heather Thompson (41.6 mph); 2) *Danica Hailey*, Carl Anderson III; 3) *Dear Abbie*, Scott Keenan; and DNS) *Delusional*, Alan Dugas. **Race 19 – Class K, 701 to 900 hp, 28 feet to 40 feet: No entrants.** **Race 20 – Class L, 901 hp and over, 28 feet to 40 feet:** 1) *Motivation*, Tom Clemons (49.7 mph). **Race 21 – Class M(A), 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope (27.8 mph); 2) *Sea Urchin*, Alan Knowlton; and 3) *Mystery*, Tucker Johnson. **Race 22 – Class M(B), 40 feet and over, 501 to 750 hp:** 1) *Temptation*, Wayne Clemons (30.3 mph); 2) *Lina Rose*, Jim Barclay; 3) *Forever Girl*, ???; 4) *Sand Dollar III*, Scott Dugas; 5) *Dominator*, Lee McVane; and 6) *Ivy Jean*, Eric Knight. **Race 23 – Class N, 40 feet and over, 751hp and over:** 1) *Jacalwa*, Marshall Spear. **Race 24. Class O. Non-working boats, any length, any horsepower: No entrants.**

Race 25 – Wooden Boat Race, up to 35 feet 11 inches. 1) *Tilly*, Jeff Croft (18.5 mph); and 2) *Cindy Jen*, Ann Johansen. **Race 26 – Wooden Boat Race, over 36 feet.** 1) *Coot*, Andrew Haley (24.9 mph); 2) *Sand Dollar III*, Scott Dugas; and 3) *Mystery*, Tucker Johnson.

Race 27 – Gasoline Free for All: 1) *Black Diamond*, Randy Durkee (31.3 mph); and 2) *Bud & Dawn*, Steve Johnson.

Race 28 - Diesel Free for All: 1) *Motivation*, Tom Clemons (46.9 mph); 2) *Gold Digger*, Heather Thompson; 3) *Danica Hailey*, Carl Anderson III; 4) *Duchess*, Josh Duym; 5) *Old School*, Chris Pope; 6) *Karamel*, Josh Audet; 7) *Mistress*, Ben Perry; and 8) *Determination*, Parker Poole.

Race 29 - Fastest Lobster Boat: 1) *Motivation*, Tom Clemons (49.5 mph); 2) *Gold Digger*, Heather Thompson; and 3) *Bud & Dawn*, Steve Johnson.



In the second tugboat race of the day FOURNIER GIRLS and ANDREW MCALLISTER just before they crossed the finish line.

Lobster Boat Racing Season Comes to an End at Portland

Continued from Page 19.

to compete. There are already rumors of a couple of new boats coming out next year (a Mussel Ridge 28 and a Mitchell Cove 35) and that could create some interesting competition in certain classes depending on what they decide to power with.

With the annual meeting and awards banquet coming up mid-October there has

been no changes mentioned as to rules or classes. One minor change will be at sign-ups each skipper will be handed the day’s racing schedule with his race highlighted and there will be no changes made during the races. This is being done to make the races go more smoothly by having any questions answered before the races start.

For more information on lobster boat racing go to: mainescoast.com.

2019 YEAR END AWARDS

GAS POWERED WORK BOATS 24 FEET AND OVER

Class A, Four and Six Cylinder, 24 feet and over.

1) *Cindy & Jen*, Ann Johansen

Class B, V8, Up to 375 cid, 24 feet and over

1) *Wide Open*, Wayne Rich

Class C, V8, 376 to 502 cid, 28 feet and over

1) *Black Diamond*, Randy Durkee

Class D, V8, Over 502 cid, 28 feet and over, Naturally aspirated

1) *Little Girl*, Shawn Alley

Class E, V8, Over 502 cid, 28 feet and over, Turbos

1) *Bud & Dawn*, Steve Johnson

DIESEL POWERED WORK BOATS 24 FEET AND OVER

Class A, Up to 235 hp, 24 to 31 feet

1) *Lynn Marie*, Riley Johnson

Class B, Up to 235 hp, 32 feet and over

1) *Hello Darlings II*, C. McDonald
2) *Miss Kylee*, Ed Shirley

Class C, 236 to 335 hp, 24 to 33 feet

1) *Last Design*, Roy Fagonde
2) *Venom*, Steven Osgood

Class D, 236 to 335 hp, 34 feet and over No entrants

Class E, 336 to 435 hp, 24 to 33 feet

1) *High Voltage*, Dan Sawyer

Class F, 336 to 435 hp, 34 feet and over

1) *Aiden Mariner*, Winfred Alley
2) *Ms. Rose*, Ed Torosian
3) *Pull N’ Pray*, Justin Papkee

Class G, 436 to 550 hp, 28 to 35 feet

1) *Right Stuff*, Dana Beal

Class H, 436 to 550 hp, 36 feet and over.

1) *Miss Norma*, Dean Beal
2) *Judith Ann*, Rusty Candage
3) *Risky Business*, Kyle Look

Class I, 551 to 700 hp, 28 to 35 feet.

1) *Misty*, Chris Smith

Class J, 551 to 700 hp, 36 feet over

1) *Gold Digger*, Heather Thompson
2) *Miss Katie*, Nick Wiberg
3) *Dear Abbie*, Scott Keenan

Class K, 701 to 900 hp, 28 feet and over

1) *Blue Eyed Girl*, Andrew Taylor

Class L, 901 hp and over, 28 feet and over.

1) *Motivation*, Tom Clemons

Class M(A), 40 feet and over, up to 500 hp

1) *Old School*, Chris Pope
2) *Sea Urchin*, Alan Knowlton

Class M(B), 40 feet and over, 501 to 750 hp.

1) *Miss Amity*, Jason Chipman
2) *Kimberly Ann*, Eric Beal
3) *Hannah Louise*, Robert Alley, Jr.

Class N, 40 feet and over, 751 hp and over

1) *Maxed Out*, Spencer Thompson
1) *Kayla Anne*, Joshua Beal

Class O, Diesel race boats

1) *Wild Wild West*, Cameron Crawford

Wooden Boat Race (Up to 35’ 11’')

1) *Little Girl*, Shawn Alley
2) *Wide Open*, Wayne Rich
3) *Cindy Jen*, Ann Johansen

Wooden Boat Race (Up to 35’ 11’’) No entrants

OVERALL Winner

1) *Wild Wild West*, Cameron Crawford
2) *Motivation*, Tom Clemons

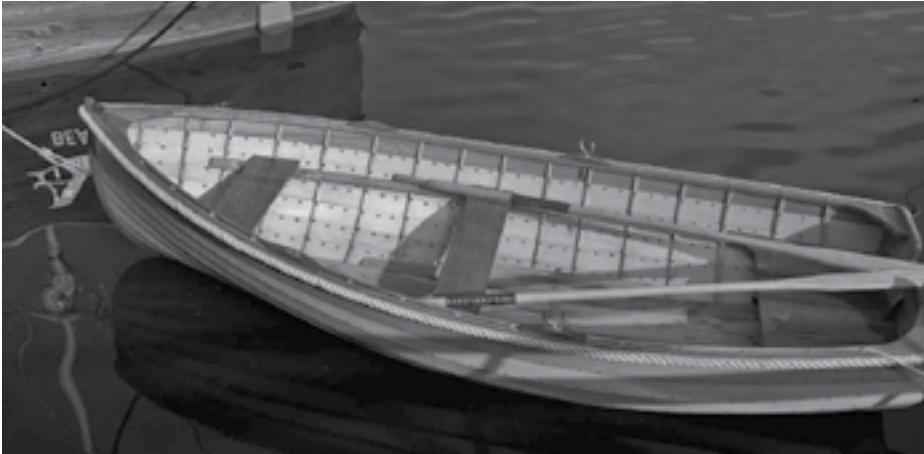


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THE MUSEUM
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Boat And Ship Yard News



A Mussel Ridge 46 being finished off as a cruiser for a customer from Texas. She is scheduled to be finished the middle of next year.

Continued from Page 14.

the inside station, which means the engine room will have much more space around everything.

Out in the yard they have the former FOX Y LADY [Dixon 42], which was recently purchased from a bank in Massachusetts by a commercial fisherman from Gloucester. She needs a lot of work and an engine, which they will begin doing this fall.

They also have a lot of interest so they should be busy right into next year.

Southport Boats
South Gardiner

Southport Boats, a leader in offshore center console and dual console boats with a reputation for a smooth, responsive, and dry ride, today announced a new center console model on an all-new 30' hull, the Southport 30 FE. The Southport 30 FE is the evolution of the original Southport 292, and will usher in a new style and design for Southport cen-

ter consoles.

“The Southport 30 FE will set a new direction for the Southport Center Console designs” said Jonathan Kirby, Marketing and Sales Director of Southport Boats. “The new model will carry over a lot of features from the 33 FE and new 33 DC, but also feature many new design cues for the whole brand that we are excited to introduce on this boat.”

The Southport 30 FE fits in the middle of the Southport lineup, and offers a great mid-sized option for buyers who are looking for a very capable offshore boat, but don't feel the need to jump up to the 33 FE. The new 30 FE, much like the 33 FE, will offer features and comforts that make the boat ideal for both offshore fishing and family days headed to the beach or cruising to a new harbor. The 30 FE will feel familiar to those accustomed to the 292, but decidedly new and fresh.

“The outgoing 292 has been an extremely successful product for us, but in this

competitive and ever-changing market, it's layout and design were in need of a facelift" said George Menezes, Southport COO. "We also recognize that this new hull will afford us the opportunity to develop other models on this platform, including a forthcoming 30' Dual Console."

The new model will debut at the Fort Lauderdale International Boat Show (October 30th through November 3rd), and will be on display at subsequent regional boat shows throughout the winter and spring. Contact your local Southport for more information.

Southport Boats builds robust, quality engineered offshore center console boats on three platforms (27', 30' and 33'), and their new 33 Dual Console and has developed a reputation as one of the premier boats in their class. The semi-production builder employs experienced and dedicated craftsmen and technicians who build high quality products in a newly acquired 100,000+ square foot production facility. Southport Boats, while a production builder, caters to the demanding needs of their customers and dealers and



At Brooklin Boat Yard in Brooklin they are working on the hull of a Wheeler power boat. She should be rolled over next month.

U. S. COAST GUARD NEWS

Continued from Page 7.

Sector Charleston watchstanders were notified by the Glynn County 911 dispatch that the M/V GOLDEN RAY had capsized in the St. Simons Sound. The watchstanders immediately issued an urgent marine information broadcast and directed the launch of multiple Coast Guard assets.

The vessel's master and chief engineer are assisting authorities and salvage teams to develop plans to stabilize the vessel and continue rescue efforts. The GOLDEN RAY's crew size is 24 people; 23 crewmembers and one pilot.

Coast Guard units involved in the response: Two Coast Guard Station Brunswick Response Boat crews; Two Coast Guard Air Station Savannah MH-65 Dolphin helicopter crews; Coast Guard Cutter Heron launched to assist; Coast Guard Sector Charleston; Marine Safety Unit Savannah; and Coast Guard Salvage Engineering Response Team (SERT) launched to assist.

The Port of Brunswick Captain of the Port (COTP) has established an emergency safety zone in St. Simons Sound. Vessels are not authorized within .5 miles of the M/V GOLDEN RAY, which is laid over on its side.

Also assisting in the response are the Georgia Department of Natural Resources, Moran Towing, SeaTow, Brunswick Bar Pilots Association, and the Glynn County Fire Department.

The cause of the incident is under investigation.

UPDATE:

BRUNSWICK, GA — Coast Guard and salvage crews extracted the remaining four Golden Ray crewmembers Monday in St. Simons Sound near Brunswick, GA.

The crewmembers were transported by a Coast Guard Station Brunswick 45-foot Response Boat-Medium boat crew to Glenn County EMS for further medical evaluation.

Salvage crews were transported by Coast Guard to the vessel at 8:22 a.m. to assess the vessel's hull and at approximately 1 p.m., Monday, it was confirmed the remaining four crew members were still alive inside the Golden Ray and an extraction plan was developed to safely rescue them.

Three crew members were safely extracted from the vessel at approximately 3 p.m. and the fourth and final crew member was safely extracted at 5:50 p.m.

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Unified Command & Joint Information
Center established for St. Simons Sound
Incident

A Unified Command and Joint Information Center (JIC) have been established for the cargo vessel Golden Ray response and salvage efforts.

The Unified Command consists of the U.S. Coast Guard, Georgia Department of Natural Resources, and Gallagher Marine Systems. Multiple federal, state, local and partner organizations are also assisting in the response.

The Unified Command's operational priorities are ensuring the safety of the public and responders, protecting wildlife and the environment, ensuring economical activities in the area are minimally affected, and the eventual salvage and safe removal of the vessel.

Coast Guard finds missing kayaker off Gloucester

14 September

BOSTON — Coast Guard crews helped find a missing person Saturday near House Island.

A good Samaritan reported seeing an overturned orange kayak near Salem Channel to Sector Boston watchstanders at 2:24 p.m. Shortly after, the wife of the missing kayaker called Sector Boston watchstanders reporting her husband overdue.

Two rescue boat crews from Station Gloucester and crews from the Salem and Beverly Harbormasters launched. When they arrived on scene, the kayak held a dry bag containing a set of keys and a t-shirt.

After searching for about an hour, the Beverly Harbormaster rescue crew found the kayaker wearing a life jacket. He floated in four-foot seas for about three hours.

"A life jacket really saved this man's life," said Ensign Isabella Stoyka, the duty public affairs officer for Sector Boston. "If his kayak was labeled, we may have found him sooner."

The water temperature was 66 degrees and winds were about 20 knots.

His kayak was not labeled.

If you are going out on your kayak, the Coast Guard recommends you check the weather, tell someone where you are going and when you will be back, wear a lifejacket, have a sound-making device, and label your kayak. If you are paddling at night, make sure you have a light.



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Passed Over the Bar: Gibson, Howland and Newman

Continued from Page 6.

South Dartmouth, MA, and was an ardent sailor and yachting skipper in his youth. He graduated from Milton Academy and from Harvard College, class of 1959. He lived in Jamaica Plain from 1970 to 2016, when he moved to Wenham. "Born to read," as he would say, he worked for publisher Harcourt, Brace, and World and literary agent Sterling Lord in the early 1960s. In 1965, he joined Little, Brown in Boston as a senior trade editor. He was beloved by the scores of authors whose work he nurtured and championed. In 1978, he established Howland and Company, an antiquarian dealership specializing in maritime books and literary first editions. He contributed innumerable forewords and articles to books and periodicals, notably WoodenBoat magazine, and was the author of The New Bedford Yacht Club: A History (2002) and No Ordinary Being: W. Starling Burgess, Inventor, Naval Architect, Poet, Aviation Pioneer, and Master of American Design (2014) among other works. Over the years, Louie supported and engaged with many maritime historical organizations; he was a longtime trustee of the New Bedford Whaling Museum and of Mystic Seaport Museum. He also was a fellow of the Massachusetts Historical Society and a member of the Tavern Club. Louie was predeceased by his parents, Llewellyn Howland, Jr. and Sarah Ives Howland of South Westport. He is survived by his wife of 52 years, Jessie W. "Jay" Howland; his sisters, Sarah H. Godfrey of Rumford, RI, and Hope H. Hale of Carmel, CA; a daughter, Jessie H. Cahill (wife of John A. Cahill III); a son, Cornelius (husband of Caroline Angle Howland); three grandchildren; and numerous cousins, nieces, and nephews. His sweetness, brilliance, wit, generosity, and creativity will be sorely missed. His memory will be cherished. Memorial contributions will be welcomed by the New Bedford Whaling Museum, 18 Johnny Cake Hill, New Bedford, MA 02740. Memorial service information will appear later.

Jarvis W. Newman
1935-2019
SOUTHWEST HARBOR - Jarvis Ward

Newman, 84, died peacefully September 1, 2019, at Birch Bay Village in Bar Harbor. He was born July 6, 1935, the son of Laurence and Eleanor (Jarvis) Newman in New Haven, Connecticut. Jarvis graduated from Pemetic High School, SWH, in 1954. Through junior and high school, he lobstered and fished with his father and grandfather, worked at the Gordon & White Garage, and had what became a life-long interest of restoring cars. He graduated from Wentworth Institute in Boston in 1956 from the aircraft maintenance program. His first job was with General Electric in Cincinnati, Ohio, testing jet engines. After two years there, including six months of basic training in the US Army, he moved to Massachusetts to work for GE in Lynn. He found an apartment in Marblehead and worked for the Eastern Yacht Club summer nights and weekends.

Early in 1961 Jarvis called Susan Bunker, a Southwest Harbor girl who was attending school in Boston, and later that year they were married in the same church they had both attended in SWH. In 1962 after their first daughter, Kathe, was born, Jarvis went to work with the Stanley Elevator Company of Nashua, New Hampshire, installing elevators throughout northern New England. Six months after the birth of their second daughter, Kim, in 1964, they returned to Southwest Harbor when Bob Hinckley offered Jarvis a job in the fiberglass department of the Henry Hinckley Company. After learning the fiberglass process, Jarvis saw a need for a rowboat or yacht tender to sell sailboat owners. He began building them at home and sold his first one in 1966. In 1968 Jarvis and Sue purchased The Village Washtub in town, and Jarvis left Hinckley's to build rowboats in a shop he built behind while Sue ran the laundromat. At that time he thought he would build a classic Maine boat, a Friendship Sloop, in fiberglass, so he used a wooden 25' sloop to build a hull and deck mold. In 1969, 50 years ago this month, launched his first fiberglass Friendship Sloop that continues to sail out of SWH today. In 1970, Jarvis Newman Boats was formed, and the family moved to Manset, where he built a larger shop behind his grandparents' house and expanded to include powerboats and a larger Friendship

Sloop. The demand for his hulls became so great that he made the decision to build with three employees only the hull and deck with engine installed and ship them to other boat finishers. During the '70s, Jarvis also restored two original wooden Friendship Sloops, Venture and Dictator, selling the first and keeping the second as the family boat. The Dictator restoration was chronicled in Time-Life books, The Classic Boat. He sailed her in races at Friendship Harbor every summer as well as locally with friends and family and single-handedly. In 1978 he sold the boatyard, and in 1980 started Newman Marine Brokerage, spending the next 35 years selling boats, and working on his own to use, or better, sell.

Jarvis served on the board of directors of Bar Harbor Banking & Trust for 30 years. He was a Vestry member of St. John's Church, the SWH warrant committee, was a member of the Lions' Club, the Causeway Club, the Friendship Sloop Society, and the SWH Bullseye Fleet. He was an honorary member of the Tred Avon Yacht Club in Oxford, Maryland, and recently he was awarded the Maine Governor's lifetime achievement award for promoting Maine's boat-building industry. Starting with what seemed a simple rowboat, Jarvis's business expanded to include classic Friendship Sloops, lobster boats, and Downeast pleasure boats, enjoyed by boaters far and wide.

In 2016 when Jarvis suffered physical problems along with his dementia, he moved to Birch Bay Village in Bar Harbor. While there for 3 ½ years, he made many friends with other residents and caregivers while enthusiastically participating in the many activities that were offered.

Jarvis was predeceased by his parents; older brother, Larry Newman; and twin sister, Janet Cutliffe.

He is survived by his wife, Susan Bunker Newman, daughter, Kathe, and husband Dan Walton; daughter, Kim, and husband Tim Kearns; grandchildren Susan Falt, Sarah and husband Peter Philbrook, Gordon Falt, and Claire Kearns, and many nieces and nephews.

Friends were invited September 14



at Jordan-Fernald, Mount Desert where memorial services were held. A reception followed. Jarvis will be laid to rest at Mount Height Cemetery, remaining in his much-loved hometown of Southwest Harbor.

Those who desire may make contributions in Jarvis memory to the Southwest Harbor Historical Society, PO Box 272, Southwest Harbor, ME 04679.

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Bath Industrial Sales	22	Kennebunk Marina	18
Billings Diesel & Marine	3	Kennedy Marine Engineering	6
Bluejacket	20	Kittery Point Yacht Yard	17
Bowden Marine	9	Kustom Steel	6
Brewer South Freeport Marine	19	Maine Built Boats	2
Brooks Trap Mill	15	Maine Yacht Center	17
C & C Machine	13	Moose Island Marine	7/30
Casco Bay Yachts Sales	31	Mystic Seaport	18
Chase, Leavitt Co.	6	Nautilus Marine	2
Cod Cove Inn	31	Ocean Point Marina	31
Custom Float Services	31	Ocean Pursuits	15
Dark Harbor Boat Yard	13	Otis Enterprises	9
Derecktor Robinhood	16	Owl's Head Transp. Museum	8
Downeast Lobstermen's Assc	13	Paul Luke, Inc.	20
Dysart's Great Harbor	2	Penobscot Marine Museum	8/20
Epifanes	15	Portland Yacht Services	3
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Farrin's Boat Shop	17	Richard Stanley Custom Boats	16
Finestkind Boat Yard	2/25	Rockport Marine	16
Front Street Shipyard	5	Rollins Boat Shop	28
H&H Marine	17	Royal River Boat Yard	3/28
Hallett Sails	14	Rumery's Boatyard	17
Hamilton Marine	32	SW Boatworks	16/29
Hansen Marine	7	Samoset Boatworks	16
Harding's Book Shop	29	Seal Cove Boat Yard	6
Hewes & Co.	15	Smithwick & Mariners	3
Hutchinson Composites	2	Southport Marine	3
Infab	28	Spartan Marine	29
Johanson Boatworks	11/28	Webhannet River Bait	31
John Williams Boat Co.	3	West Marine Transport	5
		York's Marine	19

U. S. NAVY NEWS

Continued from Page 8.

When orders to the Nevada-class battleship USS Oklahoma (BB 37) and the Altair-class destroyer tender USS Rigel (AR 11) populated in 1941, each needed chief warrant officers in their carpentry shops. Guy Mason insisted Austin take the orders to the Oklahoma to experience battleship life; Mason had previously been stationed on a battleship, the USS Nevada (BB 36).

“He told his best friend, John, that he should experience officer-life on a battleship,” said Greg Mason as he talked about how his grandfather persuaded his best friend to take the orders. “John was a taller, portly man,” added Mason.

Sunday morning, December 7, at 7:53 a.m., Guy Mason was at his house which overlooked the harbor above Ford Island. Guy Mason and his son Arthur were home. Greg Mason talked about his then eight-year-old father looking down on the harbor and seeing a lightshow, hearing awesome sounds and being entertained by the display. Guy Mason realized Austin was on duty that day down the hill on the Oklahoma and got a uniform on, called a shipmate and waited for a ride.

The USS Oklahoma started to roll almost instantly and within 15 minutes, the ship was capsized. Austin was in the carpentry shop onboard and after the torpedoes struck the sides there was one exit: a porthole.

Austin assisted with the escape of 15 shipmates from the carpentry shop.

By the time the second wave of attacks hit Pearl Harbor at 8:55 a.m., Guy Mason was in a car with three other Sailors, driving through the parking lot of the Officer’s Club on base.

Greg Mason chuckled as he recounted the story told by his grandfather, “My grandfather said as they were driving through the parking lot, the second wave of attacks was happening and he told the driver to stop the car, get out, and hide underneath the car. The driver replied ‘but sir, I can’t stop here this is the Officer’s club, and I’m enlisted’.”

By the time they got down to the shore, it had been over an hour since the first wave of attacks hit the island. Guy Mason reported to the Rigel, heard what happened to the Oklahoma and raced to the battleship.

Guy Mason and a few Sailors climbed on the hull of the Oklahoma and Greg Mason remembered his grandfather telling him the screams and banging from inside the hull told them there were survivors, and he had to get in: Austin was inside. Guy Mason drilled small holes to make sure he was not cutting a fuel or oil tank, then cut through the metal to gain access.

“My father said ‘I remember seeing my father put his uniform on that day, get in a car and he did not return for three days, and when he did, his feet were covered in bandages due to burns from being on the hot hull of the ship,” said Greg Mason.

Greg Mason added that was the only time Arthur Mason saw his father cry.

During his three days inside the capsized-Oklahoma, Guy Mason used cold chisels to get to different compartments throughout the ship, all in search for his best friend, who he knew was a larger man. He stayed in the ship, desperately looking for Austin, who he felt would not have been on duty, nor the Oklahoma at all, had he not convinced Austin to experience the battleship lifestyle. As long as sounds were coming from inside the ship, there was still a chance Austin was alive.

“My grandfather only stayed in the ship for three days because the screams and banging lasted for three days, which meant

John may still need to be saved,” Said Greg Mason.

When the banging and screaming stopped, Guy Mason knew it was over, and that Austin had died.

Both Guy Mason and Austin saved many lives that day, and Austin lost his in the process. The Evarts-class destroyer escort USS Austin (DE 15), commissioned in 1943, was named in honor of Austin, who posthumously received the Navy Cross.

Due to his tireless efforts looking for Austin, Guy Mason saved the lives of 32 Sailors stuck on the inside of the Oklahoma and his actions were recognized by the Navy, and was awarded a citation of heroism signed by Admiral Chester W. Nimitz.

“My grandfather did not set-out to be a hero,” said Greg Mason. “He knew his best friend was on the Oklahoma, due to his advice of going to the Oklahoma, and was trying to find him. He ultimately saved 32 lives while looking for one.”

USS Nebraska Tests Four Trident II D5 Missiles

From U.S. Navy Strategic Systems Programs Public Affairs
SAN DIEGO (NNS) -- The U.S. Navy conducted four scheduled missile test flights of unarmed Trident II (D5) missiles from USS Nebraska (SSBN-739), an Ohio-class ballistic missile submarine, off the coast of Southern California this week.

The first two launches took place Sept. 4, and the last two were Sept. 6. All occurred before sunrise.

These test flights were part of a Commander Evaluation Test (CET) whose primary goal was to validate performance expectations of the life-extended Trident II (D5) strategic weapon system.

These launches mark 176 successful flights of the Trident II (D5) strategic weapon system. CETs and other flight tests are conducted on a recurring, scheduled basis to evaluate and ensure the continued reliability and accuracy of the system. The missile tests were not conducted in response to any ongoing world events.

"Our nation's sea-based deterrent has been a critical component of our national security since the 1960s, and this week's launches continue to demonstrate the credibility and reliability of our life-extended missiles," said Vice Adm. Johnny R. Wolfe, director of the Navy's Strategic Systems Programs, the command responsible for the Navy's strategic weapons.

The Trident II (D5) strategic weapon system, originally designed with a life span to 2024, recently underwent a life extension that will keep it operational through the late 2040s. The life-extended missiles will serve for the remaining service life of U.S. Ohio-class and United Kingdom Vanguard-class SSBNs, and as the initial loadout for the U.S. Columbia-class and U.K. Dreadnought-class SSBNs.

The life extension program addressed potential aging and obsolescence issues. "The life extended missiles are now being deployed to the Fleet, but our work is not done," Wolfe said.

"The nuclear deterrence mission is the Department of Defense's No. 1 priority, and for the U.S. Navy that means not only maintaining our current capability, but also developing the next generation of Trident missiles and shipboard strategic weapon system that will ensure a credible sea-based deterrent for the next 40 years and beyond," he added.

A credible, effective nuclear deterrent is essential to our national security and the security of U.S. allies. Deterrence remains a cornerstone of national security policy in

the 21st century.

Strategic Systems Programs is the Navy command that provides cradle-to-grave lifecycle support for the sea-based leg of the nation's nuclear triad. This includes training, systems, equipment, facilities and personnel responsible for ensuring the safety, security, and effectiveness of the nation's Submarine Launched Ballistic Missile (SLBM) Trident II (D5) strategic weapon system.

SLBMs are one leg of the nation's strategic nuclear deterrent triad that also includes the U.S. Air Force's intercontinental ballistic missiles (ICBMs) and nuclear-capable bombers. Each part of the Triad provides unique capabilities and advantages. SLBMs make up about 70 percent of the U.S.'s deployed strategic nuclear deterrent Triad. The SLBM is the most survivable, provides persistent presence and allows flexible concept of operations.

Navy Divers Clear Fishing Vessel From Alaska Harbor in Arctic Exercise

From Explosive Ordnance Disposal Group One Public Affairs
ADAK, Alaska (NNS) -- Navy divers assigned to Mobile Diving and Salvage Unit One (MDSU-1) removed an abandoned fishing boat from the harbor of a community in Alaska’s Aleutian Islands this week, in support of Arctic Expeditionary Capabilities Exercise (AECE) 2019.

Fishing Vessel (F/V) Heritage, abandoned over 10 years ago, was blocking private and commercial fishing boats from access to the city of Adak's boat ramp, the primary launch point into the harbor. In May, the Navy divers conducted surveys and inspections to understand what personnel and equipment would be required. The divers also interviewed the local community to learn their observations of the boat over time. They determined that structural deterioration had made F/V Heritage beyond salvageable.

After confirming its fuel tanks were empty and that residual oil in the hydraulic lines and sumps was minimal, the divers scrapped the vessel by cutting it in place until smaller sections could be pulled ashore for disposal.

The salvage and removal operation took about one week, with divers beginning their work on Sept. 2 and completing removal Sept. 8.

While this salvage and removal operation focused on removing an underwater hazard for the community of Adak, it also provided realistic, relevant training for Navy divers in a cold-water environment. This training helps them stay ready to maintain access to ports and contribute to our nation’s lethality, whenever and wherever duty calls.

The divers are also scheduled to conduct surveys on two sunken tugboats in the main jetty of Adak's Sweeper Cove, where they'll collect video and photos that will be used to determine removal or salvage solutions.

MDSU-1 will also conduct a shore cleanup and will regrade the boat ramp to ensure it's safe for local use. The U.S. Navy pays close attention to its environmental impacts and with any salvage operation, environmental concerns are one of the Navy’s top priorities.

Capt. Oscar Rojas, commodore of Explosive Ordnance Disposal Group One, said removing the fishing vessel not only removed a navigational hazard but also set conditions for future military training and operations in the region, allowing clearer access to the Bering Sea.

“I’m incredibly proud of the work our expeditionary Navy divers have conducted up here in Alaska, not only supporting the

local community in Adak, but also training to clear underwater hazards and repair port facilities—a skill that will be absolutely crucial in a future fight for sea control,” Rojas said.

MDSU-1 provides combat ready, expeditionary, rapidly deployable mobile diving and salvage companies to conduct harbor clearance, salvage, underwater search and recovery, and underwater emergency repairs in any environment. As one of only two such units in the U.S. Navy, MDSU-1 provides fleet commanders the ability to gain or maintain access to ports and begin the process of returning damaged or stranded vessels to sea.

Explosive Ordnance Disposal Group One, the parent command of MDSU-1, man, trains and equips Navy EOD and expeditionary divers as the world’s premier combat force for eliminating explosive threats and underwater hazards, so the fleet and nation can fight and win.

About 3,000 U.S. Navy and Marine Corps personnel are participating in Arctic Expeditionary Capabilities Exercise (AECE) 2019 in the Aleutian Islands and south-central Alaska Sept. 1-28.

AECE is one in a series of 2019 exercises to prepare joint forces to respond to crises in the Indo-Pacific region. AECE tests the logistical transfer capabilities of joint expeditionary force in the Arctic environment. This includes wet logistics over the shore, expeditionary mine countermeasures, mobile diving and salvage, offshore petroleum discharge system operations, and expeditionary infrastructure assessment program.

Navy and Marine Corps participants will conduct operational and tactical actions to validate the Distributed Maritime Operations (DMO), Littoral Operations in a Contested Environment (LOCE) and the Expeditionary Advanced Base Operations (EABO) concepts.

WWII Navy Vet Awarded Medals 75 Years After Service

From the Office of the Navy Chief of Information
WASHINGTON (NNS) -- Secretary of the Navy Richard V. Spencer awarded a WWII Sailor two high-level combat decorations in recognition of his meritorious service as an aircrewman in the European theater, in a Sept. 10 Pentagon ceremony.

Bernard Bartusiak of Chicago, now 95, joined the Navy in May of 1941, at age 17. He eventually served as an aviation machinist’s mate 1st class on the aircrew of a PB4Y Liberator in the European theater. After the war, Bartusiak became a corporate accountant and married Dolores, his wife of 65 years.

Spencer presented Bartusiak the Distinguished Flying Cross with gold star (in lieu of second award) and the Air Medal, second through eight strike flight awards, in recognition of 20 combat missions Bartusiak completed from April 1943 to August 1944.

The Distinguished Flying Cross was awarded for Bartusiak’s “extraordinary achievement while participating in aerial flight.” The Air Medal recognizes “single acts of heroism or meritorious achievement” in flight.

“This honor may be overdue, but I am humbled by the opportunity to present it,” Spencer said to the audience, which included Bartusiak’s two daughters, as well as U.S. Rep. Dan Lipinski, who represents Bartusiak’s district in Illinois.

Reflecting on the contributions of Navy aviators to the Allied victory, Spencer quoted late Prime Minister Winston Churchill: “Never was so much owed by so many, to so few.”

WILLIS SPEAR TALKS FISHING IN CASCO BAY

Continued from Page 5.

too predictable. He caught fish and did it without a lot of fuss.”

“These guys taught me how to go dragging,” explained Willis. “My father-in-law built all my nets when I had that Newman built. I have four sons, Marshall, Colby, Jed, and another who passed away. They all went fishing. I made them go to see if they liked it or not. I remember we had a pile of traps on the boat at the community dock that we used. In the winter time nobody used it much so we were bringing gear up and getting ready to go dragging, spitting snow, cold, it was dark out maybe 5:30 or so, I told my wife to bring them all down, we will pick the traps off the boat, all they have to do is slide them up the rail. We had a piece of quarter round stainless on the handrail. I can remember those guys coming down in their pajamas with their boots on, heavy coats and I would set the trap up and they would push it up the dock. This will cure them, they will never want to go fishing again. Yeah, they all went, every one of them and they have done well.”

Looking at another photograph Willis pointed out that this was where DiMillo's is now. He added, “There were two wharves there, Pocahontas and Long Wharf. Pocahontas got its name from the Pocahontas Coal Company. On the condominium side that caught fire and it burned down Pocahontas and Long wharves. Long Wharf was just that, the longest wharf in Portland out beyond Custom House and beyond Willard's Wharf. There was a lot of gill netters, and a lot of them were Danes and Swedes that lived in Portland and a lot of them went fishing. I call them square heads. It is not a derogatory remark because someone once told me that when they were in Oslo, Norway they saw a sign that said, haircut, \$4.00, a dollar a side, but it had to do with the nails. Scandinavians made their nails with square heads so that is why they called everybody from Scandinavia square heads. I learned that from a kid who was a Caterpillar mechanic in New York City and his last name was Abrahamsen. He was a Norwegian and he told me that story. Our son Marshall bought a fiberglass boat, a 35 T. Jason in Great South Bay on Long Island. It needed a little bit

of work before we brought her home. I noticed on the front of the engine, the 3116 had a pulley system that ran a water pump and that belt needed to be tightened and we could not free up the idler. By a miracle of God, we got this mechanic, Abrahamsen, and he came down and put a torch. It had an aluminum cover on the front of the engine and he said, ‘you keep it on there, don't take it off.’ We heated up that bolt and it finally let go enough to loosen up. He told me on 9-11, he was the first man to show up with the generators. He stayed there for two weeks and that was all he could take. He also told us, if you run into bad weather, you don't have to go out through the entrance to Great South Bay, which was Fire Island, you could run inside Fire Island all the way to Shinnecook. I looked at a chart and said, no way. He said, you can do it. That day we went it was a miserable southeaster and we had to run on the inside thick fog, all the way to Shinnecook. There is a canal at Shinnecook that runs north in the Great Peconic Bay and once you cross the Great Peconic Bay you are up where Shelter Island is.

All Willis' sons attended Maine Mari-

time Academy and two of them graduated from there. Willis said, “I have got an engineer's license, small one for tugs and I had to renew it and the last two times I went to Castine. Inevitably if you travel in that circle you will run into somebody that you know. Both times I went up there, there was somebody that I knew. This last time was advanced firefighting and I am getting a little older and to go into a burning house with a Scott air pack is getting tougher. There was a kid that sailed with Chevron, he was a lawyer and didn't like it and now sails first mate and is happy. He helped me get my Scott air pack on so it didn't have the twists in it, so I got through alright.”

Willis' father went to MMA, Class of 1944 and his wife's brother also went, Class of 1968. “My first cousin,” added Willis, “He just passed away at 77. He went to sea until he was 72 on the DEEP WATER PATHFINDER, which was an exploratory drill ship the last of it.”

Willis earned his degree at Vocational School and went to sea after he got out on seismic ships for two or three years. But more about that in the next issue!

IMOCA News

Continued from Page 10.

A trained naval architect, Charlie Dalin was keen to follow each phase of the design and construction of his Apivia (designed by Verdier). “I was heavily involved in all of the choices. I know all her characteristics down to the smallest detail. I have had this boat in mind for a long time, so that even before she was launched, I felt I knew her well,” he said. “We haven't yet been out ten times on her, but everything seems to be working well. Apivia seems to be a well-built boat. They've done a fine job and I'm very pleased with the systems we have chosen, her ease of handling and in particular the closed off protective cover.” Accompanied by his co-skipper, Yann Eliès, Charlie Dalin took advantage of the training session at the Finistère centre to carry out his first speed tests, keeping a watchful eye on Charal and Arkea-Paprec of course. “Taking into account that she has only just been launched, we're not doing too badly. People have been talking a lot about hulls and foils, but we must not forget the “engine” on these boats, by which I mean the sails. I'm very pleased and for a first set, the sails are interesting,” said a content Charlie, before adding a word of caution. “It is still too early to make any conclusions. We haven't yet sailed in a wide enough range of conditions to do that. The first real test will be the Transat Jacques Vabre. After that race, which is a bit like the start of the Vendée Globe, we'll see things more clearly and be able to say how we

measure up against the others.”

Living up to his reputation, Alex Thomson impressed everyone in early August when he presented his new IMOCA in the colours of Hugo Boss (designed by VPLP). “We have innovated and pushed back the limits. We're not afraid of doing things differently. We may not always get it right, but we acknowledge that. But we're not afraid of exploring things that haven't been done before,” declared the British skipper, who is waiting for the Transat Jacques Vabre to do battle against the other new generation IMOCAs. Alex's rocket stands out with her cockpit, which is completely closed, offering better protection while allowing him to see clearly what is happening at the front of the boat. As the cockpit is built into the hull, the centre of gravity has been lowered, as have the boom and sails, which means improvements in terms of aerodynamics. Alex Thomson is also doing things differently with his foils. They are huge and curved and unlike anything seen on an IMOCA before. “Alex was bound to have the biggest foils in the fleet,” smiled Sébastien Simon. “We too thought of that option with a constant curve, but in the end we didn't go down that road, as we didn't think it would be the most efficient. We'll see who was right.”

Launched very recently (on 2nd September), DMG Mori, Kojiro Shiraishi's new IMOCA was designed by VPLP and built using the moulds from Charal. “I have been dreaming of a new boat for thirty years,” said the Japanese skipper. “I was unable to

complete the 2016-2017 Vendée Globe after dismasting, but I found a new sponsor, who agreed to build a brand new IMOCA.” While waiting for his new boat to be launched, he was able to try out a foiler, thanks to training sessions in Cascais aboard Yannick Bestaven's Maître CoQ under the leadership of Roland Jourdain. After the naming ceremony for DMG Mori, planned for 11th September in Lorient, Kojiro Shiraishi and his team will be able to carry out their first trips and start work on setting up the boat. The Japanese sailor will be competing in the Transat Jacques Vabre, with a co-skipper at his side, whose name has not yet been announced. “I can't wait to race against the other competitors to see what I am capable of achieving, in particular against the other new IMOCAs, which seem to be excellent,” added Kojiro.

Thomas Ruyant (Advens for cybersecurity): “We have been pushing the architects to their limits” The final boat to be launched this summer will be Thomas Ruyant's IMOCA (designed by Verdier), which is due to come out of the yard on Saturday. “We remain fully focused

on the finishing touches to our boat, but of course, we have been watching the other IMOCAs that have recently been launched. We have already seen that they are very fast and that the sailors in charge of them are in good shape,” explained Thomas. “It's interesting, because the new IMOCAs have been designed by various architects. They have been pushed to the limits. It's fantastic to be part of this with what should be a great boat. The IMOCA to which we are the closest is Apivia, as she was designed by the same architect and using the same basic designs.” According to Thomas Ruyant, “Each boat will have their own preferred range of use.” The skipper from Northern France added: “We have all gone for different choices, in particular in terms of ease of handling depending on our own experiences. With the team, I went for a good all-round boat, which is reliable, robust and “easy” to sail. We have also done a lot of work on the sails. We have gone for some very different choices in that area...”



Introducing the Back Cove 390

Continued from Page 15.

everyone connected, featuring a galley up design and side-by-side captain and mate seats opposite a comfortable U-shaped settee. The result is a perfect space where the crew can enjoy a meal, or lounge while staying out of the sun or the rain.

Below deck, owners and guests can relax in the privacy of a lower lounge and stream a favorite program to the Smart TV. The spacious owners' cabin forward offers a queen-sized island berth and private access to the head and shower. For the crew, two single beds in the guest cabin are secluded,

well proportioned, and comfortable.

Tooling work is already underway and the first Back Cove 390 will launch late in the summer of 2020. Her official debut will take place at the 2020 fall boat shows from Newport to Ft Lauderdale.

For additional information contact: Jamie Bloomquist, Title: National Sales Manager, (207) 594-8821, jlbloomquist@backcoveyachts.com; Bentley Collins, VP Sales & Marketing, (207) 650-1517, bentley@backcoveyachts.com; or Jamie Governale, Marketing Coordinator, (207) 572-0332, jamie@backcoveyachts.com



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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

10 January

Page 2.

WORTHY OF A YANKEE BRAIN.
A Project for Making the Kennebec the Outlet for the Commerce of the Great Lakes. Commerce of The Great Lakes.

The feasibility of Ship railways is about to be tested. At the head of the Bay of Fundy the Chignecto Ship railway is now being built to extend the commerce of the bay to the straits of Northumberland and vice versa, a distance of about eighteen miles. It is expected to convey vessels safely across the Isthmus, at from ten to twelve miles, for the same purpose, also one of Canada seventy miles in length from the Georgian Bay to Lake Ontario, and another across the peninsula of Michigan from Michigan City to Toledo, a distance of one hundred and seventy miles.

Now if ship railways are to become a prominent thing of the future why not inquire into the chances of our own State of Maine becoming interested in the success of such enterprises? Our Government has made scores of greater outlays for commerce than to make the Kennebec River navigable for vessels of medium draught as far as Waterville, which lies about sixty miles from the ocean. Assuming the feasibility of making the St. Francis River in Canada navigable for an equal distance from the St. Lawrence, then the two terminal points for navigation would be separated by a distance of only about one hundred and twenty miles. It is believed a pass could be effected through that almost continuous range of mountains extending from the Alleghanies to the gulf of St. Lawrence, more easily on this line than on any other.

The harbor on the lower Kennebec is fifteen miles long and one of the best sheltered in the known world. It is deep enough for the largest class of ships and accessible at all seasons of the year. The overshadowing problem with the people of the already great and rapidly increasing Northwest engaged in agriculture, mining and manufacturing, is how to place the output of their respective plants in the markets of the world at the least possible cost. Notwithstanding the sharp competition of numerous lines of railroad, the commerce of the lakes in increasing beyond all precedent, and could a new outlet be made for this great world of industry, so that small and medium sized vessels might reach an Atlantic port, it would be one of the great achievements of the age.

This great West and Northwest form one of the great factors of the world abounding in valuable resources yet untouched, but soon to be entered upon by the great incoming tide of immigration. Perhaps some of our great uncles from across the water with millions to invest, together with some of our neighbors of the Dominion, interested in the development of this great inland territory, may look this route over and conclude to secure a site on the lower Kennebec for a great city. Let them be assured of a most cordial welcome in any undertaking which is to benefit the world and of co-operation if desired. John N. Dennett in Waterville Mail.

Page 3.

FROM THE HUB OF THE UNIVERSE.
The New Year and Remarkable Weather.—A New Deadfall and How it Works. —Gass Explosions in Sub Ways.—A Self Registering Compass.—Note and Comment.

(Correspondence of The Journal.)
The New Year, 1890, has come in with a broad grin. People here are going about sweltering in winter clothing, at the time I am writing, in a temperature that ought not to be higher in the middle of April. The air

is warm and balmy, and the sun shines clear and bright. The influenza is on the rampage and pneumonia is prevalent. But such is life and now I want to have a few words to say about a new dead-fall. When I was a boy down in the interior confines of an uncut number of a northern township, I used to set deal-falls for rabbits. We would prop up one end of a log in such a manner that when the bait was touched the log would fall upon the innocent and unsuspecting bunny. This ends it so far as bunny is concerned; but the West End Street. Railway has a dead-fall worth tow of this one that I have just described, and the people of Boston and vicinity are the bunnies. At each side of every draw of each of the bridges that cross the Charles river, the trolly wires terminate. This terminus, in order to be stable, is effected by means of a large iron cross beam or trestle which is suspended over the street, and fastened with iron bolts to an upright iron post on either side of the street. This cross piece is said to weight not far from a ton. Across the draw itself, the wires continue, these wires being only short ones, and terminating at each end of the draw. This is so arranged to allow the bridge to be opened. How the electric communication remains unbroken, I am uninformed. The trolly, in passing from the section of wire on the draw to the land end, has to “jump,” as it is called, a very short space. Well, as the trolley is not a very ponderous arrangement it don’t seem as if it ought to knock over this cross beam, but the other day the trolley was passing down came the beam, badly knocking out the conductors and frightening the passengers half out of their wits.

I read in the newspapers recently, of a sub-way in New York which had become filled with illuminating gas. A man entered it with a lighted lantern, and —whish! The man went up, and so did the sidewalk, street, bricks, stone and earth. Several people who were standing and passing by went up likewise. Now there is a decidedly Vesuvian flavor to this and it is just what is liable to occur in Boston any day. We have had warning of it from the gas companies. I was walking down Milk Street this afternoon when I noticed a man in the act of going down into a sub-way. Well, now, I just took a half hitch in my train of thought and made tracks for another street. It took me a little longer to get to my destination, going another way, but I was happier on account of it, and I didn’t lose so much time by doing it as I should in gathering up my scattered remains and placing them in proper order for a post-mortem examination.

I saw the electrical registering compass, of which I wrote some weeks ago, in operation at the Maritime Exhibition last night. It is a marvelous piece of mechanism. With its aid the owner of a ship, on her return to port, can tell how many knots she passed over during every hour and day of the voyage. The exact latitude and longitude of the ship on any minute, hour and day of the voyage is faithfully recorded upon a properly ruled card.

In some of our fruit stores we find a peculiar pod which is esteemed greatly, especially by the Jewish and Italian trade. This pod is the product of the Carob, A’Lgarobe, or Locust tree, (Ceratonia siligua) of the natural order Leguminosae, subterranean Sea. The tree, in size and manner of growth much resembles the apple tree, but with dark evergreen leaves, instead of deciduous ones. The fruit is a brown leathery pod, 5 to 8 inches long, a little curved, and containing a fleshy, and rather spongy and mealy pulp of an alleged agreeable sweetish taste, somewhat resembling bananas, honey, sugar, syrup, licorice, molasses, champagne, or sweet potatoes, n which lie a number of shiny brown seeds, which look like small flattened beans. The seed is bitter, and of no

use, but the sweet pulp renders the pod an important article of food to the poor classes of the countries in which the tree grows. They are very much used by the Moors and Arabs. They are also valuable as food for horses, for which they are much employed. A son of sunny Italy came into the fruit store, where I was examining Saint John’s biscuit the other day, as soon as he caught sight of the pods, her remarked that they fed those to horses in the old country, and asked the price of them. On being informed by my friend Gilbert that they were worth 6 cents per pound, he said he guessed he’s stick to oats. These pods are imported into this country under the name of Locust Beans, which have received the name of Saint John’s bread. It seems probable that they are the husks, (keration) of the parable of the Prodigal son. The Arabs make the pulp of the bean into a preserve like tamarinds. They tell me that too much of the pod is hurtful, but I haven’t the curiosity to verify the experiment.

I have this week a few more interesting facts about the exhibit, at the Maritime Exhibition, of the Bethlehem (Pa.) iron Works. The first piece in the shaft manufactured for the Calumet & Hecia Mining Company. It is a hollow shaft of open hearth fluid compressed steel; length of body, 29 feet, 1 ½ inches; extreme length over cranks, 30 feet, 7 ½ inches; diameter 16 inches; throw of crank, 4 feet; weight, 17 434 pounds. It is said to be the most beautiful piece of shafting ever manufactured in the United States, and is fully equal to any product of a similar character ever made in the world, it is as highly polishes as the mechanism of a watch, and shows what is the character of the machinery required by the Calmut & Hecia Company to unearh their ore from the depths of Lake Superior. While this shaft illustrates the perfection to which machine finishing can be carried upon large pieces of steel, the other pieces show the work accomplished by the new process of hydraulic forging. One is a tube or barrel for a 10 inch breech-loading high power rifle gun. It is 27 feet 2 inches long; largest outside diameter, 10 ½ inches; weight 23,000 pounds. At one end a 1 8 inch cut has been taken for a distance of 3 feet, one end has been faced to show the absolute soundness of the metal and the beauty of the forging. It has a 9-inch forged hill throughout its entire length, as regular and true as if it has been bored. The third forging is for the strengthening hoop of the 12-inch breech-loading rifle of the United States army. It is a cylindrical hollow forging, 6 ft 3/12 ins long; outside diameter, 47 /12 ins. Inside diameter 38 3-8 inch; weight, 12,940 lbs. The children at the Exhibition amuse themselves by running through it. These forgings are perfect in many senses, and has already excited the greatest enthusiasm and admiration. The modern high power, steel, breech-loading rifles, for which these forgings are intended, are composed of a tube, or barrel, a long jacket extending over the rear half of the tube, and several layers of strengthening hoops. The exhibit further demonstrates the ability of the people of these United States to reach excellence by a shorter path than our neighbors across the sea, when we once enter upon a policy.

I am sorry to learn that the esteemed agent of the Merchants and Miners’ Transportation Company, (Boston and Baltimore) is to retire from the office the first of the year; this is to be regretted, and it so regarded, by all who had had the pleasure of either meeting or doing business with Mr. George E. Smalley.

I understand that the keel of the new steel Government cruiser is to be laid at once in Loring’s yard South Boston.

The Maritime Exhibition closes to-day. ALLAN ERIC.

TO SMOOTH THE PATH OF THE MARINER.

A North Haven Man’s Invention for Spreading Oil upon the Sea.

Mr. Omar Thomas of North Haven has been engaged for several months in experiments in the use of oil for the purpose of smoothing the surface of the rough seas and preventing the sea from breaking. It has been known for many centuries that oil spread upon the surface of “troubled waters” produce that effect, but it is only within a few years that attempts have been made to put this knowledge to practical and systematic use. Recently, the attention of seafaring men has been especially directed to the problem of devising plans which vessels laboring in heavy seas might be relieved from danger and trouble by the use of oil, and many ways of placing it on the water have been suggested.

Mr. Thomas, who has followed the sea for many years, found ink his experience and observation that one great difficulty and obstacle to the successful use of this agent is that when the oil is spread upon the surface it is quickly blown by the wind to leeward, and so is soon of no benefit to the vessel, most of which can have but a limited supply of oil. To meet this, he saw that the proper way was to devise some means by which the oil could be place at some distance to the windward and under water so that it rose to the surface it would spread out and get its work in the most effective manner and just where it was needed , directly to windward of the vessel.

To effect this, Mr. Thomas has invented a device consisting of a mortar and bomb. The latter is a nearly globular shell of cast iron filled with oil. On the side towards the muzzle as it lies in the mortar is an aperture, closed by a hinged cover, fitting tightly, and fastened with sort of a latch. This latch is so constructed that when the mortar is discharged the pressure of the air releases it. But the aperture in the shell is not opened till it strikes the water and sinks beneath the surface. The shell is so weighted that as it sinks the aperture is uppermost, and the cover is lifted by the pressure of the oil upon it. Thus the oil is released well beneath the surface, and rises through the waves; producing the most effective results. It is believed that life-saving crews, supplied with this apparatus, could smooth the waters about a standed wreck so that it would be possible to board it, when it could be done by no other means. It would also be useful on board vessels and on breakwaters or other points near where vessels are anchored, to calm the water where the fleet is riding.

Mr. Thomas has also invented a drag-can for vessels. It may be made of any size—perhaps containing 10 gallons of oil. At the bottom of the can is a mushroom anchor, and it is designed to be thrown from the deck of a vessel and sunk to the depth of 4 or 5 fathoms, with a line attached to it. Just as it is thrown, a valve at the bottom of the can is opened, and the pressure of the water forces the oil out gradually through small holes at the top. It is believed that this device will be found very useful, and especially so to vessels lying at anchor in exposed places—on the banks, for instance. The internal construction of this can is not to be disclosed at present, but Mr. Thomas claims that it is such as to secure very good results. He has working models of both his inventions, and many experiments satisfy him that they will work just as designed. He will patent them if they are found to be patentable. [Rockland Opinion]

A New Fish Product.

A company has been organized at Halifax, with a capital of \$200,000, of which 30 percent has been paid in, for the manufacture of steam-compressed codfish. The process is

MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

thus described in the Halifax Herald:

The fish are taken into the cellar, are skinned and thoroughly washed; The skins, fins, and tails are utilized in the manufacture of glue. The fish are then elevated to the top story, where thay are cooked by steam in compartments. Next the bones are all taken out and the fish passed through blanketed rollers, under which process the moisture is all extracted. Then they pass into the “shredder” on the third floor, where they are reduced to a fibre having the appearance of fine wool.

Thence by means of an endless bank, it passes to the dry box, where it is partially dried by steam and fan blast. From this box it descends through a shute to a large drying drum on the second floor, where the drying process is completed. After remaining in this drum, heated 120 degrees, about an hour, it is retaken by bucket belts to the floor above, and packed by machinery into one pound cardboard packages. These pastboard boxes are lined with wax paper so as to render them impervious to moist air. These packages are labeled after the style of a lobster can and shipped in cases containing 40 lbs. each. The pastboard packages are made by machinery in the building.

The advantages claimed are that it is cheaper than other fish. Each pound package of steam compressed contains equal to more than three pounds of ordinary green salted or boneless fish; and more than two pounds of ordinary dry fish. The consumer gets nothing but fish—the very essence of fish, all ready for eating. It is more convenient for consumption as it is the most convenient for ship’s stores, and for shipment. All the nutrition in the fish is retained. It is the cheapest fish in the market. It is the most compact and cheapest for transportation, and having the great advantage of not being affected by climatic changes—as other salt fish are.

The factory now has 25 hand at work and expects to increase the number to 40. It is now manufacturing at the rate of about two tons a day, and has a capacity of ten tons daily or 120,000 quintals yearly.

Page 4.

The fourth annual convention of the American Shipping and Industrial league will be held in Washington, D. C., February 11th, 12th, and 13th. The importance of prompt attendance is urged upon the members by the executive board. Matters of great moment involving the future welfare of American Shipping will be considered and acted upon.

Captain A. B. Coffin of Harrington has lately opened his house for a hotel. The rooms are large and pleasant, the table service excellent, and travelers will find here most excellent accommodations. The friends and neighbors of Captain Coffin lately gave him an “Opening,” and to the number of eighty sat down to a first-class supper. A hotel has long been needed in Harrington, and with the building of the Shore Line, it will doubtless prove a paying venture.

The Portland Marine Society gave a most successful dinner on the evening of the 2nd at the Falmouth Hotel. Hon. Charles H. Chase presided, as the head of the society, and from his introductory remarks, it appeared the society is now 94 years old, its first president having been Captain John Thurlow, who died in 1805. The members are sea captains who have lost no liveliness with the passing years. There was considerable speaking after the elegant dinner. Col. John M. Adams of the Argus, Captain John W. Deering and Captain J. S. Winslow discussed with considerable spirit the condition and prospects of American shipping and the things to be done to restore it to its former importance. Mr. J. B. Coyle, Jr., spoke for the local steamboat interests, and gave

interesting facts concerning the new boats now being constructed for the Boston and New York lines. The Portland and Cottage City are being entirely built and finished in Maine. Among other speakers were the venerable vice-presidents, Captain Richard Sheppard, Captain W. E. Dennison, Mr. J. F. Liscomb, Hon. W. G. Davis, Captain C. W. Ford, Captain Harding of Yarmouth and others. A letter from the president of the Boston Marine Society, Captain R. G. F. Candage was warmly received.

Page 8.

Commerce and Trade.

The value of imports at Portland for the eleven months ending Nov. 20, ’89 was \$754.315, as against \$229,665 the preceding year, and of exports for the same time \$2,989,205, as against \$1,168,266 for 1888.

The Portia, the pioneer steamship of the new line from St. John, N. B., to the West Indies and ports in South America, makes her first trip from St. John during the present week. She will call at Yarmouth, N. S. for freight. This line has been subsidized by the Dominion for government, with the belief that Canada’s trade with the West Indies and Brazil will be largely increased.

In the Bangor produce market jobbing prices are as follows: Apples \$1.50 to \$2.50 per bbl; butter, 20 to 24c; cheese, 10 to 12c; eggs, 27c; fowl, 10 to 12c; chickens, 14 to 16c; potatoes, 60 to 70c; hay, \$9 to \$12; yellow eye beans, \$2.50 to \$2.75; corn 52 to 53c; meal, 49 to 50c; oats, 28 to 40c; bran, 90 to 95c; fresh cod, 6c; halibut, 28 to 25c; lobsters, 12c; oysters, 30 to 60c per qt; clams, 25c per qt; and smelts, 12c per lb.

The value of exports from Portland last week was \$122,077.44. They consisted of 1,760,207 ft. lumber, 44,782 ft. pickets, 17,500 bush. Peas, 6,264 bbls. apples, 665,000 lbs. bacon, 292,040 lbs. cheese, 8750 lbs. lard, 3,292 lbs. butter, 22 cases boots and hoes, 1910 empty hhds., 50 cases oil. The imports were 1,050 tons coal and 1m700 boxes tin plates.

The prospects for another fairly good year for shipping certainly seem promising. Commerce and industry are in a prosperous condition the world over, from which it is reasonable to conclude that there is likely to be an active interchange of products, and therefore no lack of employment for shipping. Business in sail tonnage the past week has generally been slow, but rates are steady. Three or four ships have been taken for China and Japan at full figures, whilst the barrel of oil trade is still in a waiting attitude.

The export of limber from Portland last year amounted to 34,475,000 feet and the lumber passing through in transit 9,498,000 feet, aggregating 43,968,000 ft. and valued at about \$500,000. |Although Portland is a large exporting city, yet the lumber is grown in Canada, very little domestic lumber being shipped, the lumber which is principally spruce being brought to the city over the Grand Trunk Railway. Some two hundred vessels are employed in carrying this lumber which is handled by five firms, F. Dudley, R. Lewis, S. C. Dyer, Haskins & Co. and W. & C. R. Milliken. All the lumber goes to South America, the principal points being Buenos Ayres, Rosario

and Montevideo.

W. A. and A. R. Yates of Vassalboro and Waterville, sons of A. Yates of Round Pond, Me., the agents on the west coast of Africa for N. B. Mansfield, having purchased from this administrators of the estate the assets, exceeding \$200,000, and good will of the business conducted by the late N. B. Mansfield to the gold coast colony, West Africa, with factories at Elmina, Cape Coast, Salt Pond, Appam, Winnebah and Accra, where the brothers reside alternately. They have associated with them Mr. S. D. Shattuck, Mr. Mansfield’s manager and George A. Drysdale of London, Eng., and under the style of Yates Brothers Shattuck & Co. will, in addition to their African business, and in conjunction with their many English correspondents, conduct a general commission business as well. They have taken offices at the new Fiske building, No. 89 State Street, Boston.

Among recent Maine charters are the following: Ship Rappahannock, Philadelphia to Japan, 110,000 cases oil, at or about 34c; barkentine R. A. C. Smith, New York to Havana, coal \$2, petroleum in bbls. 75c and brick, \$7; schooner Lillian Woodruff, New York to Baracoa and back at or about \$2.250 and port charges; schooners M. V. B. Case and George Moulton, Darlien to Bath, lumber; schooner Jesse Barlow, Green’s Landing to New York, granite, \$750, loaded and discharged; schooner WILLIAM M. BIRD, Portland to Charleston, plaster, p. t.; schooner J. W. FISH, Port Johnson to Portland, coal, 85c; barge Lizzie Moses, Norfolk

to Portland, coal, p. t.; schooner Ernest Lee, Boothbay to St. Andrew’s, fertilizer, \$1.25 ton; schooner Georgia, Portland to Cardanas, empty hhds.; p. t.; schooner Addie Charleson, Philadelphia to Havana coal, \$2.10; hogsheads 80c; schooner Minnie Bergen, horse Island and Portland to Port Spain, ice and general cargo, \$1,800; schooner Etta A. Stinson, Darien to Thomaston, lumber (two trips) \$8.00.

The New York, Maine and New Brunswick Steamship Company has been incorporated under the laws of New Jersey. Its officers are as follows: Thomas M. Bartlett, president; E. S. Mower, vice-president; Manhattan Coal company, treasurer; directors, S. M. Williams, Comptroller, N. J. Central R. R.; John Hanah, treasurer Staples Coal co.; John Pierce, president New York and Maine Granite Paving Co.; Howard D. Troop of Troop & Son, St. John.; W. H. Smith, capitalist, new York. The new company which is the outgrowth of the line operated successfully for several years past between New York and Bangor, with operate steamers from New York to Rockland and Bangor, and to Bar Harbor, Eastport and St. John. Contracts are being made for two steamships to be built as early in the year as possible; prior to the completion of which the steamer Lucy P. Miller will be run on the route between New York and Bangor and as soon as a suitable ship is found, will be chartered and put on the St. John route to run until new boats are ready.

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18’ Pioneer Islander Center Console 2016 w/ F115 Yamaha and EZ Loader Galvanized Trailer Includes: Garmin GPS/Depth sounder, Bimini Top, etc.	SALE \$22,500
21’ Mako Center Console w/ T-Top 1987 Yamaha 2 stroke 225 hp 1997, Galvanized Roller Trailer, Updates: New fuel tank, Garmin GPS/depth, Yamaha controls, Seastar hydraulic steering, etc.	SALE \$11,900
24’ Robalo Walkaround 1999 New in 2017 F350 Yamaha; 3 Years of warranty still available! Galvanized tandem axle trailer, Loaded electronics; upgraded in 2016, fishing gear, etc.	SALE \$35,900

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17' SCOUT 175 SPORT DORADO, 2019. With Yamaha F90LB Outboard and EZ Loader trailer. Available in White or Rascal Blue. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

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

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19' SEA RAY SKI BOAT, 1987. With MerCruiser 200 hp I/O and 1987 trailer. Asking \$3,800. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

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



19' SCOUT 195 SPORT FISH, 2018. With Yamaha F115XB and EZ Loader trailer. Available in White or Shark Gray. Call for more details and pricing.

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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.



21' SCOUT 215 XSF CENTER



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



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



23’ SAILFISH 2360 CENTER CONSOLE, 2009. With 2008 Yamaha

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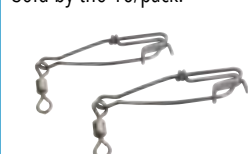
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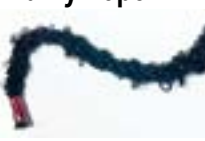
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