

# Maine Coastal News

Volume 32 Issue 12

December 2019

FREE

## Atlantic States Marine Fisheries Commission Meeting Summary



EMMA & ANDREW, a 44 Johns Bay Boat powered with 700-hp Caterpillar, launched in 2013 and owned by Ben Weed of Deer Isle, running through the Deer Isle Thoroughfare.

**New Castle, NH 28-31 October 2019**  
**ATLANTIC HERRING MANAGEMENT BOARD**  
**ASMFC Atlantic Herring Board Initiates Draft Addendum to Improve Quota Management in Area 1A**

The Commission's Atlantic Herring Management Board initiated an addendum to Amendment 3 of the Interstate Fishery Management Plan for Atlantic Herring to consider new approaches for managing the Area 1A (inshore Gulf of Maine) sub-annual catch limit (ACL) under low quota scenarios. This action responds to the challenges encountered in managing the reduced sub-ACL based on the 2018 benchmark stock assessment, which highlighted declining trends in recruitment and spawning stock biomass.

Currently, the Board can allocate the sub-ACL throughout the fishing season using bi-monthly, trimester, or seasonal quota periods to meet the needs of the fishery. For the 2019 fishing season, the Board implemented a bimonthly quota period approach to maximize the reduced sub-ACL when demand for bait is high. Due to the low quota, the 2019 fishery has experienced frequent closures to avoid an overage of the sub-ACL. It is anticipated the 2020 sub-ACL will be further reduced creating challenges in distributing the quota throughout the fishing season. The draft addendum will consider alternatives to allow the Board more flexi-

bility in specifying the allocation under low quota scenarios moving forward. For 2020, the Board set the Area 1A sub-ACL with 72.8 percent available from June through September and 27.2 percent allocated from October through December. The Board may reconsider 2020 quota allocation following final action on the addendum.

Additionally, the draft addendum will consider expanding landing provisions for permit holders within the days out program. The Board utilizes days out of the fishery to slow the rate of Area 1A catch. In addition to days out of the fishery, landing restrictions, such as weekly landing limits, can be assigned to different vessel categories. The draft addendum will include options for the days out program such as expanding the small mesh bottom trawl fleet days out provision to all Category C and D permits.

The Board will consider approval of the draft addendum for public comment at the Commission's Winter Meeting in February. For more information, please contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator, at [krootes-murdy@asmfc.org](mailto:krootes-murdy@asmfc.org) or 703.842.0740.

**Motions**

Move to allocate the 2020 Area 1A sub-ACL seasonally with 72.8 percent available from June through September and 27.2 percent allocated from October through December. The fishery will close when 92 percent of the seasonal period's quota has

been projected to be harvested and under-ages from June through September shall be rolled into the October through December period.

Motion made by Dr. Pierce and seconded by Mr. Cimino. Motion passes (8 in favor, 1 abstention).

Move to initiate an addendum to expand the quota period options in Amendment 3 by adding options which address challenges experienced in low quota scenarios (frequent starting and stopping of fishing days, small amounts of quota left at the end of the year). The addendum should include, but does not have to be limited to, an option which allocates 100% of the Area 1A quota to the months of June- December. The addendum should also consider expanding the Small Mesh Bottom Trawl Fleet Days Out provision to all Category C and D permits.

Motion made by Mr. Train and seconded by Mr. Grout. Passes without objection.

Move to nominate Cate O'Keefe (MA) as Vice-Chair to the Atlantic Herring Board.

Motion made by Dr. Pierce and seconded by Mr. Reid. Passes without objection.

**AMERICAN LOBSTER MANAGEMENT BOARD**  
**Meeting Summary**

The American Lobster Management Board met to discuss several issues: implementation of reporting requirements under Addendum XXVI for lobster and Adden-

dum III for Jonah crab; the development of Draft Addendum XXVII on resiliency of the Gulf of Maine/Georges Bank (GOM/GBK) stock; and the progress of the lobster benchmark stock assessment.

Staff updated the Board on the status of implementing new reporting requirements for commercial harvesters resulting from Addenda XXVI and III. Currently, two of the required data elements are still in the process of being added to reporting platforms: location (spatial resolution: 10 minute square), and number of buoy lines. Because not all reporting platforms can collect the data elements, the Board agreed to postpone the requirement for states to collect these two data elements from January 1, 2020 to January 1, 2021. In response to concerns about inconsistent reporting, the Board also tasked the Data Work Group with establishing a consistent method for collecting information on trip-level fishing effort.

The Board also discussed Draft Addendum XXVII, which was initiated in August 2017 to enhance the resiliency of the GOM/GBK stock. The addendum focused on the standardization of management measures across the Lobster Conservation Management Areas within GOM/GBK to provide equal protection to the stock. However, development of the addendum stalled as work on Atlantic Right Whale issues was

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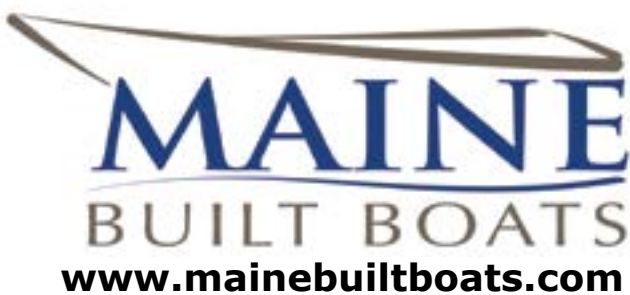
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When your granddaughter asks you to come and speak to her journalism class you make it happen. It is not a good thing for me to cut short a run, but there are times when things take precedent. As the day approached, I thought about what do you tell a high school journalism class about what journalism is like? As many of you know, I am not a mainstream journalist. I have a very different philosophy of how the job should be done and editorially since I put it all together this paper contains stories that I find interesting. The only boundaries are that it be maritime related, and I know in some cases I have pushed those limits. I am also driven to preserve history and that overrides how profitable I am, which most would not do. It is not about profits, although you must be profitable, it is about doing it the right way. That means getting out and interviewing people, taking photographs, and then saving it all for future generations to have. They seemed interested in that it was different then the huge media outlets, which they had some knowledge.

My last experience talking to a class left me wondering about the future students and how schools were operated as they did not seem to have any interest in what was being discussed. Maybe it was that they were in junior high or maybe they just did not want to know the history of their town. As soon this class began you could tell this was going to be a lot more positive. Maybe that was because they were older and had some direction. After I gave them a brief introduction of “Maine Coastal News” and how it is put together, they began with their questions. After about an hour they were out of questions and time. Hopefully I instilled something in them, especially the part about doing it right. News and stories about any other subject is what it is, and no story should be slanted to sway the reader to someone’s agenda.

\* \* \* \* \*

I remember the time when watching television was frowned upon by many. Remember the bumper sticker "Kill Your Television?" I am sure some still think it is a waste of valuable time. However, I would disagree, as there is a lot to learn and understand from some of the programs on the History or Science Channels. It is like reading books, you can read something of value, non-fiction, or you can turn your mind into a viable wasteland by reading fiction. One of the guests on the Science Channel is Michio Kaku, who is a professor in one of the universities in New York City. I have been able to find several of his books, which to many would never be on their reading list. The one I am reading now is



**The yacht CANGARDA sitting at her winter berth at Front Street Shipyard in Belfast.**

“Einstein’s Cosmos, How Albert Einstein’s Vision Transformed Our Understanding of Space and Time.” So far it is a biography, but tells how he came to develop his ideas, which I am still trying to understand. It is interesting how many of his early teachers did not identify that he was on a whole other level of understanding. Instead they called him lazy and told him he would not amount to anything. Most would live long enough to see how wrong they were. I have also recently subscribed to Curiosity Streaming as I would like a better understanding of all sorts of things. A couple of years ago I read a couple of books on Voltaire. I am sure that some wondered why. Recently he was mentioned in a maritime history book as to his influence on the philosophy of the governments of England and France and why free-thinking England succeeded where the not-free-thinking France had a much more difficult time.

We all know that the big topic the last several years has been climate change. In reading a book about Nantucket recently the author pointed out that 4,000 years ago Nantucket was not an island, which leads many to the rightful conclusion that the climate has always been changing since the earth was formed. Now, while I was having dinner the other night the Science Channel had a show that was discussing a change in the location of the North Pole and that meant everything was shifting, which could cause major changes to earth. They even stated that if the trend continues the equator could move as far north as Chicago and Europe would be the new North Pole. Can you guess what is causing this change? Yes, it is man-made, but it is not about pollution, it is about the amount of weight humans have added by the using concrete in the construction of major cities. This has caused an imbalance in the rotation of the earth and that is what has changed the angle of rotation. One would think some of the major cities of the United States would be the cause, but they said the worst offender is India. They added that unless something is done the climate will change dramatically in the next century. True? Sounds plausible, but like anything I want to see more evidence. Interested head to the Internet as there is plenty on this subject and numerous other reasons for the cause. Some say it is because the plates of earth are still moving, causing a change in the distribution of weight; others say it is because of the melting of the polar ice caps; while some others point to Nibiru or Planet X's gravitational pull. Some added that is why some of the rich have invested in an escape route to other planets. Let us see where this theory goes.

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# HAMILTON MARINE TO OPEN NEW STORE IN KITTERY

SEARSPORT – People in business were always taught that there were three very important things to remember in business: location, location, location. However, over the last several years that has become less and less important to some businesses. To some, it is still extremely important so when it was announced that Hamilton Marine was opening a store in Kittery, their sixth in the State, what could make better sense? The marine businesses in the area are excited to have them much closer and those that travel from out-of-state to Portland, you just shortened their travel time by almost two hours.

“This was something that Wayne Hamilton and the owners of Jackson’s Hardware have been talking about for a long time as a potential opportunity for Hamilton Marine,” said Andrew Blanchard, COO at Hamilton. “We had just left the door open and then they contacted us in late Fall 2018 saying that they were looking and might be interested in getting out of the business. At the time we were right in the middle of moving Portland so we told them now was not a great time for us in terms of what was going on for us. We kind of talked back and forth the whole winter. They decided the end of summer that they needed to move ahead with closing the store and retiring. At that point we felt like we were ready to start talking again.”

Dan Corcoran was the owner of Jackson’s. The store began on the New Hampshire side in 1909 and moved to their present location in 1995. The store was run by his daughter for several years. She decided she wanted to do something different and left the business late last summer.

Andrew added, “We are excited about that opportunity to be able to service a lot more of the yards and marinas down there that we weren’t able to do before. We were servicing the area daily with a Sprinter van, but anything large, like mooring chain or anchors we really couldn’t do. We will have a new box truck whose home base will be in Portland and that will service the southern Maine region with daily deliveries. Basically, customers would call and place orders here in Searsport, we would pack that, transfer it down to Portland and that would get loaded into the van on a daily basis. Now we are hoping we are going to more business out of the larger customers. We are also looking into delivering potentially down in New Hampshire and the North Shore of Massachusetts, but that can get a little complicated.”

One of the biggest problems any business is faced with today is finding employees. “We have started the interview process and we have some people reaching out to



The former Jackson's Hardware on Route 1 will soon become the sixth Hamilton Marine in the State of Maine.

maybe come to work for us. Dan provided us with all the names and numbers of his employees and we are hoping they will join us. A lot of customers are just reaching out, excited that we are coming. We were down going through product Wednesday and I would say there was at least a dozen customers that were wanting to get into the store to buy stuff, which is encouraging.”

The hope is to be open after the first of the year, but they feel that might really be February or March. Andrew explained, “There is more work that needs to be done to the building than we originally thought to get it up to code: electrical and plumbing issues. We don’t want any product in there until the contractors are done so we are kind of limited. Contractors have work and are backed up so we are trying to find somebody that can do the work in the time frame that we need.

Belinda Grant will be the store manager, who has been working out of the Portland store. She actually started in Searsport, transferred to Portland and over the years as done a number of different jobs. This was one of the deciding factor about going forward with opening a new location and that was finding the right person to be the store manager and Andrew said she is the right person for the position.

Jackson’s was a hardware store with a lot of marine items. Andrew said that they want to open up primarily as a marine store with potentially some hardware. So they are now trying to determine what hardware products they should carry so they can service these customers adequately.

Hamilton Marine Inc. has locations in Searsport, Portland, Rockland, Southwest Harbor and Jonesport, Maine. They sell mail order via telephone and the internet, shipping quality marine products daily to customers all over the world.

## Boothbay Region Fisheries Collection

**A collaborative digitization project**

Penobscot Marine Museum (PMM) is partnering with the Boothbay Region Maritime Foundation (BRMF) the Boothbay Region Historical Society to gather historical and contemporary photos of fishing in the Boothbay Region. The BRMF was formed in 2018 to preserve the maritime heritage of the Boothbay Region and provide educational opportunities for the public. The Boothbay Historical Society was founded in 1967 has traditionally represented the three towns of the region: Boothbay, Boothbay Harbor, and Southport.

PMM’s role in this project is to help digitize the photographs shared by the public and make them available through our online database. These photos will be digitized for an online collection titled, “The Boothbay Region Fisheries Collection”. Individuals are invited to bring their artifacts and photos to one of the scheduled digitizing sessions that will be held at the Boothbay Region

Historical Society during the next several months. The first session was scheduled for 16 November. Photos will be digitized on site and returned to their owners. Donors will also have the option of donating their photos and artifacts to the Penobscot Marine Museum, the Boothbay Region Historical Society, or the Southport Historical Society.

We are thrilled to be working with these important institutions. This is a unique opportunity for people to share their photos while still maintaining ownership of them and for the community to work together to create a digital photo archive reflective of Boothbay’s fishing industry.

If you would like to volunteer to be part of this project please contact BRMF at the address below. More information can be found at the BRMF website, <https://www.boothbayregionmaritimefoundation.org/>. For questions about this project and the Foundation’s work contact them at [BRMaritimeFoundation@gmail.com](mailto:BRMaritimeFoundation@gmail.com).

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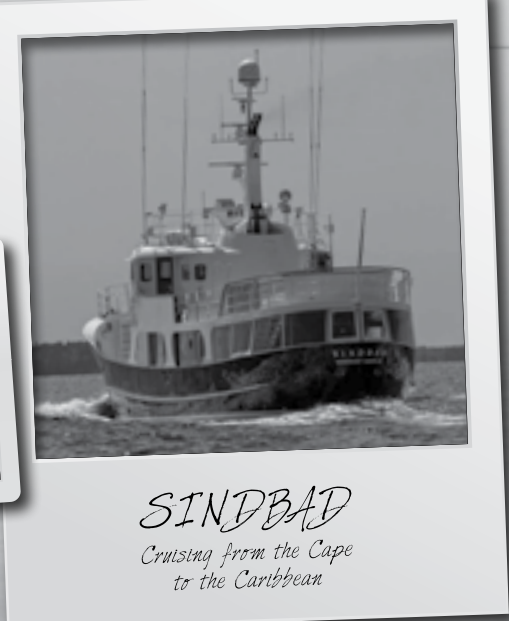

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# 70s Memories: The Salvage Admiral Retires to Maine

By Lee S. Wilbur

"COMMANDER CONTROL FORCE TO COMMANDING OFFICER U.S.S. Falcon: S-51 reported in collision latitude 41 deg. 12 Min N. longitude 71 deg. 15 Min. W. FALCON proceed to scene immediately prepared for rescue work."

10:24PM, 25 September 1925, while operating from her base in New London CT in the vicinity of Block Island, United States submarine S-51 was rammed and sunk by Boston bound steamship, CITY OF ROME. Thirty-three officers and crewmen drowned. Three survived, CITY OF ROME had failed to report the collision until some hours later as she neared the entrance to Cape Cod Canal.

Aboard Naval Salvage and Rescue vessel FALCON, Capt. Edward "Ned" Ellsberg received the message and within minutes FALCON was standing out of the New York Navy Yard and heading up the East River towards Long Island Sound. Thus began the harrowing saga of the raising of S-51 and her drowned crew under extremely trying conditions by a small, yet dedicated group of "hardhat" divers who would propel their young commander to naval fame. Lessons learned by Capt. Ellsberg and his inventions such as the underwater cutting torch, stabilized pontoons and a system to raise future sunken submarines from this salvage operation became milestones in worldwide salvage; skills especially crucial during WWII.

For Ellsberg's outstanding work and determination in raising the S-51, he became the first sailor to be awarded the Distinguished Service Medal in peacetime and by a special act of congress, promoted to Commander.

Born in Connecticut of Russian Jewish immigrants in 1891, and the first of Jewish religion to graduate from the U.S. Naval Academy (1914) Ned was not only first in his class, but garnered most of the graduation awards as well. Only once, for a show of temper in his senior year, did he receive demerits and even then was some 200 points ahead of his next highest ranked classmate at graduation. After being ordered to Massachusetts Institute of Technology for further training, he graduated with a Master's Degree in Naval Architecture.

By 1927, Cdr. Ellsberg, remaining in the Naval reserve after entering civilian life, was called back on active duty to assist with the raising of submarine USS S-4, rammed and sunk by a Coast Guard cutter off Cape Cod. During the late '20s He had also begun a second career, one which was quite prolific, the writing of naval history as well as fiction beginning with "On the Bottom", the riveting, detailed, firsthand account of raising the S-51.

1934 found Ned and wife Lucy renting a cottage at the head of Southwest Harbor for the summer. It wasn't long before realizing how much they truly enjoyed small town life on the coast of Maine and by 1938 had built "The Anchorage", a year round home on the Manset side of the harbor. Ned continued to write, did a great deal of contract work for Tidewater Oil Company, and then with the Japanese bombing of Pearl Harbor, he was on a train to Washington, DC and volunteering once again.

Hoping to be sent to Pearl Harbor for salvage assistance, he was instead posted to Massawa, Ethiopia, where he assumed command of all salvage operations in the African theatre. Working in extremely difficult

conditions with few trained divers, minimal equipment, "diving suits were patches over patches," and temperatures as high as 165 deg., Ellsberg and his crew, within days of arrival, began raising scuttled Italian and French ships which blocked the war important harbor. In just three months, the harbor facilities were working so well ships were being cleaned and basic overhauled in a record 24 hours using the re-floated dry-docks.

By June 19<sup>th</sup>, Ellsberg had been appointed by the President to the rank of Captain "for most outstanding service". A promotion requested by none other than Dwight D. Eisenhower.

Ellsberg, always a prolific letter writer, in a letter dated June 13, 1942, tells Lucy how he would love to have their "A" class sloop there in Massasawa "...with the whole Red Sea at my front door and Arab Dows sailing all over the place." In this same letter is his concern for gas rationing for Lucy and daughter Mary when they go to Southwest Harbor for the season. "...that one way for you and Mary to get to Maine and still have a car there to drive, is to go by train and ship the station wagon the same way...and you can make the telephone and Jackson's (market) save you from having to use gasoline for groceries."

As World War II began to wind down

in the Middle East Theatre, Ned was transferred to England where his salvage and marine experience could be better utilized. Reading "The Far Shore", final book of his war experiences there, the opposite occurred. An open assignment to the British who would do things "their way or no way" left him quite frustrated, although as D-Day and the Normandy invasion unfolded he was finally able to give valuable assistance in the Mulberry Floating Harbor plans.

With the War's end, Ned, now promoted to Rear Admiral, he and Lucy returned to their summer home which they soon sold, then bought another, WINDSWEPT, in 1950. Ned continued writing and consulting, as they enjoyed sailing ARGO and life in a coastal Maine town.

In the late '50s, he was hired to develop a plan to raise the sunken ANDREA DORIA with dirigibles. Ned spent just one day on the job and declared it an "impossibility".

I well remember "Admiral Ellsberg" in those days, seeming always to be wearing a floppy white tennis cap as he did his errands and participated in town affairs. By 1956, he and Lucy had purchased a winter home in St. Petersburg, Florida. Ned died at age 92 from cancer, predeceased by his beloved daughter Mary and Lucy.

## Passed Over the Bar

Mark Lindsay

July 22, 1944 - September 6, 2019

GLOUCESTER - Mark Lindsay, 75, died unexpectedly on September 6, 2019, at his home on the Mill River in Gloucester. Mark was always happiest "messing about in boats". Childhood summers spent sailing and seeing wooden boats being built in coastal Connecticut inspired a lifelong passion. At 14, his father helped him build his first boat from a kit, the Sailfish in which Mark began to win races on Cape Cod. After a false start in college, he spent a year doing the dirty work making fiberglass racecar bodies at the boatyard in Marblehead where America's Cup yachts were outfitted. He applied his love for drawing to the study of architecture and structural engineering at Penn and MIT, where he trained just as much at the Sailing Pavilion.

Not one for corporate life, Mark left grad school to work in Joe Duplin's boatbuilding shop, then joined a crew to sail across the Atlantic, ending up in the Caribbean. He worked as a yacht designer for Dick Carter in the Tower in Nahant, while racing in the 505 fleet in Marblehead. In 1975, he opened his own shop in Manchester, building the Fireball dinghy which Joan Ellis skippered to the world championship, the first woman to do so.

From Gloucester, Mark's shop produced boats for sailors worldwide, ranging in size from double-handed dinghies to ocean-racing keelboats. The shop supplied parts for successful America's Cup campaigns and launched the boat which won the Bermuda Race in 1992 with Mark and designer Carl Schumacher among those on board. What Mark loved most in his work was the chance to collaborate and form lasting relationships with coworkers and customers alike.

In 1996 he founded Boston BoatWorks in East Boston with Scott Smith and Geoff Berger, building custom racing and cruising sailboats, and then production motor yachts, growing the company to 140 employees in Charlestown.

Mark volunteered his time starting a boatbuilding program at the Shore school in Beverly; serving on the board of the Essex Shipbuilding Museum and at Courageous



Sailing in Charlestown; and at the Appalachian Mountain Club's Three Mile Island camp, for which he hoped to create a green electric boat.

Encouraged by his wife Marty to follow his passion, he began taking watercolor classes with Joel Janowitz, and as Mark said, "hundreds of paintings later, I've discovered a whole new excitement in being alive." At the time of his passing he was planning to retire to spend more time painting and sailing his beloved wooden boat.

Mark was predeceased by his parents Donald and Dorothy (Breck) Lindsay. He is survived by his wife of 37 years, Marty Morgan Lindsay; his two children, Ian of Gloucester, and Tamsin, of Beaverton, Oregon; his sister Shaylor Lindsay and her partner, Greg Lenhart, of Lexington; nephew Ethan Magno of Cambridge; sister-in-law Linda Coan of Ipswich; niece Lisa Abitbol and her husband Christian Pierce, and their son Kai, of Lexington; sister-in-law Veronica Morgan of Gloucester; brother-in-law, William Morgan of Cornelia, GA; aunt Yvonne Lindsay of Middleboro; cousin, Jill Palenstijn of Plympton, MA; and cousin Evelyn Breck Morgen of Haddam, CT.

He will be greatly missed by all who worked, played, sailed and danced with him.

A celebration of his life was held on 21 September 21 at the Shalin Liu Performance Center, Rockport, MA. Contributions in his memory may be made to Courageous Sailing, Charlestown, [www.courageoussailing.org](http://www.courageoussailing.org) Arrangements were by the Greely Funeral Home, Gloucester.

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# LOBSTER BOAT RACING ANNUAL BANQUET

BOOTHBAY/SOUTHPORT: With all eleven lobster boat races done for the 2019 there was just one event left, The Annual Meeting and Awards Banquet, which was held at Robinson's Wharf on Southport Island on 19 October.

The first order of business was the Annual Meeting, which began at 1700. The meeting started by thanking the sponsors: Elite Airways; New Hampshire Motor Speedway and Scania (Mack Boring). We usually do not confirm sponsors for the next year until the Maine Fisherman's Forum in March, but we had preliminary conformations that Liferaft Services of York and DC Air of Winter Harbor wanted to be sponsors next year. Chris Byers, owner of DC Air, found me in Winter Harbor a week after the meeting and paid the 2020 sponsorship fee.

As for the Treasurer's Report: The Association had no receivables, and after the banquet was paid there would be no payables. With everything tallied there was about \$1,500 in the checking account going into the 2020 season. The budget for the 2020 season would be: Insurance, \$2,000; Posters, \$650; Trophies, \$1,300; and Banquet, \$2,500 for a total of \$6,450 and this would be covered by the 2020 sponsors.

After a discussion with a number of people associated with the racing scene as to whether there should be any changes made to the classes or rules, the consensus was not to change anything. The membership agreed and there was no other discussion about classes or rules. One minor change will be made to sign ups though. When a racer signs up to compete that day, he receives a scheduled of the day's events. To eliminate confusion, we are going to mark on this sheet the races he is signed up for with the hope that this will eliminate problems on the race

course.

Next came the election of officers for next season. The current officers are: President, Jon Johansen; Vice President, Travis Otis; Treasurer Rachel Elward; and Secretary: Genevieve McDonald-Kurilec. The attending members were asked if anyone wanted to volunteer for any of the positions. With no one stepping forward, the slate of present officers was put forth as read for the 2020 season and voted on by the members with all in favour.

The last item on the agenda was the 2020 schedule, which is:

## JUNE

- 20 Boothbay Harbor Lobster Boat Races
- 21 Rockland Lobster Boat Races
- 28 Bass Harbor Lobster Boat Races

## JULY

- 4 Moosebec Reach Lobster Boat Races
- 12 Stonington Lobster Boat Races
- 19 Friendship Lobster Boat Races
- 26 Harpswell Lobster Boat Races

## AUGUST

- 8 Winter Harbor Lobster Boat Races
- 15 Long Island Lobster Boat Races
- 16 MS Harborfest Lobster Boat Races (Portland)
- 16 Merritt Brackett Lobster Boat Races (Pemaquid)

## OCTOBER

- 17 Awards Banquet & Dinner (Robinson's Wharf, Southport)

One discussion took place around the Moosabec and Stonington races, which we would have liked to put on the same weekend. 4 and 5 July. The Moosabec committee

said that they were concerned about fog and having the Stonington races the following day would not give them a rain date that weekend. They added that some racers might not come back the following weekend, which is probably an accurate assessment. This was agreed to by the membership and Moosabec will race on 4 July and Stonington on 12 July. Now a bigger problem existed with the Merritt Brackett Lobster Boat Races in Pemaquid, which normally takes place on the day following Winter Harbor. However, because Saturday is the first day of the month the Town of Bristol does not count that as a full weekend and thus the races will fall on the MS Harborfest races in Portland. Unfortunately, we cannot change either event as the MS Harborfest race is part of the Harborfest weekend, which raises money for the Multiple Sclerosis Society of Maine; and The Merritt Brackett Races is held with Old Bristol Days. This conflict will happen again next year when the first is on Sunday and then not until 2026. It is unfortunate as both races will lose competitors.

With the meeting adjourned dinner was served, which was excellent once again. Everyone

had an great time and the following week I was seeing people around the coast who were still raving about the banquet, saying it was the best ever. Those looking for a great place to have an event call Robinson's Wharf and ask for Rachel. We liked it so much we have already agreed to return there for next year's banquet.

When the party slowed at Robinson's many returned to the Tugboat Inn where they were staying and continued having a great time. When that close they headed downtown.

The next meeting will not take place until the Maine Fisherman's Forum at the Samoset Inn in Rockport this coming March. This meeting will be coupled with a talk on some of the historic photographs from the Penobscot Marine Museum's collection in Searsport. Hope to see you there!

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# U. S. NAVY NEWS

## Navy to Christen Expeditionary Sea Base USNS Miguel Keith (ESB 5)

From the Office of the Navy Chief of Information

WASHINGTON (NNS) -- The Navy will christen the Expeditionary Sea Base USNS Miguel Keith (ESB 5) during a 10 a.m. PDT ceremony Saturday, Oct. 19, at General Dynamics NASSCO, San Diego.

The ship is named in honor of Marine Corps Vietnam veteran and Medal of Honor recipient Lance Cpl. Miguel Keith, and is the first ship to bear the name.

Retired Gen. Walter E. Boomer, USMC, 24th assistant commandant of the Marine Corps, will deliver the ceremony's principal address. In a time-honored Navy tradition, Keith's mother Eliadora Delores Keith, who serves as the ship's sponsor, will break a bottle of sparkling wine across the bow to formally christen the ship.

"USNS Miguel Keith honors the dedicated and heroic service of a fellow Marine," said the Honorable Richard V. Spencer, Secretary of the Navy. "This dedication will live on in the ship and her crew as they deploy around the world bringing additional capability to our fleet. This christening cannot be achieved without the dedication demonstrated by the men and women who worked tirelessly to build this ship."

Keith was born in San Antonio, Texas in 1951. He left North High School in Omaha, Nebraska, in December 1968, and enlisted in the U.S. Marine Corps Reserve at Omaha Jan. 21, 1969. He was discharged April 30, 1969, and enlisted in the regular Marine Corps May 1, 1969.

In 1969, Keith served as a machine gunner with Combined Action Platoon 132, III Marine Amphibious Force in Quang Ngai Province, Republic of Vietnam. He was promoted to the rank of Lance Corporal on April 1, 1970.

He was severely wounded on the morning of May 8, 1970 when his platoon came under a heavy-ground attack. Despite being injured in the attack and open to hostile fire, he continued to engage the enemy with heavy machine gun fire.

Keith's efforts resulted in him killing three attackers and dispersing two remaining adversaries. Despite receiving further serious injuries caused by an enemy grenade, he continued to advance upon an estimated 25 enemy soldiers, killing four and dispersing the rest.

Keith was mortally wounded, but his performance in the face of overwhelming odds contributed, in no small measure, to the success of his platoon defeating a numerically superior enemy force.

ESB class ships are highly flexible, modular platforms optimized to support a variety of maritime-based missions including Special Operations Force (SOF) and Airborne Mine Counter Measures (AMCM) support operations in addition to humanitarian support and sustainment of traditional military missions.

Built by General Dynamics NASSCO, the Montford Point-class is comprised of five ships across two variants: expeditionary transfer dock and expeditionary sea base. USNS Montford Point (T-ESD 1), USNS John Glenn (T-ESD 2), and USS Lewis B.

Puller (ESB 3), and USNS Hershel "Woody" Williams (ESB 4) have been delivered to the fleet. Miguel Keith is the third platform of the ESB variant, and is scheduled to be delivered later this year.

The platform has an aviation hangar and flight deck that include four operating spots capable of landing MV-22 and MH-53E equivalent helicopters, accommodations, work spaces, and ordnance storage for an embarked force. The platform will also provide enhanced command and control, communications, computers, and intelligence capabilities to support embarked force mission planning and execution. The reconfigurable mission deck area can store embarked force equipment including mine sleds and rigid hull inflatable boats.

## Navy Commissions Littoral Combat Ship Indianapolis

By Mass Communication Specialist 3rd Class Timothy Haggerty, Commander, Naval Surface Force, U.S. Pacific Fleet Public Affairs

BURNS HARBOR, Ind. (NNS) -- The Navy's newest littoral combat ship, USS Indianapolis (LCS 17), was commissioned Oct. 26 at Burns Harbor.

Burns Harbor is known for producing steel and has a long, rich history of supporting U.S. defense capabilities.

"To the citizens of the great state of Indiana who have joined us here today, thank you so much for enduring the weather to show your support for the men and women of America's military and this fantastic new addition to the fleet," said Lisa W. Hershman, deputy chief management officer for the Department of Defense and the ceremony's principal speaker. "It is always a thrill to see a Navy ship commissioned, but it is truly a historic moment to do so on the shores of Lake Michigan."

The ceremony honored veterans of USS Indianapolis (CA 35), a cruiser which sunk in the final days of World War II after completing a secret mission to deliver components for an atomic bomb. Her crew spent several days in the water awaiting rescue.

As part of the ceremony, Dick Thelen, veteran seaman 2nd class and a survivor of that mission, handed the long glass (telescope) to Lt. Julian Turner, navigator of the first watch.

"Now, a combat-ready ship is necessary but not sufficient for our Navy to fight and win decisively in combat," said Adm. Christopher W. Grady, commander, U.S. Fleet Forces Command. "To fight and win you, the Hoosier Sailors of Indianapolis must join as one and become a battle-minded crew. You must waste no time in preparing yourself to function as a team-of-teams, masterfully exercising your ship to the very extent of its limits. Only through the combination of this combat-ready ship and you, its battle-minded crew, both blue and gold, can Indianapolis carry on the proud legacy of your predecessors."

The ship's motto, "Legacy of War," reflects that ships named Indianapolis have served in World War I, World War II, and the Cold War. LCS 17 is the fourth ship to bear the name.

"I feel honored to represent the ship's

namesake and the history that goes with that. Our crew has put in a tremendous amount of work preparing the USS Indianapolis," said Lt. j.g. Eric Wilkerson. "There is a lot of Navy pride here today. The support from earlier crews being here is a strong reminder of the commitment needed to defend our nation and maritime freedoms."

Jill Donnelly, the ship's sponsor, gave the first order, "Man our ship and bring her to life!"

More than 8,000 people attended the commissioning ceremony including Indiana residents and friends and family of the crew.

"It was all-hands effort. We work together to get the ship up and ready to go. There is a lot of teamwork and everyone really does pull their weight to accomplish the mission," said Operations Specialist 1st Class Devin Morris. "It's a brand new ship so everyone has to go through all the certifications to make sure we are mission ready."

Littoral combat ships are outfitted with mission packages that deploy manned and unmanned vehicles and sensors in support of mine countermeasures, anti-submarine warfare, or surface warfare missions. The warship's modular mission packages can be quickly and cost-effectively updated with new weapons and weapon systems without taking the ship out of service for modifications and modernizations.

LCS class ships allow the Navy to strengthen its partnership with other countries' navies and coast guards. LCSs perform maritime security operations, theater security cooperation engagements, and freedom of navigation patrols – keeping critical maritime commerce routes open. Littoral combat ships are able to patrol the littorals and access ports where other ships may be unable.

USS Indianapolis (LCS 17) will be homeported in Naval Station Mayport, Florida.

## USS John S. McCain's Return to Warfighting Readiness

From U.S. Pacific Fleet Public Affairs YOKOSUKA, Japan (NNS) -- The Arleigh Burke-class guided-missile destroyer USS John S. McCain (DDG 56) completed her necessary repairs and is underway to conduct comprehensive at sea testing.

During the at-sea testing, the ship and her crew will perform a series of demonstrations to evaluate that the ship's onboard systems meet or exceed Navy performance specifications. Among the systems that will be tested are navigation, damage control, mechanical and electrical systems, combat systems, communications, and propulsion application.

John S. McCain, assigned to Destroyer Squadron FIFTEEN (DESRON 15) and forward-deployed to Yokosuka, Japan, completed her in-port phase of training, and will continue Basic Phase at-sea training in the upcoming months to certify in every mission area the ship is required to perform and prepare for return to operational tasking.

"The USS John S. McCain embodies the absolute fighting spirit of her namesakes, and shows the resiliency of our Sailors. She has completed her maintenance period with the most up-to-date multi-mission offensive and defensive capabilities, preparing her to successfully execute a multitude of high-end operations," said Capt. Steven DeMoss, commander, Destroyer Squadron 15. "As a guided-missile destroyer assigned to Destroyer Squadron 15, the John S. McCain is poised and ready to contribute to the lethal and combat ready forward-deployed naval force in the free and open Indo-Pacific region."

John S. McCain completed repairs and

extensive, accelerated upgrades over the last two years, following a collision in August 2017.

"This whole crew is eager to get back to sea, and that's evident in the efforts they've made over the last two years to bring the ship back to fighting shape, and the energy they've put into preparing themselves for the rigors of at-sea operations," said Cmdr. Ryan T. Easterday, John S. McCain's commanding officer. "I'm extremely proud of them as we return the ship to sea, and return to the operational fleet more ready than ever to support security and stability throughout the region."

Multiple upgrades to the ship's computer network, antenna systems, radar array, combat weapons systems and berthing have ensured John S. McCain will return to operational missions with improved capability and lethality.

John S. McCain, is assigned to Destroyer Squadron (DESRON) 15, the Navy's largest forward-deployed DESRON and the U.S. 7th Fleet's principal surface force.

## Tripoli Completes Acceptance Trials

From Team Ships Public Affairs PASCAGOULA, Miss. (NNS) -- The future USS Tripoli (LHA 7) completed acceptance trials when she returned to the Huntington Ingalls Industries (HII)-Ingalls Shipbuilding Division's shipyard following three days underway in the Gulf of Mexico.

During the underway, the Navy's Board of Inspection and Survey performed a rigorous evaluation on all of the ship's major systems including propulsion, communications, navigation, combat systems and aviation capabilities.

"The capability that our large deck amphibians bring to the fight is tremendous," said Tom Rivers, amphibious warfare program manager for Program Executive Office (PEO) Ships. "Their ability to embark Joint Strike Fighters and MV-22 Osprey enable this versatile platform to increase the lethality of our expeditionary warfighters."

Tripoli is the second ship of the America (LHA 6) class, built to facilitate forward presence and power projection. LHA 7 is the last Flight 0 ship planned for construction and features an enlarged hangar deck, realignment and expansion of the aviation maintenance facilities, an increase in available stowage for parts and support equipment, and increased aviation fuel capacity. LHA 8 will be the first Flight I ship, reincorporating a well deck to enhance expeditionary warfighting capabilities while maintaining the principal aviation characteristics of the Flight 0 ships.

"There's been a lot of hard work accomplished to get LHA 7 to this point," said Capt. Nathan Schneider, Supervisor of Shipbuilding, Conversion and Repair Gulf Coast. "The team's focus is now on delivering the LHA 7 to the fleet in the best possible condition, fully capable and ready to deploy if called upon."

LHA 7 incorporates gas turbine propulsion plant, zonal electrical distribution, and fuel-efficient electric auxiliary propulsion systems first installed on USS Makin Island (LHD 8). LHA 7 is 844 feet in length, has a displacement of approximately 45,000 long tons and is capable of operating at speeds of over 20 knots.

HII's Pascagoula shipyard is also currently in production on Bougainville (LHA 8), the guided missile destroyers Delbert D. Black (DDG 119), Frank E. Peterson (DDG 121) Lenah H. Sutcliffe Higbee (DDG 123), Jack H. Lucas (DDG 125), and amphibious transport dock ships, Fort Lauderdale (LPD 28) and Richard M. McCool Jr. (LPD 29).

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# U. S. NAVY NEWS

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## Future USS Delaware Delivered to the Navy

From Team Submarine Public Affairs  
WASHINGTON (NNS) -- The Navy accepted delivery of the future USS Delaware (SSN 791), the 18th submarine of the Virginia class, Oct. 25.

"Delaware's delivery marks the culmination of millions of man-hours of work by thousands of people across this country to bring the world's foremost undersea asset to the fleet," said Capt. Christopher Hanson, Virginia Class Submarine program manager. "This next-generation attack submarine provides the Navy with the capabilities required to maintain the nation's undersea superiority."

Delaware is the eighth and final Virginia class block III submarine. The ship began construction in 2013 and is scheduled to be commissioned on April 4, 2020.

Compared to blocks I and II of the class, block III submarines feature a redesigned bow replacing 12 individual vertical launch tubes with two large-diameter Virginia Payload Tubes, each capable of launching six Tomahawk cruise missiles. The design also incorporates a water-backed large-aperture bow sonar array in place of the traditional air-backed spherical array. These, among other design changes, reduced the submarines' acquisition cost while maintaining their outstanding warfighting capabilities.

Delaware is the seventh ship to bear the name of "The First State." The first Delaware served in the American Revolution, the second in the Quasi-War with France. The third was burned to prevent her from falling into the hands of the Confederate navy. The fourth served blockading duties through the end of the Civil War. Little is known about the fifth, other than that she was a screw steamer that began life with another name before being renamed Delaware on May 15, 1869. The sixth Delaware was a battleship commissioned April 4, 1910, that served in the Atlantic and Caribbean. During World War I, she provided convoy escort and participated in allied naval exercises. She was decommissioned Nov. 10, 1923.

Virginia class submarines are built to operate in the world's littoral and deep waters while conducting anti-submarine warfare; anti-surface ship warfare; strike warfare; special operations forces support; intelligence, surveillance and reconnaissance; irregular warfare and mine warfare missions. Their inherent stealth, endurance, mobility and firepower enable them to support five of the six Maritime Strategy core capabilities -- sea control, power projection, forward presence, maritime security and deterrence.

## USS Gerald R. Ford Completes Post-Shakedown Availability

From Program Executive Office Aircraft Carriers Public Affairs  
WASHINGTON (NNS) -- Program Executive Office (PEO) Aircraft Carriers announced the successful completion of the Post-Shakedown Availability/Selected Restricted Availability (PSA/SRA) for USS Gerald R. Ford (CVN 78) Oct. 30 as the ship returned to its home port at Naval Station Norfolk, Virginia.

PSA completion marks a significant shipbuilding milestone for USS Gerald R. Ford, the first ship in a next-generation class that will serve for 50 years as the centerpiece of national defense in an increasingly complex security environment.

"This is a warship like none other, and the process of returning her to fleet service reflects the great technical skill, professionalism and tenacity of the government/industry team," said Rear Adm. James Downey, program executive officer for Aircraft Carriers. "USS Gerald R. Ford is the most technologically advanced, most lethal combat platform in the world. Everyone, from the highest levels of government to the crew working the deck plates, is laser focused on this aircraft carrier being ready to enter fleet service."

A PSA is a typical period of construction availability in the early life of a ship during which the Navy and shipbuilder resolve issues that arise during initial at-sea periods and make any needed changes and upgrades. The CVN 78 PSA began on July 15, 2018, and included work on Advanced Weapons Elevators (AWEs), repairs to the ship's main reduction gear, improvements to the throttle control system, upgrades to the Advanced Arresting Gear, and numerous other maintenance tasks.

During the PSA, most individual discrepancies, known as "trial cards," that had been identified during previous work-ups were successfully addressed, with very few remaining to address in future maintenance availabilities. As a first-of-class ship, such discrepancies are not unexpected, and the Navy is incorporating lessons learned from CVN 78 to inform design and actively improve oversight of future ships of the class.

Program manager for USS Gerald R. Ford, Capt. Ron Rutan, acknowledged that unique challenges accompany technological advances.

"The design and execution challenge in delivering a first-of-class warfighting platform is not only to make CVN 78 better, but also to enhance production on the next ships in the class -- the future USS John F. Kennedy (CVN 79) and future USS Enterprise (CVN 80)," said Rutan. "The Gerald R. Ford class will set the competitive standard for afloat performance and power projection well into the second half of the 21st century."

In an emerging era of Great Power Competition, USS Gerald R. Ford will serve as the most agile and lethal combat platform in the world. The Gerald R. Ford class incorporates 23 new technologies, comprising dramatic advances in propulsion, power generation, ordnance handling and aircraft launch systems. These innovations will support a 30 percent higher sortie generation rate, executed with a 20 percent reduction in crew, at a significant cost savings, when compared to Nimitz-class ships. The Gerald R. Ford-class carrier offers a 17 percent reduction -- approximately \$4 billion per ship -- in life cycle operations and support costs compared to the earlier Nimitz class.

Rutan praised the perseverance of thousands of designers, planners and technicians from PEO Aircraft Carriers, Naval Sea Systems Command, Naval Air Systems Command, Naval Information Warfare Systems Command, Naval Air Force Atlantic and the shipbuilder in methodically navigating through technical setbacks.

"As the first new aircraft carrier design in more than 40 years, this ship is a test bed for the warfighting technology essential for air dominance in the 21st century," Rutan said. "It takes some patience on the front end to give the Navy a ship with the flexibility and resilience it will need during the next 50 years to rapidly adapt to emerging threats across maritime domains in support of overall Navy shipbuilding priorities."

## Keel Laid for First-in-Class T-ATS

From Team Ships Public Affairs  
HOUMA, La. (NNS) -- Gulf Island Ship-



ATLANTIC OCEAN (Oct. 29, 2019) The aircraft carrier USS Gerald R. Ford (CVN 78) conducts high-speed turns in the Atlantic Ocean, Oct. 29, 2019. Gerald R. Ford is at sea conducting sea trials following the in port portion of its 15-month post-shakedown availability. (U.S. Navy photo by Mass Communication Specialist 3rd Class Connor Loessin/Released)

yard held a keel laying ceremony Oct. 30 for the future USNS Navajo (T-ATS 6), the lead ship of the Navy's new class of Towing, Salvage, and Rescue vessels. The ceremony was held at the Houma Terrebonne Civic Center in Houma, Louisiana.

A keel laying is the ceremonial recognition of the start of a ship's construction and the joining of the ship's modular components. The keel serves as the symbolic backbone of the ship and is said to be "truly and fairly laid" with the etching of an honoree's initials into the keel plate.

On hand to authenticate the keel were Jocelyn Billy, the ship's sponsor; the Honorable Jonathan Nez, President of Navajo Nation; and the Honorable Seth Damon, the Speaker of the 24th Navajo Nation Council.

"We are honored to have so many members of Navajo Nation in attendance to celebrate this early milestone in the ship-

building process," said Mike Kosar, support ships, boats and craft program manager, Program Executive Office Ships. "These ships are critical to the operations of our fleet, and will soon sail with the resilience and determination of the Navajo people of which they honor."

The Navajo-class will provide ocean-going tug, salvage, and rescue capabilities to support fleet operations. The current capabilities are provided by three T-ATF 166 and two T-ARS 50 class ships, which reach the end of their expected service lives starting in 2020.

Navajo-class ships will be capable of towing U.S. Navy ships and will have 6,000 square feet of deck space for embarked systems. The platform will be 263 feet long, have a beam of 59 feet, and can carry a load

Continued on Page 10

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# Sign of the Times

By Sheila Dassatt

With this month of November showing the first signs that another winter is fast approaching. This morning it was a brisk 25 degrees and a little blanket of snow on the ground. Gosh, last winter was such a difficult one that I haven't seen one soul yet that is looking forward to this fast approaching winter season. We are observing Veteran's Day this weekend, which is always a humble tribute to all of our service people that have made the supreme sacrifice as well as those that served their time for our cause. Thank you to all!

Christmas ads have started before Thanksgiving, with a possible three allotted days to actually observe Thanksgiving before the hype of Christmas ads, showing people buying such gifts as a Lincoln or Jaguar from Santa Clause. Imagine! Times have certainly changed haven't they? I can remember "Trick or Treating for Unicef" and thinking that I was missing out on a big bag of candy. Now that I'm older, I am so glad that we did those things for charity. A lot of folks would pick one or two of their favorite charities and gift them in a loved ones memory instead of all of the materialism that is being crammed in our faces now. Please, don't take me wrong, a lot of those things still go on with the blessings of loved ones that really need the help.

How does this all tie in with our fishery? Times have changed there as well. Granted, we cannot control the fact that "time marches on" any more than we can control the weather. All of the talk now is centered

around "Climate change." I have already been asked by the Associated Press if we are in a traditional downturn or if climate is having an effect on our lobsters this season. What do you think? That is what my Dad would say is a "million dollar question." Traditionally, we do have a downturn every so many years, as our biologists will tell us. Yes, the seasons do seem to be a little odd lately, but it isn't always a warming trend. It is becoming very cold way before its time, such as last fall and this fall is shaping up the same way. We're having February temperatures in November and December. These poor lobsters don't know if they're coming or going when it comes to their molting season! Traps will start coming in for the season, showing a downturn, then the lobsters will come on strong once again in December and part of January. I am just reflecting on how it went for our fishing last year due to the fact that we stayed in over the winter. The problem was, it was so cold that we couldn't get out very often and when we did, we found ourselves breaking through surface ice to get to our gear.

There could be a shortage of lobsters for various reasons. Who's to say that there isn't a shortage because there's only so many legal sized lobsters out there to catch? Times have certainly changed as far as our overhead. I don't want to repeat myself like a broken record from previous articles, but it is like a domino effect. As we go bigger with our fishing operations, larger boats need more bait, more fuel, larger boat payments, more boat insurance coverage, a larger crew

and definitely more catch of lobsters. With this theory, the more lobster that we bring in, the dealers may need to expand their wharf space, their trucks for transport, and a larger span of customers to move them to in a timely manner, which means more truck drivers and dock attendants. We need more bait at the wharves that also supply bait, which also means transport. Generally, we need to go and see our "friendly" banker to fund us for all of these "improvements." Before we know it, as long as everything is going well, all is well and we keep expanding with extended credit. Our mind is thinking that with a good season, we can pay down the principal on our loans and be ahead of the game. If there is a decline that year, it paints a totally different story. So which came first, the chicken or the egg? Is there a decline because of climate change or are we exhausting our healthy resource due to supply and demand or the need to "pay the company store?" Or in this case, the banks. I don't know the answer, but it definitely is "food for thought." Won't be long and there will be grants out there to study this situation as well. The grants will provide jobs for those that are studying political science and scientists, biologists, etc.

When I was a little girl, we lived on the waterfront not far from Clyde Conary's lobster wharf in Greenhead, Stonington. We all had houses on the water back then, with either a wharf or mooring right in front of our homes. It was handy, because we could walk to the wharf and boat. The only pickups we had then were flatbed Cadillacs and

Pontiacs that were cut just after the front seat and a wooden flat bed was the rest of the body. I remember them well! There's nothing wrong with progress, but now there's pick up trucks that cost more than our first house cost our family. Times are changing.....I also remember that living on the waterfront was right up there with living in "Puddle Dock." Which is where all of us poor folk lived. Now, those houses have been purchased, fixed up and owned by summer folk that changed the dynamics of the waterfront in most coastal towns. They have certainly dressed things up on the waterfront and also changed our tax bases. Most local folks now live on the outskirts of town or the next smaller town in order to stay afloat. There's nothing wrong with dressing things up and making them pleasant, but we need to pay close attention to preserving our working waterfronts the best that we can. Our coastline in Maine is shrinking all of the time when it comes to actual space for our fishing operations. The proof is in the pudding. Take a closer look at the shape of things around us. Traditionally, we want to maintain our fishery and operations so our next generation can continue on. When we're in our twenties, we think differently than when we reach retirement age. We have our children and children's children that we need to lead the way for. It all happens with just the blink of an eye.

Take care and let's set our course to the future. By the way, have a Happy Thanksgiving!

## U. S. NAVY NEWS

**Continued from Page 9**

of 1,796 tons.

In addition to T-ATS 6, Gulf Island Shipyard is under contract for the detail design and construction of the future USNS Cherokee Nation (T-ATS 7) and USNS Saginaw Ojibwe Anishinabek (T-ATS 8).

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

**Future USS Kansas City (LCS 22) Completes Successful Acceptance Trials**

From Program Executive Office Unmanned and Small Combatants (PEO USC) Public Affairs

MOBILE, Ala. (NNS) -- The future Independence-class littoral combat ship USS Kansas City (LCS 22) successfully concluded acceptance trials in the Gulf of

Mexico after a series of in-port and underway demonstrations, the Navy announced Oct. 31.

"This level of performance is among the best I've seen for this class. We continue to see improvements in cost, initial quality and schedule, ship after ship," said Capt. Mike Taylor, littoral combat ship (LCS) program manager.

Acceptance trials are the last significant milestone before the ship's planned delivery to the Navy in early December. During trials, the Navy conducted comprehensive tests of LCS 22's systems, which spanned multiple functional areas essential to a ship being able to perform at sea — main propulsion, auxiliaries and electrical systems. The ship also performed demonstrations of its capability, including a full-power demonstration, steering and quick reversal, anchor drop test and combat system detect-to-engage sequence.

Following delivery and commissioning, Kansas City will be homeported in San Diego with sister ships USS Independence

(LCS 2), USS Coronado (LCS 4), USS Jackson (LCS 6), USS Montgomery (LCS 8), USS Gabrielle Giffords (LCS 10), USS Omaha (LCS 12), USS Manchester (LCS 14), USS Tulsa (LCS 16), USS Charleston (LCS 18) and USS Cincinnati (LCS 20).

Four additional Independence-variant ships are under construction at Austal USA in Mobile, Alabama. Final assembly is well underway on the future USS Oakland (LCS 24). All modules for the future USS Mobile (LCS 26) have been erected, and the modules for the future USS Savannah (LCS 28) are under construction. Additionally, Austal is fabricating modules for the future USS Canberra (LCS 30) and is preparing for construction of the future USS Santa Barbara (LCS 32), USS Augusta (LCS 34), USS Kingsville (LCS 36) and USS Pierre (LCS 38).

LCS is a highly maneuverable, lethal and adaptable ship designed to support focused mine countermeasures, anti-submarine and surface warfare missions. The Independence-variant LCS integrates new technology and capability to affordably support current and future mission capability, from deep water to the littorals.

LCS is now the second-largest surface ship class in production. Five LCSs delivered in 2018. The Navy plans to deliver another three ships in 2019.

**Navy to Christen Expeditionary Fast Transport Newport**

From the Office of the Navy Chief of Information

WASHINGTON (NNS) -- The Navy will christen its newest Expeditionary Fast Transport, the future USNS Newport (T-EPF 12), during a 10 a.m. CST ceremony Saturday, November 9, at the Austal USA shipyard in Mobile, Alabama.

The principal speaker is Rear Admiral Shoshana Chatfield, President of the Naval War College in Newport, Rhode Island. Mrs. Charlotte Marshall, a Newport native, will serve as the ship's sponsor. In a time-honored Navy tradition, she will christen the ship by breaking a bottle of sparkling wine across the bow.

"This ship honors the city of Newport, Rhode Island, and serves as a reminder of the contributions the community has and con-

**Continued on Page 24**

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## Commercial Fishing News

# MISCELLANEOUS COMMERCIAL FISHING NEWS

### Continued from Page 1

prioritized. The Board agreed the Plan Development Team should resume development of Draft Addendum XXVII at this time, but recognized it should also take into account current stock information that will result from the ongoing benchmark stock assessment. The stock assessment is expected to be available for Board review in October 2020.

Finally, Jeff Kipp provided a progress update on the 2020 Lobster Benchmark Stock Assessment. The Assessment has progressed slowly due to competing priorities among Stock Assessment Subcommittee (SAS) members' individual workloads. Earlier this month the SAS met for an assessment workshop focused on establishing reference points for each stock. A second Assessment Workshop, tentatively scheduled for February 2020, will focus on finalizing the base run of the model and determining stock status.

For more information, please contact Caitlin Starks, Fishery Management Plan Coordinator, at [cstarks@asmfc.org](mailto:cstarks@asmfc.org) or 703.842.0740.

#### Motions

No motions made.

#### TAUTOG MANAGEMENT BOARD

The Tautog Management Board met to receive an update on the implementation of the commercial harvest tagging program. In August 2019, the Board requested states indicate whether they would be able to meet the implementation deadline of January 1, 2020 and, if not, provide an alternative date. While many states can implement the program by January 1, a number of states are unable to but are intending to have regulations in place prior to the start of their commercial fishing season. Outside of states with a declared interest in the resource (Massachusetts through Virginia), tautog are also commercially caught and sold in North Carolina, as well as sold in markets in Pennsylvania. North Carolina indicated at the meeting that the state will not be implementing the tagging program due to low landings in recent years and the expectation that fish landed in the state will not be able to be sold outside of the state without a commercial tag. Pennsylvania had not indicated by the meeting whether the state could enforce the tag requirement of fish entering their commercial markets. The state will provide further detail on this request for enforcement during the ISFMP Policy Board.

Staff also provided an update on the

purchase order of tags and applicators. In September, states provided their requested number of tags and applicators to ensure all commercial caught fish are tagged in 2020. Staff indicated the orders are currently being processed and the states should expect to receive their orders by late November or early December 2019.

For more information, please contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator, at [krootes-murdy@asmfc.org](mailto:krootes-murdy@asmfc.org) or 703.842.0740.

#### Motions

No motions made.

#### ATLANTIC MENHADEN MANAGEMENT BOARD Meeting Summary

The Atlantic Menhaden Management Board received a progress update on the 2019 single-species and ecological reference points (ERP) benchmark stock assessments. ASMFC staff requested the Board begin thinking about next steps towards implementing ERPs for menhaden and that there is not a single answer for ecosystem reference points. Specifically, the ERP Assessment will provide tools to evaluate trade-offs of different management objectives for various predator and prey populations and fisheries. Both reports have been submitted to SEDAR for peer-review, which is scheduled for November 4-8, in Charleston, South Carolina.

The Board unanimously approved a motion to recommend the ISFMP Policy Board find the Commonwealth of Virginia out of compliance for not fully and effectively implementing and enforcing Section 4.3.7 Chesapeake Bay Reduction Fishery Cap of Amendment 3 to the Interstate Fishery Management Plan for Atlantic Menhaden. Action was taken in response to the 51,000 mt cap being exceeded in September. In making its decision, the Board noted that implementation of this measure is necessary to achieve the conservation goals and objectives of the FMP, to maintain the Chesapeake Bay marine environment, and to assure the availability of the ecosystem's resources on a long-term basis (see the Business Session section later in this document for the Commission's action on this issue).

For more information, please contact Max Appelman, Fishery Management Plan Coordinator, at [mappelman@asmfc.org](mailto:mappelman@asmfc.org) or 703.842.0740.

#### Motions

Move the Atlantic Menhaden Management Board recommend to the ISFMP Policy Board that the Commonwealth of Virginia be found out of compliance for not fully

and effectively implementing and enforcing Section 4.3.7 Chesapeake Bay Reduction Fishery Cap of Amendment 3 to the Interstate Fishery Management Plan for Atlantic Menhaden. The Commonwealth of Virginia must implement an annual total allowable harvest from the Chesapeake Bay by the reduction fishery of no more than 51,000 mt. The implementation of this measure is necessary to achieve the goals and objectives of the FMP and maintain the Chesapeake Bay marine environment to assure the availability of the ecosystem's resources on a long-term basis.

Motion made by Mr. McMurray and seconded by Rep. Peake. Motion passes without objection. (Roll Call: In favor – ME, NH, MA, RI, CT, NY, NJ, DE, PA, MD, VA, NC, SC, GA, FL; Abstentions – NOAA Fisheries, USFWS.)

#### SPINY DOGFISH MANAGEMENT BOARD ASMFC Spiny Dogfish Board Approves Addendum VI

The Commission's Spiny Dogfish Management Board approved Addendum VI to the Interstate Fishery Management Plan (FMP) for Spiny Dogfish. The Addendum allows commercial quota to be transferred between all regions and states to enable the full utilization of the coastwide commercial quota and avoid quota payback for unintended quota overages.

The Commission's FMP allocates the coastwide quota to the states of Maine-Connecticut as a regional allocation and to the states of New York-North Carolina as state-specific allocations. Previously, the FMP only allowed quota transfers between states with individual allocations, with regions excluded from benefitting from quota transfers. The 2019-2020 coastwide quota was reduced by 46% due to declining biomass. If landings in the 2019-2020 fishing year remain the same as 2018-2019 landings, there was concern the coastwide quota would not be exceeded but some states could face early closures due to reaching their allocation and being unable to access available unused quota from the northern region through quota transfers.

In order for the northern region to participate in quota transfers the Director of each state's marine fisheries agency within the region must agree to the transfer in writing. As with transfers between states, transfers involving regions do not permanently affect the shares of the coastwide quota. Additionally, the Addendum extends the timeframe for when quota transfers can occur up to 45 days after the end of the fishing year to allow for late reporting of landings data. The Addendum's measures are effective immediately and allow for transfers between all states and the northern region starting with the 2019-2020 fishing year.

Addendum VI will be available on the Commission's website ([www.asmfc.org](http://www.asmfc.org)) on the Spiny Dogfish webpage in early November. For more information, please contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator at [krootes-murdy@asmfc.org](mailto:krootes-murdy@asmfc.org) or 703.842.0740.

#### Meeting Summary

In addition to approving Addendum VI, the Spiny Dogfish Management discussed the federal commercial trip limit. Draft Addendum VI included a scoping question for the public to provide feedback on whether the Commission should make recommendations New England and Mid-Atlantic Fishery Management Councils (Councils) and NOAA Fisheries on whether the federal trip limit should be eliminated. This issue was under consideration due to concern that the coastwide quota has been substantially underutilized over the past seven years and the federal trip limit is viewed by some as an additional constraint on the fishery beyond state commercial trip limits. The Commission does not establish the federal commercial trip limit, but can make recommendations to the Councils and NOAA Fisheries on this measure during the federal specifications process. There were few comments received on this topic during the public comment period and without a clear approach moving forward, the Board directed the states within each of the respective regional levels (ME-CT; NY-NC) discuss alternatives for commercial trip limits. States will meet via conference call in the coming months to discuss the topic further, with the intention of reporting back to the Board at its next meeting.

Next, the Board considered whether to make any changes to specifications to the 2020-2021 fishing season. The Mid-Atlantic Council met earlier in October and made no changes to the previously approved specifications for 2020-2021 fishing season. Based on this, the Board did not adjust the previously established specifications. Lastly, the Board approved the 2019 Fishery Management Plan Review of the 2018 fishing year.

For more information, please contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator, at [krootes-murdy@asmfc.org](mailto:krootes-murdy@asmfc.org) or 703.842.0740

#### Motions

Move to adopt Draft Addendum VI to the Spiny Dogfish management plan with Option 2: Allow Quota Transfers between all states and regions effective immediately.

Motion made by Dr. Pierce and seconded by Mr. White. Motion approved by consent. (roll call)

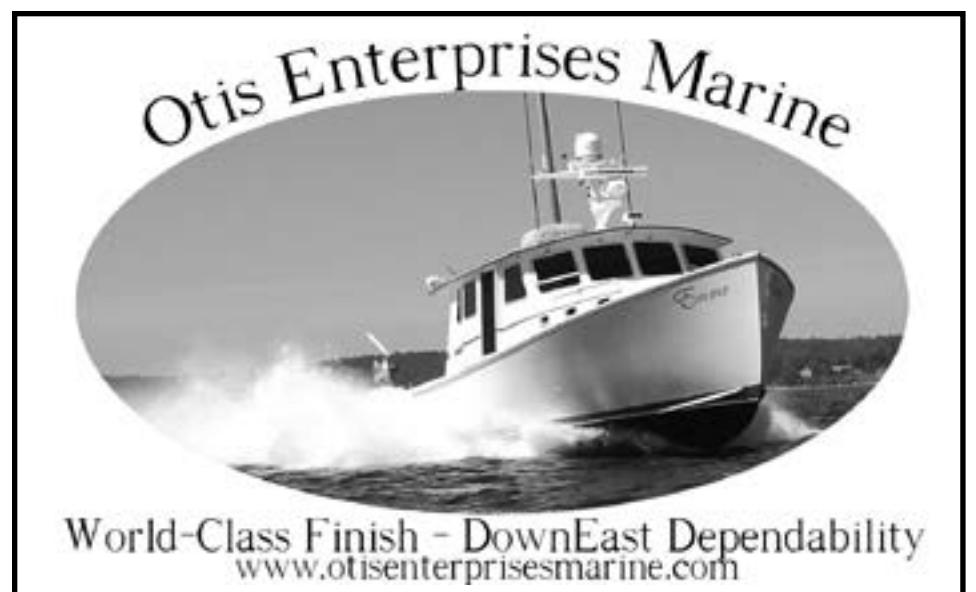
Move to accept the FMP Review and state Compliance Reports for Spiny Dogfish and de minimis requests from New York and Delaware.

Motion made by Sen. Miramant and seconded by Mr. Hasbrouck. Motion approved by consent.

## Boattalk

The call-in radio show for people contemplating things naval on WERU-fm 89.9 Blue Hill and 99.9 Bangor streaming and podcasting at [weru.org](http://weru.org) live every second Tuesday of each month 10-11am

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# MISCELLANEOUS COMMERCIAL FISHING NEWS

## ATLANTIC COASTAL FISH HABITAT PARTNERSHIP STEERING COMMITTEE

### Meeting Summary

The Atlantic Coastal Fish Habitat Partnership (ACFHP) Steering Committee met to discuss a number of issues. John Macone (Merrimack River Watershed Council) presented on their current water quality initiatives for the Merrimack River, and Erik Martin (The Nature Conservancy) provided an update on ACFHP's Northeast Fish Habitat Conservation Assessment. This assessment is on track to be completed by the end of the calendar year, and will complement the completed fish habitat conservation assessment in the Southeast.

The Steering Committee developed the actions for the 2020 – 2021 Action Plan, which contains a subset of the 2017 – 2021 Conservation Strategic Plan's objectives, strategies, and actionable items that can be completed in a two-year timeframe. This will be published by the end of the calendar year, and include conservation, science and data, outreach and communication, and finance tasks.

Dr. Lisa Havel (ACFHP Coordinator) provided updates on the National Fish Habitat Partnership, the recent funding received to restore sponges for fish and spiny lobster habitat in Florida Bay, and our current communications initiatives.

Finally, the Steering Committee finalized their ranking of recommended conservation projects for FY2020 National Fish Habitat Partnership-US Fish and Wildlife funding. From 2010 to 2019 ACFHP has facilitated NFHP in awarding >\$860,000 to partners to complete 25 on-the-ground projects from Florida to Maine. Funding supported 3 tidal vegetation projects, 4 SAV projects, 4 oyster reef restoration projects, 13 fish passage projects, and 1 sturgeon spawning habitat restoration project.

For more information, please contact Dr. Lisa Havel, ACFHP Coordinator, at lhavel@asmfc.org or 703.842.0740.

## MANAGEMENT AND SCIENCE COMMITTEE

### Meeting Summary

The Management and Science Committee (MSC) met to review Committee activities and discuss plans for the future.

The Committee discussed how the Commission measures success in rebuilding and sustaining stocks. A subcommittee of the MSC will develop clear stock definitions to better capture the nuances of stock status for the purposes of the Policy Board's annual review.

The Committee received a presentation from scientists at the NOAA Fisheries Southeast Fisheries Science Center on the development of an Ecosystem Status Report and a Fish Stock Climate Vulnerability Assessment for the South Atlantic. The Science Center will continue to seek Commission input to the Assessment and present final results to the Committee in 2020. The Committee will also determine how to apply Climate Assessment results for stock assessment and fisheries management purposes.

The Committee received an overview of Management Strategy Evaluation (MSE) methods and discussed how to use MSEs for Commission-managed species in the future. A work group consisting of Committee representatives, MSE analysts, and technical committee representatives will identify candidate species that would benefit from the MSE approach.

The Committee received a presentation from the U.S. Geological Survey (USGS) regarding scientific support USGS provides to ASMFC. Current projects range from horseshoe crab tagging and modeling to the development of new habitat metrics to use in eel stock assessments.

The Committee received a presentation regarding new MRIP survey data, including extensive analyses to explain differences between the old Coastal Household Telephone Survey estimates and the new Fishing Effort Survey estimates.

The Committee reviewed the Commission's research priorities and began identifying project ideas to address information gaps for multiple species. A subcommittee of MSC will further review Commission's research priorities, then develop proposals and pursue funding for research projects.

The Committee received an overview of recent wind energy and fisheries activities on the Atlantic coast. The Committee held a brief discussion on the Commission's roles in supporting coordination among the states, participation in the existing RODA/ROSA partnerships, as well as the Committee's interest in tracking scientific research regarding the effects of wind energy development on fisheries resources.

For more information, please contact Sarah Murray, Fisheries Science Coordinator, at smurray@asmfc.org or 703.842.0740.

## AMERICAN EEL MANAGEMENT BOARD

### Meeting Summary

The American Eel Management Board met to consider approval of the Coastwide Cap Coverage Policy. Addendum V, approved in 2018, specified management action will be initiated if the yellow eel coastwide cap (Cap) is exceeded by 10% in two consecutive years. If the management trigger is exceeded, only those states accounting for more than 1% of the total yellow eel landings (1% states) will be responsible for adjusting their measures to reduce harvest to the Cap. Addendum V did not outline what action the states would need to undertake to reduce harvest in the case of an overage. To address this, an Allocation Work Group (WG) met over the past year to develop a draft policy for how to respond to overages of the Cap. Under the Policy, the Board will annually review preliminary landings at the Spring Meeting to determine what type of management action should occur. Using a decision tree to evaluate the extent of an overage, the

policy focuses on the states, which harvest more than 1%, to voluntarily adjust measures to take reductions in harvest if needed. Depending on performance in subsequent years, those voluntary measures could be expanded. The goal in responding to overages prior to the management trigger being tripped allows for proactive management that could prevent the need for significant adjustments to measures. If the management trigger is tripped, an addendum would be initiated to develop options for mandatory reductions in harvest by the states, which harvest more than 1%.

The Board approved the Policy as presented and it will be added to Addendum V as an appendix. The revised Addendum V will be posted to the Commission's website by the end of November. Lastly, the Board approved the 2019 Fishery Management Plan Review of the 2018 fishing year.

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

### Motions

Move to approve the Coastwide Cap Coverage Policy as presented today.

Motion made by Mr. Reid and seconded by Ms. Patterson. Motion passes. (Roll Call:

Continued on Page 20



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# Boat And Ship Yard News



The Presidential yacht SEQUOIA entering Belfast Harbor. She will be totally restored by French & Webb of Belfast.

One of the boats that went ashore in the storm of 17 October.

**Brion Rieff  
Brooklin**

This past summer Brion Rieff’s shop launched their fourth Alerion 26 for a customer from Lake Geneva, WI. With that project completed, they turned their attention to the 34-foot daysailer, which Brion designed and is building for a local customer. She has a big 14-foot cockpit, 9½-foot beam, full keel with a 5½-foot draft and a sail area of 626 square feet. Brion added, “We actually started it last fall and then we put a hold on it and finished up some other projects. Now we are moving along, getting her cold moulded hull glassed and putting the interior in while it is upside down.”

The big project over the last couple of years has been the modification of an 8-metre racing sailboat. They widen the stern two feet by opening her up down the centerline. They then filled in where they widen her and repaired some places in her cold moulded hull. Presently the teak deck was being laid and they were getting ready to pour her keel.

Next to the 8-metre they have a custom sailboat they built several years ago for Richard Hallett of Hallett Canvas and Sails in Falmouth. The major aspect of this job was to widen the cockpit so there was more room to make it easier to sail. She was sent out to be painted at Glenison Stanley’s shop on Mount Desert Island and is now back for a couple of weeks-worth of work. They are working on her retractable bowsprit, putting

Photo: David Ruberti

down the deck hardware and then paint the deck with an off-white non-skid.

On the design table they have a 28-foot centre console runabout, which will be powered with twin 370 hp diesel Mercruisers on a V-drive. Brion thinks she will do about 75.

**Ellis Boat Company  
Manset**

Ellis Boat Co. has a new 28 under construction for a customer from Martha’s Vineyard. Shane Ellis added, “It’s not a new design. It is an open layout with a T-top so it is kind of new for us. Every boat is a little different, so this boat will be the same as every other boat that we’ve done, which is different. She has an inboard Yanmar diesel, one of their 250 hp engines. Everybody seems to be going to outboard, but that always leaves the people that want inboards coming to us saying I want 28 with an inboard diesel, not outboards on the back. We get a lot of those calls still. I am sure there are other builders like us do.”

Her engines will be fitted with a trolling valve as her owner wants to do a lot of fishing and that is the main reason for not having outboards as they sometimes get in the way of fighting a fish.

The hull has just come in and they have just started waxing it.

Also, in the shop, they have the hull mould for the Pisces 21, which they are laying up for Classic Boat in Bernard.

Over the last several months they sold a couple of smaller boats. Shane stated, “One that is real common for us to restore is the Ellis 24 either lobster top style or the express cruiser with a soft top. Those are great out-board conversion boats so you could have one of those for probably \$100,000 less than what you would if you built a new one.

This winter they have a 20 and a 24, which they will be restoring. Shane was also thinking of buying a Wilbur 38, which if he does will be restored before going into their charter fleet.

The Ellis 36 they built last winter went into their charter fleet and had a good season. He was not anxious to sell her as she was booked for a couple of months of chartering. He also thought about building another for chartering, but it is difficult to justify so he does not plan on it in the near future. He added, “If I take something in trade, or buy one, and then restoring it makes a little bit more fiscal sense. The boat has already depreciated. I picked up a 1999 Ellis 36 a couple of years ago that had been down in Florida. Boats take a beating in Florida and ours had taken somewhat of a beating. but it wasn’t much of a stretch to get her fixed up and put in the charter fleet. The biggest problems are some structural, systems and finishes. Sometimes you are dealing with an owner’s wiring; they have drilled an odd hole where they shouldn’t have; or the gaskets were never replaced around the windows. On a boat like that, a 36-footer, you might have to dump \$100,000 into it.

It’s that or \$400,000 or more to build a new one.”

With the new boats and restoration work, coupled with the storage customers it is going to be a busy winter. Shane said that they have a little more than 50 storage customers, which is just what they want. Anymore they would need to find additional help and that is very difficult in this market. “We have got great clients right now who want to keep their boats up and part of that, some of them have their boats in the charter fleet” said Shane. “They have earned some money with them this past summer, so they are happy and okay with spending extra on upgrades.”

**Handy Boat  
Falmouth**

Over the last couple of years, we have seen some powerful storms strike the coast of Maine. We had one early in October and then another on the 17<sup>th</sup>. When I stopped into Handy Boat, they had hauled up another of the boats that had gone ashore and still had several more to go. Craig Brimicombe, who manages the yard, added, “We are still picking up from the storm of early in the morning on October 17. Dawn presented us with sixteen boats ashore. A lot of the boats still had sails bent on and dodgers up and no extra chaff gear. We tried to prep as many as we could, but it seemed like this storm snuck up on us. Usually it’s the end of October into November when you get a really big Nor’easter like we had the other day. Almost all of them chaffed the pennant lines, because chaff gear failed, chalks exploded and presented a raw edges and a few cleats pulled out of deck.”

Four days after the storm almost all of them had been salvaged. Craig added, “Fortunately at the height of the storm it was just about high tide and then it started to ebb so most of the boats did not pound long. They fetched up, bumped around for a little bit, and then the water receded. Most of them we were able to tow off the next high tide around noon on Thursday. Even then a boat under bare poles with canvas up in 50 mph winds is going full speed when it hits so a lot of keel damage. There were a number that were holed and then filled with water and most likely they are totaled.”

The biggest issue when a boat sinks is that anything electrical would have to be replaced and that can get cost prohibitive. Engines may be salvageable, but of course they need new starters and alternators and everything else electrical on them. Some of the older diesels that are naturally aspirated and simple engines those are definitely salvageable. Craig said, “We did pickle a few of those when they came out and filled them

Continued on Page 18

Photo Anne Blanchard

Photo Anne Blanchard

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# Boat And Ship Yard News

## Maine Built Boats Annual Conference Explores 3D Boatbuilding

*Maine Built Boats Inc. is hosting its annual conference December 5 at the Maine Maritime Museum in Bath*

BATH — The eighth annual Maine Built Boats Global Outreach Conference on December 5 features the team behind the world’s largest 3D-printed boat, 3DIRIGO. James Anderson from the University of Maine’s Advanced Structures and Composites Center will open the daylong conference by discussing the recent success of 3DIRIGO, a 25-foot, 5,000-pound center-console boat built in 72 hours. Anderson will also share the potential uses for the Center’s 3D printer — the world’s largest — with regard to parts and tooling for boatbuilders. Registration for the Maine Built Boats conference is now open at [maineboatbuildersconference.com](http://maineboatbuildersconference.com).

The Maine Built Boats conference features three additional seminars, all of which are held at the Maine Maritime Museum in Bath, Maine. A panel of outboard experts will discuss design considerations and trends in outboard-powered boats; a Xantrex representative will explore hybrid-power options for all size and types and vessels; and a photographer will team with a videographer to share tips and tricks

for getting the best shots of boats for various media platforms.

The Maine Built Boats association that hosts this annual conference will also conduct their brief annual meeting during lunch at the conference. Board members will share the advancements made by the organization in the past year, particularly in the fields of marketing the state of Maine as a leader in boatbuilding technology. Members and non-members alike are invited to register for the event online at [maineboatbuildersconference.com](http://maineboatbuildersconference.com). A full schedule of events and complete descriptions of the seminars is also available on the website.

Maine Built Boats Inc., a 501(c)(6) nonprofit organization, was established in 2005 to strengthen and expand Maine's boat building industry. The organization is creating a unified brand that presents Maine as a worldwide leader in boatbuilding and service quality, technology, and craftsmanship. MBB uses unique and aggressive initiatives to promote the brand and increase demand for Maine-built boats in regional, national, and international markets and strengthen the boat building community. More information about Maine Built Boats is online at [mainebuiltboats.com](http://mainebuiltboats.com).

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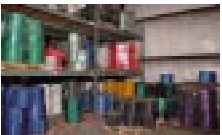
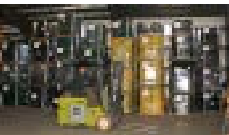
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# Boat And Ship Yard News



Oceanville Boatworks of Stonington putting the final details on this Wayne Beal 50 lobster boat. She was sitting at Billings Diesel and Marine getting ready to be launched.



This is a Mussel Ridge 46 being finished off as a sportfisherman at Samoset Boatworks in Boothbay. She was started in the old shop, but now is in the new shop.

## Continued from Page 14

up with Mystery Oil and flushed them out. Those are probably worth something. We have got quite a bit of composite work for this winter that we had not anticipated.”

Parker Poole of Determination Marine played a major role in saving several boats from going ashore and salvaging those that did. He still and a few boats on the beach, and at least one that was going to require a barge and a crane to get off.

Outside in the Travelift slings was a sailboat that looked like one of the victims of the storm. However, she was not, she had been T-boned in a racing incident a couple of seasons ago and a couple of guys thought they could make the repairs. However, when they started figuring out what it was going to take to put her back in shape it only made sense to scrap her, unfortunately. The engine that is coming out her, an old 1-GM Yanmar, which they are going to use for some seminars for their customers this winter. “We are going to have a few customer seminars

where we will have that engine available for disassembly so people can get familiar with how their engines actually work.” Said Craig. “Most of our storage boats are sail boats so what customers are dealing with are smaller auxiliary diesel engines. This often times is very helpful for them to understand what is going on, so they know how to get home. It is nice to be able to instruct them on how the systems operate so they could actually get their engine going if they turned the key and it doesn't do what it is supposed to.”

Besides the several storm damaged boats they got in, they have a Freedom 38, which arrived by trailer from Rhode Island. She will be getting a complete refit. This will include reconfiguring the galley, new systems and cosmetic work, which means a lot of brightwork. “This is I think,” stated Craig, “a really smart way to go with older boats that might be 30 or so years old and are solid structurally but their systems are old and need replacement. This gentleman bought the boat at a really reasonable price and he figures he's got a big chunk of money that he can now invest in upgrading the systems and an engine that is reliable with a new electronics suite. This is going to set him up good. He's retiring and he will be going cruising.”

They have got some fiberglass work on a couple of sailboats that had sustained some damage while racing off Falmouth Foreside. There is an Etchells that had T-boned a J-27, which has a nice triangular hole in the hull. They have got two boats that sustained some collision damage. One is an Alberg 37 that is getting a new section of cap rail and that will be scarfed in, along with some deck repairs to the stanchion bases and bow pulpit. A 38-

foot wooden boat was damaged in a collision at the end of the season and that is going to be new toe and rub rail and some planking work forward on the starboard side.

Other work this winter they will be re-powering one of their launches with a new Beta Marine diesel; a Regulator 24, a center console outboard runabout, they will be repainting the topsides; they will be doing a couple of sail drive diaphragm replacements where we remove the sail drive on some older sail drive boats and replace the rubber seal; and they are going to install a Sea Keeper system in a Hatteras 45 sport fishing boat.

## Johanson Boatworks West Rockport

There is plenty going on at Johanson Boatworks in Rockport. The have five sailboats coming in to be repowered with Beta or Volvo diesel engines.

A Bristol 45 arrived the end of October and they are going to replace her fuel tanks, which means taking out a lot of her interior so they can get at them.

A Hinckley Bermuda 40 is in for paint top to bottom and engine work.

A Nonsuch 35 is in having about 140 square feet of core replaced on her topsides and then she will be Awlgripped.

A J-44, owned by Maine Maritime Academy in Castine, will be coming in to have a lot of deck core replaced.

A Tartan 37 is having a lot of core work done on the deck, fixing that and then we are going to paint the decks. The engine is out, and a rebuilt engine will be going back in.

They have got seven paint jobs to do as well as a lot of varnishing.

Johanson Boatworks has about 100

boats they store each winter and at the end of October they just had two more to go. Peter Johanson, said the best thing he did was purchase a hydraulic trailer, allowing them to move boats when they need to and this makes them much more efficient.

## Journey's End Marina Rockland

Like many of the yards following the 17 October storm they suffered some damage. Prior to the storm they hauled as many boats and docks they could, but still eight boats came ashore and they suffered some float damage. They hauled two of the damaged boats and they feel these will be totaled.

The major focus currently was filling the storage buildings. Nick O'Hara said that they were about 95 percent completed and did have some spare space for those looking to have work done.

One big project they have lined up is on the lobster smack EASY RIDER from Vinalhaven. She is a DMR 65 and they are going to build an aluminum enclosure.

There are already several repower jobs lined up for the winter and a number more estimates out waiting for conformation. Nick added, “We have some estimates out for a couple Cats and a Cummins. Nanni has got their new line of engines out now that they are not doing John Deeres anymore. Being a Nanni dealer, we have a couple models that are actually Scania's.

One of the repowers will be with an 800-hp Scania, which will be going in a Northern Bay 38 for a fisherman out on North Haven. This will push her along quite well.

Several boats have struck bottom this Fall and they are in for some glass work, which is keeping the fiberglass shop busy. One of the boats was from Matinicus and when she hit, she snapped the skeg and bent the rudder. Fortunately, the bottom was sealed off when the former owner put in a live tank over where the skeg damage was.

The big job this summer was yard maintenance, which meant replacing the concrete pad for the Travelift. They removed the old pad and discovered there was not much left underneath. A local contractor made the repairs and they were back in operation two months later. Unfortunately, just after they started hauling boats again with the 75-ton Travelift she lost her transmission, which took another week to repair. While this was going on, Journey's End Marina was hauling boats at their yard in the northwest corner of the harbor.

Storage-wise they are going to be full again this year with approximately 250 customers. Once they get done with the winterization season, they will send out several estimates. When these start coming in, they will have no problem keeping those guys busy.



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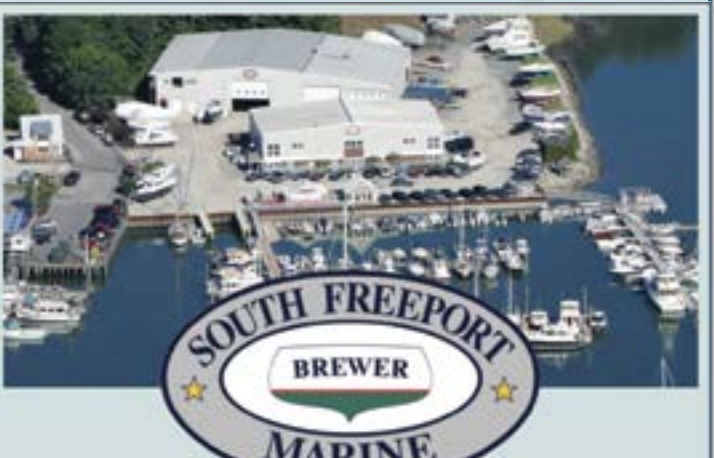
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# IMOCA News



Newrest - Art & Fenêtres, Fabrice Amedeo and co-skipper Eric Peron out training.  
Photo @ Jean-Marie Liotd



Boris Herrmann, Malizia II, Yacht Club de Monaco

## Weather analysis

**The Doldrums Change Everything**  
*Following on from our weather analysis of the IMOCAS racing in the Transat Jacques Vabre, Christian Dumard today looks at how the boats coped with the Doldrums, the area of instability, which as is so often the case, was kind to some and cruel to others*

“Crossing the Doldrums often works out better to the west than to the east, but there are exceptions. 2019 was one of them. Charal (Jérémy Beyou/Christopher Pratt) which entered this area of unreliable winds and squalls has paid the price. Apivia (Charlie Dalin/Yann Eliès), which chose a route further was only stopped for a few hours and came out the other side with a lead of a hundred miles. The route to the finish should now be a long straight line with occasional squalls.”

“The boats that took the easterly option have managed to do well. The way out is not far ahead for them.” That is the case for PRB (Kevin Escoffier/Nicolas Lunven), Banque Populaire X (Clarisse Crémer/Armel Le Cléac’h), 11th Hour Racing (Charlie Enright/Pascal Bidégorry), Initiatives-Cœur (Sam Davies/Paul Meilhat), Arkea Paprec (Sébastien Simon/Vincent Riou), Advens for Cybersecurity (Thomas Ruyant/Antoine Koch) and Newrest-Art et Fenêtres (Fabrice Amedeo/Eric Péron).

“The Doldrums change each day and what looks good one day can be very different the next. It is too hard to say who will come out on top in the group of chasing boats, including Corum l’Epargne (Nicolas Troussel/Jean Le Cam), Bureau Vallée 2 (Louis Burton/Davy Beaudart), Groupe Apicil (Damien Seguin/Yoann Richomme), Maître CoQ (Yannick Bestaven/Roland Jourdain), Malizia 2 (Boris Herrmann/Will Harris), Pure (Romain Attanasio/Sébastien Marsset), Prysmian Group (Giancarlo Pedote/Anthony Marchand), La Mie Câline Artipôle (Arnaud Boissières/Xavier Macaire), Time for Oceans (Stéphane Le Diraison/François Guiffant), V and B-Mayenne (Maxime Sorel/Guillaume Le Brec), Water Family (Benjamin Dutreux/Thomas Cardrin), La Fabrique (Alan Roura/Sébastien Audigane) and Groupe Setin (Manu Cousin/Gildas Morvan). The Doldrums are very active to the west of 25 degrees. The wind is expected to be very variable with rain and many squalls. It will take a bit of luck, some clever observations and careful attention throughout to how the boat is trimmed for the skippers to succeed here.”

“Campagne de France (Miranda Meron/Halvard Mabire), 4myPlanet (Alexia Barrier/Joan Mulloy), Pip Hare Ocean Racing (Pip Hare/Endt Ysbrand), Vers un Monde Sans Sida (Erik Nigon/Tolga Pamir) and Ariel 2 (Ari Huusela/Michael Fergus-

son) are expected to enter this area on Friday or Saturday and the Doldrums may be kinder to them in the coming days. We may see the fleet bunching up again.”

The picture shows the level of activity in the Doldrums. The temperature of the top of the clouds is measured by infra-red photography and then coloured. The closer the colour is to red, the higher the clouds. When clouds start to develop upwards in this region, it generally means a lot of activity with many squalls and areas of complete calm.

## A Transat Jacques Vabre with a lot of twists and turns

After the winners, Charlie Dalin and Yann Eliès finished yesterday on Apivia, the top 10 was decided in the IMOCA category during the night in Salvador da Bahia (Brazil), with some closely fought duels for the podium, the top five and the top ten. In the end, Kevin Escoffier and Nicolas Lunven on PRB grabbed second place after a real match-race against Jérémy Beyou and Christopher Pratt on Charal, with the latter pair saving their place on the podium. The weather expert and router Christian Dumard analyses the race for the first boats to finish and the IMOCA class in general.

Christian Dumard: “The Doldrums as so often saw a major upheaval in the race and was cruel to some. Charal was the first to enter after their first part of the race was faultless. Apivia followed ten hours or so later leading a group including PRB, Banque Populaire, and 11th Hour and Advens for

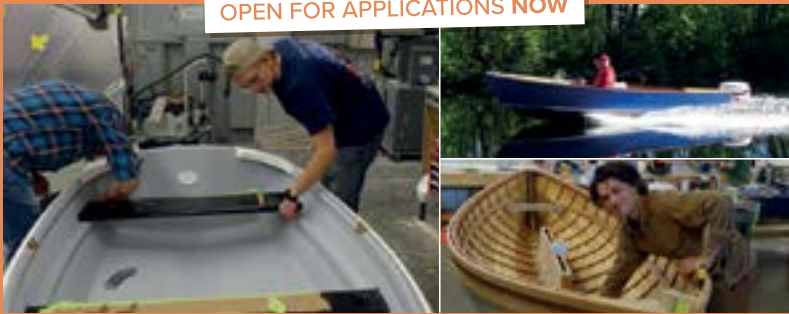
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# MISCELLANEOUS COMMERCIAL FISHING NEWS

Board on the ongoing Benchmark Assessment for American shad. The Stock Assessment Subcommittee will convene November 18-22 in Charleston, SC for the last Assessment Workshop, where they will finalize assessment models for each stock. Staff expressed concern with the pace of assessment progress, noting several assessment tasks have not been completed by the committee in accordance with the stock assessment timeline. At this time there is no need to further delay the assessment completion, currently scheduled for the 2020 Summer Meeting. Staff also updated the Board on the status of the American shad habitat plans, which were required by Amendment 3. Most states and jurisdictions submitted habitat plans for Board approval in 2014. To date, habitat plans have not been submitted for the Merrimack and Hudson Rivers. As five years have passed since the initial approval of shad habitat plans, the Board agreed that states and jurisdictions should review and update their plans as needed, and that new plans should be submitted for the Hudson and Merrimack Rivers.

The Board approved the 2019 FMP Review for Shad and River Herring and de minimis status for the following states: Maine, New Hampshire, and Massachusetts and Florida for American shad; and New Hampshire and Florida for river herring.

Finally, the Board appointed three new members to the Shad and River Herring AP: Mike Thalhauser with the Maine Center for Coastal Fisheries and Alewives Harvesters of Maine; Mark Amorello, a recreational fisherman from Massachusetts; and Chuckie Green, a recreational angler and Tribal Nation representative from Massachusetts.

For more information, please contact Caitlin Starks, Fishery Management Plan Coordinator, at [cstarks@asmfc.org](mailto:cstarks@asmfc.org) or 703.842.0740.

### Motions Main Motion

Move to direct the states to follow the TC recommendations. And to present to the board in February a plan with a timeline of how they will follow the TC recommendations.

Motion made by Mr. Sullivan and seconded by Mr. Reid.

### Motion to Substitute

Move to substitute to direct states to respond to the TC recommendation with a written proposal in time for Board consideration at the spring meeting of 2020. If the state does not submit a proposal by the 2020 spring meeting, the management board can take such actions necessary to implement the TC recommendations.

Motion made by Mr. Woodward and seconded by Mr. Bell. 16-2-0-0 Motion passes

### Main Motion as Substituted

Move to direct states to respond to the TC recommendation with a written proposal in time for Board consideration at the spring meeting of 2020. If the state does not submit a proposal by the 2020 spring meeting, the management board can take such actions necessary to implement the TC recommendations.

Motion made by Mr. Woodward and seconded by Mr. Bell. 17-1 Motion approved.

Move to approve Maine's proposal to modify the river herring SFMP as recommended by the TC.

Motion made by Sen. Miramant and seconded by Mr. Reid. Motion is approved unanimously.

Move to approve the 2019 Shad and River Herring FMP Review, state compliance reports, and de minimis status for Maine, New Hampshire, Massachusetts and Florida.

Motion made by Ms. Fegley and sec-

onded by Dr. Davis. Motion is approved unanimously.

Move to appoint Mike Thalhauser, Mark Amorello, and Chuckie Green to the Shad and River Herring Advisory Panel.

Motion made by Mr. Keliher and seconded by Mr. Kane. Motion is approved unanimously.

### COASTAL SHARKS MANAGEMENT BOARD Meeting Summary

The Coastal Sharks Management Board met to consider a postponed motion requiring the use of circle hooks for the recreational fishery, set 2020 specifications, consider approval of the 2019 FMP Review, and elect a new Vice-Chair.

In May 2019, the Board considered a request by NOAA Fisheries to implement a circle hook requirement for the recreational fishery consistent with measures approved in HMS Amendment 11. As part of the Amendment, circle hooks are now required across the hook and line shark fisheries in all areas of federal waters. Circle hooks have been required for federal permit holders since 2017 as outlined in Amendment 5b. The Board postponed action on this measure until receiving feedback from the Advisory Panel (AP) and Law Enforcement Committee (LEC). The AP met in October, with the members present recommending that circle hook measures be required in state waters so long as the regulatory language is consistent with federal measures, specifically allowing an exemption for those fishing with flies and artificial lures. The LEC met in September and indicated the difficulties of enforcing a regulation that might require evidence that an angler is "targeting" a particular species of fish with a prohibited hook type or size. Therefore, if the Board were to implement such a requirement, the LEC emphasized the importance of using intensive education and outreach to garner support for a circle hook regulation. Taking into consideration both reports, the Board moved to require circle hooks for state waters for the recreational shark fishery, with an implementation date of July 1, 2020.

Next, the federal proposed 2020 Atlantic shark specifications were presented. Similar to 2017-2019, NOAA Fisheries proposed a January 1 open date for all shark management groups, with an initial 25 shark possession limit for large coastal and hammerhead management groups with the possibility of in-season adjustments. The Board will set the 2020 coastal shark specifications via an email vote after the final rule is published.

As part of the 2019 FMP Review, staff provided a progress update on state implementation of the new shortfin mako recreational measures. In May, the Board approved changes to the recreational size limit for Atlantic shortfin mako sharks in state waters, specifically, a 71-inch straight line fork length (FL) for males and an 83-inch straight line FL for females with an implementation date of January 1, 2020. The measures were approved in response to the 2017 Atlantic shortfin mako stock assessment that found the resource is overfished and experiencing overfishing and to promote consistency between measures required in federal waters as part of Amendment 11. A number of the states have already implemented these measures while others are still in their rule-making process. Lastly, the Board approved the 2019 Fishery Management Plan Review of the 2018 fishing year.

For more information, please contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator, at [krootes-murdy@asmfc.org](mailto:krootes-murdy@asmfc.org) or 703.842.0740.

### Motions

Postponed Motion from May Meeting - Move to require, for state waters, the use of circle hooks on lines intended to catch sharks.

Motion to Substitute - Move to substitute to require the use, in state waters, of non-offset, corrodible, non-stainless steel circle hooks when fishing for sharks recreationally, except when fishing with flies or artificial lures, implemented no later than July 1, 2020.

Motion made by Mr. Gillingham and seconded by Mr. McNamee. Motion approved by unanimous consent.

Main Motion as Substituted - Move to require the use, in state waters, of non-offset, corrodible, non-stainless steel circle hooks when fishing for sharks recreationally, except when fishing with flies or artificial lures, implemented no later than July 1, 2020.

Motion made by Mr. Gillingham and seconded by Mr. McNamee. Motion approved unanimously.

Move to approve the 2020 coastal sharks specifications via an email vote after NOAA Fisheries publishes the final rule for the 2020 Atlantic Shark Commercial Fishing season.

Motion by Mr. Miller, second by Mr. Estes. Motion passes unanimously.

Move to accept the 2019 FMP Review for Coastal Sharks, state compliance reports, de minimis status for Massachusetts specific to the possession limit and fishery closure requirements for the Aggregate Large Coastal and Hammerhead species groups.

Motion made by Mr. Hasbrouck and seconded by Mr. Rhodes. Motion passes

unanimously.

Move to nominate Mel Bell (SC) as Vice-Chair to the Coastal Sharks Board.

Motion made by Mr. Rhodes and seconded by Mr. Haymans. Motion passes unanimously.

### ATLANTIC STRIPED BASS MANAGEMENT BOARD ASMFC Atlantic Striped Bass Board Approves Addendum VI

The Commission's Atlantic Striped Bass Management Board approved Addendum VI to Amendment 6 of the Interstate Fishery Management Plan for Atlantic Striped Bass. The Addendum reduces all state commercial quotas by 18%, and implements a 1 fish bag limit and a 28"-35" recreational slot limit for ocean fisheries and a 1 fish bag limit and an 18" minimum size limit for Chesapeake Bay recreational fisheries. States may submit alternative regulations through conservation equivalency to achieve an 18% reduction in total removals relative to 2017 levels.

Addendum VI was initiated in response to the 2018 Benchmark Stock Assessment, which indicates the resource is overfished and experiencing overfishing. The Addendum's measures are designed to reduce harvest, end overfishing, and bring fishing mortality to the target level in 2020.

Since catch and release practices contribute significantly to overall fishing mortality, the Addendum requires the mandatory use of circle hooks when fishing with bait to reduce release mortality in recreational

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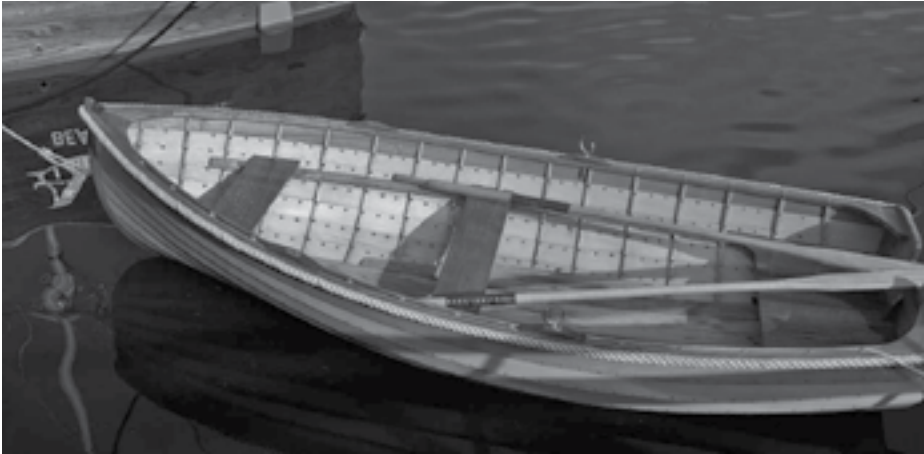


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# MISCELLANEOUS COMMERCIAL FISHING NEWS

**Continued from Page 21**

striped bass fisheries. Outreach and education will be a necessary element to garner support and compliance with this important conservation measure.

States are required to submit implementation plans by November 30, 2019 for review by the Technical Committee and approval by the Board in February 2020. States must implement mandatory circle hook requirements by January 1, 2021. All other provisions of Addendum VI must be implemented by April 1, 2020. In May 2020, the Board will consider a postponed motion to initiate an Amendment to rebuild spawning stock biomass to the target level and address other issues with the management program.

Addendum VI will be available on the Commission’s website ([www.asmfc.org](http://www.asmfc.org)) on the Atlantic Striped Bass webpage in early November. For more information, please contact Max Appelman, Fishery Management Plan Coordinator, at [mappelman@asmfc.org](mailto:mappelman@asmfc.org) or 703.842.0740.

**Motions**

Main Motion - Move to approve Option 2 under Section 3.1 for equal percent reductions. Motion by Mr. Keliher and seconded by Mr. White.

Motion to Table - Move to table the motion to discuss the TC memo for conservation equivalency criteria. Motion made by Mr. Nowalsky and seconded by Mr. Reid. Motion fails (5 in favor, 8 opposed, 2 abstentions). (Roll Call: In favor – NJ, MD, PRFC, VA, NC; Opposed – ME, NH, MA, RI, CT, NY, PA, DE; Abstain – NMFS, USFWS.)

Main Motion - Move to approve Option 2 under Section 3.1 for equal percent reductions. Motion by Mr. Keliher and seconded by Mr. White.

Motion to Substitute - Move to substitute to approve Option 3 under Section 3.1 for unequal percent reductions. Motion made by Mr. Reid and seconded by Mr. Clark.

Motion fails (4 in favor, 8 opposed, 2 abstentions, 1 null). (Roll call: In favor – NY, DE, MD, PRFC; Opposed – ME, NH, MA, RI, CT, NJ, PA, VA; Abstain – NMFS, USFWS; Null – NC.)

Main Motion - Move to approve Option 2 under Section 3.1 for equal percent reductions. Motion by Mr. Keliher and seconded by Mr. White. Motion passes (11 in favor, 4 opposed). Roll call: In favor – ME, NH, MA, RI, CT, NJ, PA, VA, NC, NMFS, USFWS; Opposed – NY, DE, MD, PRFC.)

Main Motion - Move to approve Sub-Option 2-A2 1 fish at 28-35 inches for Section 3.1 for the ocean fishery. Motion made by Dr. Davis and seconded by Mr. Luisi.

Motion to Amend - Move to amend to include a conservation equivalency proposal to achieve an 18% reduction in total removals relative to 2017. Motion made by Mr. Nowalsky and seconded by Mr. Batsavage. Motion passes 11-2-2abs-0.

Main Motion as Amended - Move to approve Sub-Option 2-A2 1 fish at 28-35 inches for Section 3.1 for the ocean fishery. Conservation equivalency proposals are required to achieve an 18% reduction in total removals relative to 2017. Motion passes 12-1-2abs-0.

Move to approve Sub-Option 2-B1 1 fish at 18 inch minimum for Section 3.1 for Chesapeake Bay. Conservation equivalency proposals are required to achieve an 18% reduction in total removals relative to 2017. Motion made by Mr. Geer and seconded by Mr. Gary. Motion passes 12-0-3abs-0.

Move to approve Option B, requiring mandatory circle hook regulations for Section 3.2. Motion made by Mr. White and seconded by Sen. Miramant. Motion passes unanimously.

Main Motion - Move that states submit implementation plans by November 30, 2019. The Board will take action on implementation plans in February, 2020. All provisions of Addendum VI must be implemented by April 1, 2020. Motion made by Mr. Shields and seconded by Mr. White.

Motion to Amend - Move to amend to have the circle hook requirements implemented by January 1, 2021. Motion made by Mr. Gilmore and seconded by Mr. Clark. Motion passes 11-2-2abs-0.

Main Motions as Amended - Move that states submit implementation plans by November 30, 2019. The Board will take action on implementation plans in February, 2020. Circle hook requirements must be implemented by January 1, 2021. All other provisions of Addendum VI must be implemented by April 1, 2020. Motion passes unanimously.

Move to approve Addendum VI to Amendment 6 to the Atlantic Striped Bass FMP as amended today. Motion made by Ms. Patterson and seconded by Mr. Borden. Motion passes without objection.

**BUSINESS SESSION**  
**Patrick C. Keliher Elected ASMFC Chair**

Member states of the Atlantic States Marine Fisheries Commission (Commission) thanked James Gilmore of New York for an effective two-year term as Chair and elected Commissioner Patrick C. Keliher of Maine to succeed him.

“It is both a great honor and huge responsibility to be trusted to lead the Commission for the next two years. I am humbled by my fellow Commissioners’ confidence in me,” said Mr. Keliher. “While my obligation to the great State of Maine will always come first and foremost, I also recognize that Maine sits on boards for just 10 of the 27 species managed by the Commission. As Chair, I will be working with ASMFC leadership to shape the course of interstate fisheries management for more than just the Pine Tree State and will ensure substantial resources are devoted to issues of equal importance in the fisheries of the Mid- and South Atlantic states. I look forward to bolstering the Commission’s relationship with NOAA Fisheries and Congress to ensure mutual cooperation. I’d like to thank Jim Gilmore for his superb leadership over the past two years. I learned a great deal from him and will use the knowledge gained to work with newly elected Vice-chair Spud Woodward to advance the Commission’s vision of Cooperative and Sustainable Management of Atlantic Coastal Fisheries.”

Under Mr. Gilmore’s chairmanship, the Commission made important strides in furthering its strategic goals. Management accomplishment’s during the past two years include approval of plan amendments for Atlantic cobia and summer flounder, protections for spawning Atlantic herring, and approval of an addendum to end overfishing of Atlantic striped bass. The Commission’s Science Program completed benchmark assessments and peer reviews for horseshoe crab, Atlantic striped bass and northern shrimp, and made significant progress on the benchmark assessments for American lobster, American shad, and Atlantic menhaden (including the establishment of ecological reference points).

The Atlantic Coastal Cooperative Statistics Program (ACCSP) continued to successfully implement state conduct of the Marine Recreational Information Program’s Access-Point Angler Intercept Survey. ACCSP also made significant advancements in technological innovations, including tablet and mobile data entry apps for dealers, commercial fishermen and the for-hire industry. During his chairmanship, Mr. Gilmore oversaw the selection of a new ACCSP Program Director, Geoff White.

The Atlantic Coastal Fish Habitat Partnership funded restoration projects in six states to conserve a total of 40 acres of fish habitat and provide access to over 29 river miles and 3,900 acres of spawning habitat. It also launched a redesigned website, created an online query tool for the Species-Habitat Matrix, and completed a research project to understand black sea bass habitat use in the Mid-Atlantic Bight.

A Gardiner native, Mr. Keliher has spent much of his life in the woods and on the waters of Maine. His experiences as a youth, fishing and lobstering with family in Casco Bay, instilled in him early on an appreciation for the importance and value of our natural resources. He has been Commissioner of Maine’s Department of Marine Resources since January 2012.

The Commission also elected A.G. “Spud” Woodward, Georgia’s Governor Appointee to the Commission, as its Vice-Chair.

**Meeting Summary**

The Business Session (also known as the full Commission) met to consider approval of the 2020 Action Plan, elect new Commission leadership, and consider a noncompliance recommendation from the ISFMP Policy Board, as well as a draft policy on the non-payment of state appropriations. The Business Session reviewed and approved the 2020 Action Plan, which outlines the Commission’s administrative and programmatic activities for next year. The Plan will be available on the Commission’s website, [www.asmfc.org](http://www.asmfc.org), under Guiding Documents early next week. By unanimous acclamation, the Business Session elected Patrick C. Keliher of Maine and A.G. “Spud” Woodward of Georgia the Commission Chair and Vice-chair, respectively. In accepting the chairmanship, Patrick Keliher expressed appreciation for the many contributions of outgoing Chair Jim Gilmore of New York.

The Business Session considered and unanimously approved a motion to find the Commonwealth of Virginia out of compliance for not fully and effectively implementing and enforcing Section 4.3.7 Chesapeake Bay Reduction Fishery Cap of Amendment 3 to the Interstate Fishery Management Plan for Atlantic Menhaden. The Commission has 10 business days to forward a letter to the Secretary of Commerce of its determination.

Based on a recommendation from the Executive Committee, the Commission approved a Policy on Non- Payment of State Appropriations. The Policy contains a timeline for payment of annual state appropriations which are due on June 30 each year. If a state is delinquent in submitting its dues, it will lose its voting rights on October 1. This Policy was developed in response to the rare occasions that states do not submit timely payments and to respond to state concerns regarding the fairness of a state being able to participate in the Commission process while being in arrears on annual appropriations. This Policy will be added to the Commission’s Rules and Regulations.


For more information, please contact Robert Beal, Executive Director, at [rbeal@asmfc.org](mailto:rbeal@asmfc.org) or 703.842.0740.

**Motions**

Move to accept the Action Plan as amended today. Motion made by Mr. Keliher and seconded by Mr. Clark. Motion passes unanimously.

On behalf of the Nominating Committee, I nominate Pat Keliher as the Chair of the Atlantic States Marine Fisheries Commission effective at the end of the Annual Meeting. Motion made by Mr. Grout. Motion passes by unanimous consent.

On behalf of the Nominating Com-



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# MISCELLANEOUS COMMERCIAL FISHING NEWS

mittee, I nominate Spud Woodward as the Vice-Chair of the Atlantic States Marine Fisheries Commission effective at the end of the Annual Meeting. Motion by Mr. Grout. Motion passes by unanimous consent.

On behalf of the Interstate Fishery Management Program Policy Board, move that the Atlantic States Marine Fisheries Commission find the Commonwealth of Virginia out of compliance for not fully and effectively implementing and enforcing Section 4.3.7 Chesapeake Bay Reduction Fishery Cap of Amendment 3 to the Interstate Fishery Management Plan for Atlantic Menhaden. The Commonwealth of Virginia must implement an annual total allowable harvest from the Chesapeake Bay by the reduction fishery of no more than 51,000 metric tons. The implementation of this measure is necessary to achieve the goals and objectives of the Fishery Management Plan and maintain the Chesapeake Bay marine environment to assure the availability of the ecosystem’s resources on a long- term basis. Motion made by Mr. Gilmore. Motion passes by unanimous consent

Move to amend the Commission’s Rules and Regulations to implement the policy on non-payment of state appropriations. Motion made by Mr. Train and seconded by Dr. Davis. Motion passes by unanimous consent.

### OTHER NEWS

#### Revised Effort Controls for the Atlantic Herring Area 1A Fishery in Period 4

The Atlantic States Marine Fisheries Commission’s Atlantic Herring Management Board members from Maine, New Hampshire, and Massachusetts revised effort control measures for the 2019 Area 1A (inshore Gulf of Maine) fishery for period 4 (November and December). The Area 1A fishery will remain at zero landing days for the remainder of October as the period 3 quota has been met.

For period 4, the Area 1A fishery will move to one landing day per week starting at 6:00 p.m. on November 3 for Maine and 12:01 a.m. on November 4 for Massachusetts and New Hampshire, contingent upon a notice by NOAA Fisheries that the Area

1A sub-ACL has been adjusted. As outlined in the Atlantic herring specifications, if the New Brunswick weir fishery catch through October 1 is less than 4,000 mt, then 1,000 mt will be subtracted from the management uncertainty buffer and added to the Area 1A sub-ACL. NOAA Fisheries is currently evaluating landings data from the New Brunswick weir fishery and will make a determination in the coming weeks. If a notice by NOAA Fisheries has not been issued by 10 a.m. on October 31, the fishery will remain at zero landings until the transfer has occurred. Upon notification from NOAA Fisheries, the fishery will move to one landing day per week with a Sunday/ Monday start date based on the timing of the announcement. In order to provide states enough time to notify stakeholders, the notice from NOAA Fisheries must be posted by 10 a.m. on Thursday for the fishery to move to one landing day the subsequent Sunday/ Monday.

Period 4 landings will be closely monitored and the directed fishery in Area 1A will close when 92% of the sub-ACL is projected to be reached, or when 95% of the ACL for the stock-wide fishery is projected to be reached. Fishermen are prohibited from landing more than 2,000 pounds of Atlantic herring per trip on days out of the fishery.

Please note the Western Maine and Massachusetts/New Hampshire spawning areas remain closed through 11:59 p.m. on November 3 (vessels cannot take, land, or possess Atlantic herring during spawning closures).

For more information, please contact Kirby Rootes-Murdy, Senior Fishery Management Plan Coordinator, at [krootes-murdy@asmfc.org](mailto:krootes-murdy@asmfc.org) or 703.842.0740.

#### Maine Center for Coastal Fisheries Awarded Grant to Develop Safety Training Program for Commercial Fishermen in Downeast Maine

*Funding from NIOSH and USCG to Provide Training for Industry Members*  
STONINGTON - Maine Center for Coastal Fisheries (MCCF) in Stonington has been awarded a \$185,923 two-year grant from the National Institute for Occupational Safety

and Health (NIOSH) and the United States Coast Guard (USCG) as recipients of the 2019 Commercial Fishing Occupational Safety Research Cooperative Agreement and Training Project Grant Program.

Maine Center for Coastal Fisheries will provide safety training and occupational wellness education for participating fishermen in Hancock and Washington Counties. Students in the Eastern Maine Skippers Program will also have access to these trainings and resources. The four main objectives of the award are: increased access to safety drill training, actual implementation of training drills aboard fishing vessels, as well as design and dissemination of best practices and safety products aimed at fishermen who work solely without a crew or deckhands. Additionally, MCCF has directed focus on evaluation, prevention, and treatment of short and long-term physical/ergonomic and social hazards found in the fishing fleet.

“The Coast Guard is pleased to see the high caliber of applicants that competed for the Fiscal Year 2019 Fishing Safety Training and Research Grant Programs,” said Joseph D. Myers, chief of the Coast Guard’s Fishing Vessel Safety Division. “The packages submitted this year reflected the diversity of the fishing industry nationwide and clearly outlined a vision to enhance safety within the fishing industry. This aligns with the Coast Guard’s mission to promote a safe environment for all commercial fishers, and we anticipate this and future Fishing Safety Grant Programs will deliver large benefit to our maritime community.”

MCCF Executive Director, Paul Anderson shares, “This grant will allow us to provide both students and commercial fishermen with the tools and resources to ensure a safe working environment that could be used to save lives in an emergency situation on the water.”

Commercial fishing remains one of the most dangerous industries in the United States, and the need for targeted safety research and training remains essential. The 2019 grants mark the first time the Fishing Safety Research and Training Grants have been available.

“These research and training projects should result in a reduction in occupational safety risk and ultimately help fishermen and their families across the United States,” said Jennifer M. Lincoln, PhD, co-director of the NIOSH Center for Maritime Safety and Health Studies. “It was exciting to see the high-quality applications and the number of states where the work will take place.”

The Fishing Safety Research Grant Program was established by the Coast Guard Authorization Act of 2010 (P.L. 111-281), as amended by the Howard Coble Coast Guard and Maritime Transportation Act of 2014 (P.L. 113-281). The program was created to provide funding to advance fishing safety research and provide targeted, regionally appropriate training for the nation’s commercial fishermen. NIOSH works in partnership with the USCG to administer the program.

For more than two decades, NIOSH has conducted studies of fishing safety to reduce the incidence of injuries and fatalities among the nation’s fishermen. NIOSH accomplishes safety and health research in maritime industries through the **Center for Maritime Safety and Health Studies**, which is a virtual center that serves as a hub for intramural and extramural researchers.

NIOSH is the federal institute that conducts research and makes recommendations for preventing work-related injuries, illnesses and deaths. Find more information about NIOSH at [www.cdc.gov/niosh](http://www.cdc.gov/niosh).

Maine Center for Coastal Fisheries connects fishermen, scientists, regulators and others through collaborative research, co-management, and stewardship to help secure the future of commercial fishing and the communities that depend on it. To learn more about MCCF or this project, please contact Tom Duym, Fisheries Education Specialist at 207.367.2708 or [tduym@coastalfisheries.org](mailto:tduym@coastalfisheries.org). Visit us online at [www.coastalfisheries.org](http://www.coastalfisheries.org).

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# U. S. NAVY NEWS

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tinues to make to our Navy," said Secretary of the Navy Richard V. Spencer. "Newport is a Navy town where many officers begin their careers and then return later for strategic training. It is right that a fourth ship will bear the name Newport to continue our long relationship, and provide our commanders high-speed sealift mobility and agility in the fight to defend our nation."

The first Newport (Gunboat No. 12) was commissioned October 5, 1897. During the Spanish-American War, she received credit for assisting in the capture of nine Spanish vessels. The ship was decommissioned in 1898, but recommissioned in 1900 to serve as a training ship at the Naval Academy and at the Naval Training Station at Newport, R.I., until decommissioning in Boston in 1902.

The second Newport (PF-27) was commissioned Sept. 8, 1944 and decommissioned in September 1945 and loaned to the U.S.S.R. under Lend-Lease and returned to United States custody at Yokosuka, Japan, in November 1949. Recommissioned in July

1950, Newport patrolled off Inchon, Korea, screening during the landings. Decommissioned at Yokosuka in April 1952, she was loaned to Japan in 1953, and commissioned as Kaede (PF-13). She was then reclassified PF-293 and transferred to the Japanese Maritime Self-Defense Force outright in August 1962.

The third Newport (LST-1179) was commissioned on June 7, 1969. Assigned to the Amphibious Force, U.S. Atlantic Fleet, Newport alternated amphibious training operations along the east coast of the United States with extended deployments to the Caribbean and Mediterranean. She was decommissioned in October 1992, and transferred to the government of Mexico in 2001.

EPF class ships are designed to transport 600 short tons of military cargo 1,200 nautical miles at an average speed of 35 knots. The ship is capable of operating in shallow-draft ports and waterways, interfacing with roll-on/roll-off discharge facilities, and on/off-loading a combat-loaded Abrams main battle tank (M1A2).

The EPF includes a flight deck for heli-

copter operations and an off-load ramp that will allow vehicles to quickly drive off the ship. EPF's shallow draft (less than 15 feet) further enhances littoral operations and port access. This makes the EPF an extremely flexible asset for support of a wide range of operations including maneuver and sustainment, relief operations in small or damaged ports, flexible logistics support, or as the key enabler for rapid transport.

## Future USS John Kennedy Commanding Officer, Crew Unveil Official Seal

From Commander, Naval Air Force Atlantic Public Affairs

NEWPORT NEWS, Va. (NNS) -- Capt. Todd Marzano, commanding officer, Pre-Commissioning Unit (PCU) John F. Kennedy (CVN 79), and crew on Nov. 6 unveiled the seal of the U.S. Navy's second Ford-class aircraft carrier, under construction at Newport News Shipbuilding-Huntington Ingalls Industries.

Elements of the seal honor President John F. Kennedy, his service to the Navy and his vision for space exploration.

The 35 stars around the outer ring represent Kennedy as our nation's 35th president. The 35th star is after his middle initial, and the two gold stars between CVN and 79 symbolize that this is the second aircraft carrier bearing his name and legacy.

The Roman numeral "CIX" or 109, is a tribute to Kennedy's heroic naval service as commander of Patrol Boat 109 in the South Pacific. The moon backdrop represents Kennedy's instrumental role in the nation's space program.

"No nation which expects to be the leader of other nations can expect to stay behind in the race for space," Kennedy said in a Sept. 12, 1962, speech at Rice University in Houston, Texas. "For the eyes of the world now look into space, to the moon and to the planets beyond, and we have vowed that we shall not see it governed by a hostile flag of conquest, but by a banner of freedom and



space."

Anchoring these and other elements on the seal is the ship's motto: Serve with Courage.

"Our motto exemplifies President Kennedy's life," Marzano said. "From the first day of his presidency, he challenged every American during his inauguration speech to 'Ask not what your country can do for you; ask what you can do for your country.' He regarded serving one's nation as an honor and held the utmost respect for those who did so with courage, especially when faced with adversity."

"John F. Kennedy displayed extraordinary courage, both in combat as a naval officer, and as president of the United States," Marzano said. "The seal design and ship's motto are a very powerful and fitting way to honor his legacy."

The ship's keel was laid Aug. 22, 2015, and the 588-metric-ton island superstructure was placed May 29, 2019. On Oct. 29, the dry dock was flooded, officially launching the aircraft carrier about three months ahead of schedule. PCU John F. Kennedy will be christened at Newport News Shipbuilding-Huntington Ingalls Industries in Newport News Dec. 7.

# News from Maine's DMR

## Continued from Page 10

the US Department of State known as Deriving Sustainable Economic Benefits from Natural Resources. The group's visit was one of several stops throughout the United States to advance an understanding of US society and its institutions.

In Maine, the group also scheduled visits with Governor Janet Mills, the Maine Aquaculture Innovation Center, The Nature Conservancy, Coastal Enterprises, Inc., Congresswoman Chellie Pingree's staff, the Gulf of Maine Research Institute, the Maine Lobsterman's Association, and Nonesuch Oysters.

Participants in the program are highly

qualified current and emerging foreign leaders in government, politics, the media, education, the arts, business, and other key fields. They are hand-picked and nominated for this program by our U.S. embassies abroad in accordance with the U.S. Department of State's foreign policy goals and funding allocations.

Meeting with the visitors were Maine Marine Patrol Captain Matthew Talbot, and DMR's Policy Director Deirdre Gilbert. The group learned about regulations and enforcement challenges for Maine's commercial fisheries and shared similar information about commercial fisheries off the coast of Indonesia.

# IMOCA News

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Cybersecurity. Moving off slightly to the east and getting into position allowed this group to make their getaway, while Charal, further east did not manage to get away from the tentacles of the Doldrums. Cells of convective air bubbled up over and over again out to the west, while the wind built from the east. With a lead of a hundred miles at the Equator, Apivia had the race sewn up. There was just a long tack reaching for Charlie Dalin and Yann Eliès and they were able to cross the finish as the winners." Fate dealt a cruel hand to Jérémie Beyou who said at the finish, "I was just unlucky in the Doldrums. They were three unbearable days. When you are leading and keen to win and over a hundred miles ahead and you realise that you are going to lose it, everything goes through your mind... It's the biggest disaster in your life and is really hard to cope with." Charal, was however very much at ease in the long tack reaching and quickly got back up to third place and fought a long duel with PRB, with the latter coping perfectly well in fading winds that were swinging around at the end of the race course. In such conditions, the latest generation of foilers don't really have any advantage. That is how Kevin Escoffier and Nicolas Lunven crossed the finish line six minutes ahead of Jérémie Beyou and Christopher Pratt, who took the remaining place on the podium."

The battle was just as interesting for fourth place between Thomas Ruyant and

Antoine Koch, and the duo comprising Charlie Enright and Pascal Bidegorry. Advens for Cybersecurity, launched eight weeks before the start of the Transat Jacques Vabre was very much at ease on the long reaching tack and overtook Banque Populaire, and then 11th Hour (the former Hugo Boss) to take fourth place. Just behind them, Charlie Enright and Pascal Bidegorry got a great fifth place on an older generation foiler, while Clarisse Cremer and Armel le Cleac'h became the first non foiler to finish.

The Top 10 in the 2019 Transat Jacques Vabre would be completed with the arrival of Sam Davies and Paul Meilhat (7th on Initiatives Coeur), Louis Burton and Davy Beaudart (8th on Bureau Vallée), Sébastien Simon and Vincent Riou (9th on Arkea-Paprec), then Fabrice Amedeo and Eric Péron (10th on Newrest-Art et Fenêtres).

Christian Dumard: "The 2019 Transat Jacques Vabre was fascinating to watch and full of twists and turns. Maybe one day we will figure out what led Apivia to tackle the Doldrums further east than her rival. They admit that they followed the route taken by the multihulls, who have routers assisting them from ashore, but the pair must have prepared that choice before attempting that option. Weather models have made a lot of progress over the past few years. Skippers also have a lot more weather information than in the past (wind predictions, rain and thunder forecasts, humidity levels, ocean currents which can reach two knots in some places, satellite pictures that are

almost real time...). It remains difficult to bring all of these elements together, but the 2019 race has certainly seen a massive leap forward with the decision to opt for eastern longitudes a winning choice for each of the classes."

## TOP 10 in the IMOCA class:

- 1 - Apivia - Charlie Dalin / Yann Eliès
- 2 - PRB - Kevin Escoffier/Nicolas Lunven
- 3 - Charal - Jeremie Beyou /Christopher Pratt
- 4 - Advens for CyberSecurity - Thomas Ruyant / Antoine Koch
- 5 - 11th Hour Racing - Charlie Enright / Pascal Bidegorry
- 6 - Banque Populaire - Clarisse Cremer / Armel Le Cléac'h
- 7 - Initiatives-Cœur - Sam Davies / Paul Meilhat
- 8 - Bureau Vallée 2 - Louis Burton / Davy Beaudart
- 9 - Arkea-Paprec - Sebastien Simon / Vincent Riou
- 10 - Newrest-Art et Fenêtres - Fabrice Amedeo / Eric Péron

## 37 candidates for the Vendée Globe 2020!

November 1st, at midnight, was the closing date for applications to enter the next Vendée Globe: To date, 37 have applied to take the start of the 9th edition of this solo non-stop round the world sailing race without assistance which promises to be particularly rich. Several records are expected to be beaten.

## Facts & Figures:

### Boats

- Most recent boat: Yann Eliès boat
- The oldest boat: 4myplanet (Alexia Barrier)
- New boats: 9
- Foilers: 19
- Right drift: 18
- Number of different architects: 4

### Skippers

- Candidates: 37
- Women candidates: 6 (16%)
- Foreigners candidates: 13 (35%)
- Number of nationalities represented: 11
- Countries represented: Belgium, Finland, France, Germany, Great-Britain, Italy, Japan, New Zealand, Spain, Switzerland, United-States.

- Number of Old-timers: 17
- Number of Rookies: 20
- The most experienced: Jean Le Cam and Alex Thomson - 5th Vendée Globe in 2020

- The oldest skipper: Jean Le Cam, 60 years old
- The youngest skipper: Alan Roura, 26

### The race

- 21 638 miles (circumference of the Earth)
- Youngest winner: François Gabart - 29 years old (2013)
- The oldest winner: Michel Desjoyeaux - 43 years old (2009)
- Time record: Armel Le Cleac'h - 74 days, 3 hours and 35 min 46s.



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10 January, Page 8.

**COMMERCE AND TRADE.**

The total export of lumber from the Province of New Brunswick during last year amounted to 99,000,000 superficial feet more than in 1888. Nova Scotia increased, but slightly.

In the Bangor produce market jobbing prices are as follows: apples, \$1.50 to \$3.00 per bbls; butter 22 to 23c; cheese, 10 to 12c chicken, 14 to 16c, eggs, 27c; potatoes, 60 to 70c; hay, \$9 to \$12.

Portland's exports last week were valued at \$149,231.95 and comprised the following: 57,821 shooks, 5,552 pairs heads, 51,024 ft. boards, 25 M shingles, 3 bbls. bungs, 26,329 bush. Peas, 9,937 bbls. apples, 856,000 lbs. Bacon, 15,000 lbs. butter, 345,220 lbs. cheese, 111,000 lbs. lard, 100 bbls. pork, 200 bags clover seed, 15 cases leather. The imports were 50 cases oranges, 19 bags seeds, 3 cases anchovies.

The first cargo of coal and the first English vessel that ever passed up through the bridge over Pleasant River, was the schooner Energy, Captain Graham, of and from Parresboro, N. S., with cargo of coal for the Columbia Falls Brick Yard Co. which was towed from the mouth of the river up to the brickyard Dec. 29<sup>th</sup>. Schooner Amherst Advocate, Captain Smith, form the same place with coal for same company, arrived at Addison Point a few days before The Energy, and was towed up one day later.

Among recent charters are the following: ship Nancy Pendleton, New York to Shanghai, 50,000 cases refined oil, 37c; schooner Benj. C. Frith (new) Portland to Matanzas, empty lhds. 80c; schooner Ernest T. Lee, Boothbay to to St. Andrews, fertilizer \$1.25 and loaded; schs. Clara, Emma S. Briggs, and Georgia Berry, Perth Amboy to Portland, coal 20c; schooner S. S. Bickmore, New York to Portland, coal; p. t.; schooner J. D. Dewell, Baltimore to Portland, coal p. t.; schooner Sebago, New York to Point-s-Pitre, general cargo p.t.; schooner Apphia Z& Amelia, New York to Arecibo, general cargo lump sum \$1925, and back from San Domingo City with logwood at \$4 and port charges; schooner Carrie A. Lane, Darien to Bath, lumber p. t.; schooner E. C. Allen, Charleston to New York, lumber \$7.50.

In the ocean freight market business generally remains quiet, though as we draw away from the holiday influences a little more enquiry for both sail and steam tonnage in some branches of business is beginning to manifest itself, and as the available supply is moderate the market is steady and for the most part firm. Petroleum tonnage is more sought after, both fro barrels and cases, but the enquirey is not sufficiently brisk to give an upward turn to rates. The yellow pine lumber and timber trade, both foreign and coastwise, is more or less retarded by the inability of the mills in some localities to keep abreast of their contracts, owing to the low stage of the streams. Cuba sugar freights are backward, but the crop will be larger than that of last year, and a good business is looked for. Molasses is beginning to move from north side ports at \$2 @ \$2.1/2 per 110 gallons, the higher rate to ports east of New York. Outward freights to Cuba and the other West India ports are steady, and the demand for tonnage in that direction is increasing. South American business remains slow, though there are indications of an early revival. Coastwise freights are very dull, the Southern lumber trade from causes already explained, and the coal trade because of the singularly mild winter, rates for colliers being depressed.

**SEA AND PORT.**

Ship Patrician, 1212 tons, built at Dam-

ariscotta in 1879 has been sold at New York for local and Provincial account at about \$35,750.

The brig Shannon, of Milbridge, 374 tons, built in 1867 and overhauled in 1871, was purchased at New York recently by Captain Charles L. Whitney, late master of the brig Stacy Clarke.

The Portland schooner, L. G. Robel, Captain Murphy, is claimed to have broken the record for the first sailing from New York to Demerara and thence to Philadelphia. Hr actual sailing time was 13 days each way, with cargoes.

L. E. Lunt & Co., the Portland wreckers, have bought the iron work of the wrecked schooner Lucy A. Hammond, off Halfway Rock, and will soon send divers out to recover it. The wreck lies in about 20 feet of water.

Schooner Tom Williams, recently picked up derelict and towed into New York by a Morse tug, is now owned by Morse & Co. of Bath. She has been thoroughly repaired and will be commanded by Captain C. W. Crocker of Massachusetts.

The four-masted schooner Pocahantas was stranded on the South Shore rocks on Block Island Saturday night last, and it is feared she will be a total loss. The crew were saved by Captain N. P. Balls and associates of the life-saving station.

The schooner Frank S. Warren, built at Bath by Kelley & Spear, during 1888, made a good showing for her first year. She cost \$31,825 and divided \$11,356.37 among her owners, besides this she has coppered herself at a cost of \$1,644.95, bought a chronometer at a cost of \$25, and has stock of \$22,505.55.

The largest naphtha launch in the country is now being built for Clement M. Biddle of Philadelphia. Her dimensions are 68 feet over all, 8 feet, 6 inches beam. The launch will have a pilot house, two staterooms, toilet and galley and sleeping accommodations for thirteen people, also a complete electric light outfit.

Captain J. Dexter Carlisle, a well known Maine shipmaster, died at Richmond, on Tuesday, the 7<sup>th</sup>. Captain Carlisle during his career commanded many large vessels, among which was the splendid clipper Young America. In this ship whose company numbered sixty persons,, he made the trip round the world in eight months and ten days including seventy days detention at two ports

The four-masted schooner Jonathan Bourne, registering 673 tons built at Camden in 1880, now hailing from Newport, R. I., and owned by the Church Bros. Of Tiverton and by Fall River and New Bedford parties, has been sold to parties at Boston and Harwich, Mass. She cost \$45,000 and has paid, after deducting all repairs and other expenses, about \$50,000, an sold for \$37,000. The Church Brothers will replace her with a much larger four-masted schooner to be built in Maine the coming season.

News has been received of the loss of the schooner Jamie W. Carleton, owned and built by Carleton, Norwood & Co., Rockport. The Carleton is a new vessel, having been built only about a year and a half ago. She was commanded by Captain O. W. French of Belfast, and was bound so the with a cargo of railroad iron and when about twenty-five miles east of Capt Charles was run into by the steamer Aldengorm, loaded with cotton for Europe, and the Carleton sinking in fifteen fathoms of water. The crew were picked up by the steamer and conveyed to Norfolk, Va., from which port a wrecking steamer will go to the scene of the disaster, and it is hoped that they will be able to raise the schooner.

The schooner Lackawanna, Captain Alonzo Ford, arrived at Jeremie, Hayti, on the evening of Dec. 21, 12 days from New York, and anchored under the charge of a government pilot. The next morning a colored pilot came on board and ordered Captain Ford to change his moorings, which he declined to do, as there was a heavy sea running and a light air blowing from off the land. The pilot insisted on his moving and the master obeyed under protest. The schooner drifted ashore and became a total loss. Part of the stores, sails and riggings, and the deck load of lumber were saved. Captain Ford has laid his case before United States Minister Douglas at Port au Prince. The Lackawanna is owned in Searsport where she was built in 1881.

**THE FISHERIES.**

Captain E. C. Grant & Co., of Hancock, have shipped fifty barrels of flounders to the New York market in the last two months.

At Isle au Haut a fish house, belonging to Chas. Chapin and containing boat, sails, cars, lobster gear, etc., was destroyed by fire recently.

The largest catch of smelts this season at Deer Isle was made last week by Winslow Pickering and Joseph Haskell. They received tow checks, one \$45 and the other \$47 for the whole lot, which was caught in three hours.

While dragging for smelts at Chebeague Island, Portland Harbor Captain Grinnell last Tuesday made a big haul. The net at one hand brought in about eight hundred pounds of smelts and as they bring eight cents per pound it made a good day's work. The smelts were shipped to Boston that night.

Advices from the Boston Fish Bureau are that the fish trade continues in the old rut and there are no special features to note. The receipts of all kinds are light with the exception of codfish which arrives more freely from outports. The market on mackerel is nominal. The receipts consist of 410 bbls. from Iceland, 327 bbls. from Nova Scotia and 55 bbls. from Gloucester. The receipts of codfish from home ports consist of about half dry and half pickled Bank fish, those from foreign ports are mainly dry. Codfish is quoted as follows: Large pickled Bank \$4.22 per qtl; large dry Bank at \$4 7 8 medium; \$4 3 8 per qtl; large pickled shore \$5.25 per atl; Georges \$5.75 ot \$6.00 per qtl; There is one cargo of frozen herring in the dock from which they are selling at \$1.25 to \$1.50 per hundred.

**SHIPBUILDING NOTES.**

David Thompson and Son of Cushing, are having built at Hodgdon's Mills a large lobster smack costing upwards of \$600.

Washington Bros. Thomaston, will launch their four-masted schooner the present month. Captain Samuel Watts of St. George will command the vessel.

There is now being hauled to the yard of Captain I. M. Grant, Ellsworth, the frame for a three-masted schooner, upon which work will soon commence.

George A. Gilcrest has erected at his Rockland shipyard four buildings to be used as workshops and storehouses in connection with his shipbuilding business.

J. C. Dutch has arrived in Searsport from Camden and will ???? to be constructed in Nickerson's yard, Searsport, for the present season.

J. H. Crandon of Columbia Falls, has contracted to build a vessel this season. H. M. Leighton and F. L. Allen will get out the frame and they have a crew in the woods.

Captain Chas I. Nash of Harrington has returned from New York with the model of a 100 ton barkentine which he will build this season. The work of getting out the frame will soon commence.

The ship C. V. Minott is building at Phippsburg will soon be ready for launching. She has been named the St. Mary and measures 1941.92 tons net. Her dimensions are as follows: length 240.6; breadth, 42.4 ft. and depth 18.2 ft.

Anuisquam, NJ, has been laid by the New England Company, and the top is in the yard. As soon as the oak, which is now on its way there from Nova Scotia is received, framing will be begun.

The moulds for the barkentine to be built by E. & E. R. Stetson in their Brewer yard are completed. As soon as the timbers are ready work will be begun upon the vessel. It will be completed in the spring or summer. The vessel will be of good size and constructed in a thorough and substantial manner.

There is being built in Deguio's shop, Portland, a fine steam yacht. It will be owned by Charles Goodridge of Deering traveling salesman for C. H. Graves & Co. Boston. The length of the yacht is 48 feet with nine feet beam. The materials used in construction are the best pine and oak. Stickney, the machinist, is building her engine, which is an eight inch compound of about 40 H. P.

The four-masted schooner building by Gardiner G. Deering, of Bath, for Fall River parties is making good progress. She will be



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commanded by Captain Harry Johnson, of Fall River, formerly master of schooner B. L. Burt, of Taunton. The vessel will be 175 feet keel 38 feet beam, 19 feet depth of hold, and have a carrying capacity of about 1500 tons coal. She is expected to be ready the first of May, at a probable cost of \$15,000.

John McDonald of Bath, is having the frame out in Virginia for a 1500 tons vessel and will begin the work of construction on it in the spring. As to the rig it has not as yet been fully settled, but the craft will be either a ship or barque. Should it be the former, Bath is assured of at least three ships this year, as A. Sewall & Co. and Houghton Bros. Have the frames for two large ships already out. Mr. McDonald also has the frame for an 800 ton craft ready for shipment to his yard, and is only waiting for a vessel to receive the cargo. This smaller one will be rigged either as a barque or schooner, and work upon it will begin as soon as possible.

THE FISHING INDUSTRY.  
Last Year an off one for The Fishermen.  
—The Catch unprecedentedly small all along the Coast.

The year 1889 proved an off one for the fishing industry and the catch at most of the leading fishing orts from Provincetown, MA, to St. John, Newfoundland, shows a falling off of more than one-quarter from the average. Gloucester shows smaller reductions than almost any other port. Below is the annual summery of Messrs. Proctor Brothers, of Gloucester, with sufficient data for comparison with former years.

The falling off of the western bank fishery in the past few years is worthy of not, as also the gradual decline in the Georges’ catch, while the Grand Bank and fishery receives more attention. Cape North cod fishery during the early part of the year proved successful. The Greenland halibut fishery has given place to the Iceland fishery, where there is less governmental interference, with better prospects for successful voyages. The mackerel fishery comes nearest absolute failure, the catch having declined steadily the last half dozen years, until the product is only a nominal one. A portion of the catch was secured by resorting, for the first time in many years, to the old-time hook and line fishery, but for which result the season’s work would have proved more disastrous. The main products of Gloucester vessels following winter fresh fisheries, marketed in Boston, do not appear in the table; neither do occasional bank and mackerel fares of Gloucester vessels landed at Boston and Portland, or incidental products, such as tongues and sounds.

The receipts at Gloucester the past year, as compared with previous years, were as follows, from all sources:

Cured fish—1887, 11,670 quintals; 1888, 4800 quintal; 1889, 5091 quintals. Frozen herring—1887, 15,637,000; 1888, 14,285,000; 1889, 16,674,000.

In 1880 the leading fish productions of Gloucester: 49,479,000 pounds codfish, 9,065,450 pounds halibut, 129,620 barrels of mackerel, 9,000,000 frozen herring.

In 1881—46,710,580 pounds codfish; 8,719,490 pounds halibut, 163,851 barrels mackerel, 13,318,000 frozen herring.

In 1882—42,906,175 pounds codfish, 1,781,082 pounds halibut, 170,091 barrels mackerel.

THE KNOX COUNTY LIME  
PRODUCT  
A good showing for 1889

The lime manufacturing business in Knox county for the year 1889 was unusually good. The kilns have been running the greater part of the year, and though they

are now closed the prospects for a good spring business are excellent so far as can be judged. The product for the year is far larger than for any previous one. The total number of barrels of lime produced in the county is 1,856,068—1,331,322 in Rockland, 221,844 in Thomaston, and 302,902 in Rockport and Camden. The following table shows the number of barrels produced by each firm in the county, making these totals:

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All indications are that next spring will be a busy season in the granite quarries at Deer Isle. A new quarry has been opened, and large contracts for paving stone have been taken for another year.

At the annual meeting of the Smith Planing Mil Co., Brewer, a few days ago, the following officers were elected for the coming year: F. H. Holyoke, President; James F. Woodbury, Treasurer; E. P. Farrington, Secretary. Directors, F. H. Holyoke, Chas. V. Lord, L. J. Morse, L. J. Morse, J. F. Woodbury, E. P. Farrington. The business for the past year has been very good, 6 per cent. dividend being declared on the capital stock. The mil is all in good repair with the exception of the boilers and those it was voted to replace by new ones.

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THE FISHERIES OF  
NEW ENGLAND.  
A general review of the Operations of the past year.—Interesting statistics showing the present condition of the Fisheries as compared with former seasons.

The fifteenth annual report of the Boston Fish Bureau is received with the compliments of Frederick F. Dimick, Secretary of the Bureau and the compiler of the statistics presented. The report makes a neat pamphlet of fifty-six pages and contains a large amount of important and interesting information. It gives a general resume of the fisheries of New England, presenting a mass of statistics showing the amount the catch of the various kinds of fish in past years, prices paid, number of vessels and men engaged in the work, etc., and also gives the amount of tonnage from each stare employed in the cod and mackerel fisheries from 1885 to 1888 inclusive, the tonnage of American vessels engaged in the whale, cod and mackerel fisheries from 1860 to 1888, and the quantity and value of fish landed on the English, Welsh, Scotch and Irish coasts for the ten months ending Oct. 31, 18989.

We learn from the report the gratifying fact that the loss of life and property in the fisheries of New England the past season, has been less than for many years. The total number of lives lost was 85,. The total loss of tonnage was slightly less than 1500 tons, and comprised 22 vessels valued at \$94,800. Five Maine vessels were lost; three from Portland, valued at \$14,000, one from Bucksport valued at \$1,000, and one from Prospect Harbor valued at \$800. The Gloucester losses numbered fifteen vessels, and Boston and Noank had one each. But one loss of life is reported from Maine, one from Cranberry Isle. The number of vessels lost in 1888 was 27, valued at \$115,500, and the number of lives 83. Vessels lost in 1887, were 22, valued at \$97,400, number of lives 145. Thus, it will be seen that though the number of vessels lost is about the same for the last three years, the loss of life and property has declined.

The Mackerel Fishery.  
The general catch by the New England fleet has been light, while the situation in the mackerel fishery is unparalleled in the history of this fishery, the catch for the past season

having been the smallest for seventy-five years, since 1814, a year of strife on the high seas between the United States and England when fishing was abandoned from necessity. The number of barrels of mackerel packed in Maine jduring 1889 was 3,135, in Massachusetts 17,143, and in Rhode Island 1,540, making a total of 21,918 barrels, against 48,205 in 1888, 88,382, in 1887, 79,998 in 1886, and 329,943 in 1885. The year 1885 was the last of a period of 40 years, 1845 to 1885, in which the catch averaged 200,000 barrels per year. Mackerel are at the present time a luxury, and foreign fish have become a great feature in the market. The receipts of Irish mackerel in Boston and New York in 1889 were 13,450 barrels against 10,266 barrels in 1888. The dearth of mackerel here has started the industry in Norway and 1900 barrels came over form that country during the past year.

The erratic habits of fish have for ages been a mystery. The mackerel fishery is not alone subject to seasons of great plenty followed by seasons of remarkable scarcity. The bluefish for forty years let Cape Cod but returned again in good quantities. More recently the menhaden disappeared in 1878, and ten years later they appeared on our coast in larger quantities than ever before. Other fishes of minor importance as food, have disappeared from different sections at various times. The erratic habits of the Bullseye and the Frigate mackerel are well known. The winter habits of mackerel is still undetermined and from whence they come in the spring is as much a mystery as ever. That the present scarcity is owing to the capture of the mackerel by man is given very little support by thinkers. The amount consumed by predaceous fish is infinitely larger. The number of nets and seines along the shore is thought by many to frighten the mackerel and cause them to find new grounds, but it would seem that seines and nets were necessary for their capture, as at certain seasons the mackerel will not take the hook. The greatest cause which effect the movements of the mackerel is, no doubt, the presence of food and the temperature of the water, while other influences such as enemies, winds, currents, sky, pollution of the water and travel upon it would also effect their movement.

The poor mackerel fishery on our own coast leads our wide-awake fishermen to distant parts of the world. Seven thousand miles away, off Cape Good Hope, Africa, mackerel have been reported in large quantities, and the Provincetown schooner Alice, Captain Chase sailed early in October from Provincetown. The result of the voyage is as yet unknown. The following vessels are high liners in the mackerel catch for 1889. Schooner Mayflower, Gloucester, \$7,946; Schooner Ellen Lincoln, Portland, \$5,400; Schooner Benj, Provincetown, \$3,500; Schooner Pleiades, Wellfleet, \$3,500; Schooner LN. B. Hawes, Boston, \$3,500.

Codfish.  
The codfish receipts at Boston have been smaller on Bank fish and somewhat increased in shore fish. As the catch of Bank fish has been much smaller and the prices higher, the amount of Bank cod sold was less than in 1888. On the other hand the catch of shore cod on the coast of Maine in comparison with the catch of fish on the Banks has been much more successful and the price more agreeable. The stocks of cod-fish at the outports were never so light at this period of the year as they are at present. In the catch of the Provincetown vessels there is a falling off of more than 50,00- quintals from the catch of 1888. There is a falling off in the catch of the Portland vessels of 15,000 quintals. Several ports which sent out one

or more vessels in the season of 1888 and which vessels landed nearly 10,000 quintals of codfish, have had no vessels on the Banks the past season, those vessels having been sold to engage in other business. Very few vessels secured full trips. Schooner Marguerite, Gloucester, \$13,399; schooner A. V. S. Woodruff, Bucksport, \$13,000; schooner Cora S. McKay, Provincetown, \$13,000; schooner Lucy W. Dyer, Portland, \$6,400.

The total New England catch of cod the past season have been 498,987 qtls. less than the total catch in the year 1888. The catch for 1885 was 902,455 quintals. The amount of fish cured at Gloucester the past season exceeds the amount cured in 1888 by 4000 qtls., which is due, in a measure, to an increase in the number of vessels, caused by the poor status of the mackerel fishery. The very heavy falling off at Provincetown is thought to be on account of their method of fishing with hand-lines and not with trawls as most of the vessels form Gloucester employ in fishing.

Herring.  
A light catch of mackerel has an influence to increase the trade in barrel herring. The early part of the yer the trade called for a herring of a medium size, while later in the season the call has been chiefly for a larger fish, and as all our large herring come from Nova Scotia and Labrador, the importations have been larger than in 1888. The catch of these herring off Cape Ann was much larger than last year, though there has been no great activity of these goods in this market. The catch of alewives in the spring was good and more were salted than ever before; the price has been the lowest for several years. There is not likely to be much herring handled in Boston from the Scotch or Norwegian coasts, as they will not bring much more than \$8.00 per bbl.

Though the receipts of barreled herring show an increase, the receipts of smoked herring show a decline, the total receipts having fallen from 631,918 to 555,795 boxes. The domestic receipts, however, increased from 162,342 boxes to 219,426 boxes. Though the spring catch of alewives was good in the vicinity of Boston, the total receipts how a decline of nearly thirty percent.

Modus Vivendi.  
During the past year American fishing vessels have paid the Canadian government \$95895,0 under modus vivendi. The licenses thus purchased secure immunity from seizure when buying bait, trans-shipping catch or purchasing supplies in Canadian ports. The tonnage of the vessels thus licensed was 6493 tons. The following Maine vessels were among those who purchased licenses: In General.

In regard to the attempt to open new fishing grounds on the Pacific coast, the report shows that it has not been successful and that the Pacific codfisheries have steadily declined. Since 1883 the number of vessels engaged has declined form 16 to 5 and the number of cod taken from 1,750,000 to 812,000. Of the five vessels which left for that coast during the past two years, three have been sold, one has been offered for sale and the other has been withdrawn from that fishery.

The important work of hatching cod, undertaken as an experiment in 1878-79, has been so improve in method and apparatus (chiefly due to the inventive genius of Col. McDonald, Chief of the United States Fish Commission) that many millions of young cod, haddock and pollock, have been produced and planted in New England waters during the past two years. The result of this is that millions of these species of one and two years growth, are reported as being taken



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in traps and otherwise, in localities where the oldest fishermen have no recollection of seeing them before. There is, therefore, reason to anticipate a marked improvement in the shore cod and pollock fisheries as soon as these young fish have attained maturity.

The growth of the fresh cod and had-dock fishery within the past twenty-five years has been remarkable. Twenty-five years ago not more than thirty sail, a small and poor class of vessels, engaged in this fishery and confined themselves to shore fishing. The first vessel to go to La Have Bank was the schooner Martha C., of Gloucester, in the winter of 1880-81, since which time off shore fishing has constantly increased. In the course of a year about 237 vessels land fresh fish at T wharf, Boston. Some of th vessels go as far away as Western Bank, four hundred miles distant, and are the finest and swiftest of any engaged in the fisheries. The high liners the past year are: I. J. Merritt, Jr., of Provincetown, fished nine months and stocked \$23,000.

The menhaden fishery the past season was the most successful ever known. It is estimated that at least one-third more were taken than last year. There seemed to be no limit to them in the waters between Fire Island and Mt. Desert, but they were principally taken in Buzzard’s and Narragansett Bays, and Long Island Sound.

Maine Catch of Cod.

The following table shows the Maine catch of cod and other ground fish for the year of 1889.

Exports and Imports.

The valuation of imports and exports at Boston for the fiscal year ending June 30, 1889, are given at length. In 1889 the imports of dutiable fish in Boston were worth \$880,201 and of fre fish \$473,997; the exports of domestic fish being valued at \$107,770 and of foreign \$1,393,412. During the same fiscal year the value of the imports and exports into and form the entire country were as follows:

It will be seen that imports have declined and exports have increased. Our chief imports are sardines, pickled herring and fresh fish. Our chief exports, canned salmon (\$3,364,550) followed by oyster, (\$834,171) and codfish (757,678).

Page 4.

Big Fore and Afters.

Of late years no sailing craft have proved so profitable as the three, four and five-masted schooners. These big fore and afters give the carrying capacity of good-sized barks and ships, without the expense of maintenance of the square rigged vessels. They have proved themselves to be fitted for almost every trade and their voyages have been made generally in good time, so that steady and remunerative employment could be depended upon for them. At a time when the era of wooden sailing ships seemed to be nearing the end, this new class of vessels, ships in disguise as they are sometimes called, suddenly opened the way for a new lease of life for wood and sail and a steady flow of capital has lately sought this class of investment, a considerable proportion of the vessels launched form Maine shipyards during 1890 being large fore and afters. The recent disaster that befell the monster four-master Millie G. Bowne on her maiden voyage has led to considerable discussion regarding this rig and much unfavorable comment has been heard. In this connection the views of such an excellent authority as the Maritime Register are of importance.

The Register says: “The success that has attended upon these big for and afters has met with a check. Their rig, admirable as it is, and the cause of so much rejoicing

among builders of wooden vessels, is now being regarded with suspicion. It is considered to be dangerous, for it has a tendency to overspar the vessel and to leave her at the mercy of the seas in heavy gales. The masts are so long and comparatively so close together that they are not held securely ion place by the standing rigging. The spread of for and aft sails is so great that in heavy weather it has become a problem how to handle them successfully, and the tendency of four and five-masted schooners to part with their masts in bad blows has led to the conclusion that there are some vital defects in this rig that must be removed it is to remain on big wooden vessels. Many opinions are given to account for this trouble with the big schooners, but there are not many good suggestions yet forthcoming pointing to improvements that will retain the rig, while removing its defects. That something must be speedily done in this direction is obvious. If the four and five masters keep on losing their masts in gales that ordinarily they should pass through in safety, the under-writers will undoubtedly be chary of taking risks on these vessels. Premium rates will go up and this step, more than anything else, will drive out the new rig. But as it offers so much more of advantages than other rigs and as orders for big schooners are increasing, experts will certainly find a way out of the difficulty and the charge that is now brought against the four-master will fail for want of cause.”

Page 5.

The Register says the Boothbay House has been thoroughly fumigated and cleansed under the direction of Dr. Blossom. The public need have no fear now of accepting Landlord Knights’ hospitality.

Negotiations are in progress in Halifax, under the direction of Captain J. R. Hall, for the formation of a company to develop the springs at Wilmot, Annapolis. The hotel at the Springs was burned last year just about the time it was to open for the summer, and it is proposed to replace the building destroyed by a larger and more complete one. There is a steady and growing demand in the United States and elsewhere for the medicinal waters of the Spa Springs, as their valuable properties become known.

T.A. Barker, the successful manager of the hotels at that fashionable resort, Campobello, is now established for the winter at the new Hotel Lafayette at Fayetteville, North Carolina. This is a handsomely appointed hotel, being modern in every way, and has accommodations for 150 guests. The climate of Fayetteville is delightful and makes the place specially desirable for invalids, as well as attractive to lovers of scenery, while sportsmen will find an abundance of game in the immediate surroundings. Within the city limits one will find quail, while deer, wild turkeys and smaller game abound. Cross country riding is one of the favorite diversions of visitors, and a hunting club is formed to make runs on the fine Kentucky horses with which the country abounds. The fishing is equally good, trolling for trout being great sport, and the facilities for boating are not surpassed in the south; as the town is at the head of navigation

on the Cape Fear River.

The Marshall House, at York harbor, was the first regular hotel opened at the harbor for summer visitors. It was opened to the public in the summer of 1871, and then had ninety sleeping rooms with accommodations for 150 guests. It has now 165 rooms and accommodations for 300 guests. There are now three hotels and ten large summer boarding houses at York harbor, and you can stand on the piazza of the Marshall House and count not less than fifty buildings occupied as summer residences and costing from \$2000 to \$15,000 each, that have been built since the Marshall House was opened. There are seven cottages now in course of construction at the harbor, to cost from \$3000 to \$10,000 each to be completed the coming spring; and the plans have been made and accepted for five others to be commenced as soon as spring opens. Fifteen years ago the best building lots today are selling at \$4000 and \$5000 an acre and a similar increase has resulted along the entire sea front of York, as nay one will find out who intends to purchase a cottage site. The construction of the York Harbor & Beach Railroad inaugurated a great boom in real estate all along the ocean front of York, and the property owners from the harbor to Cape Neddick are greatly indebted to Hon. Frank Jones and with other active promoters of the rod for the large advance in the value of their property. [Portsmouth Chronicle]

Page 6.


The smelt fishermen on the Machias

river are meeting with good success and are hauling the fish by the ton to Franklin Road for shipment to New York over the Maine Central.

H. A. Bradley, of Pemaquid, is doing a good business shipping eels to New York. Besides what he has collected at Pemaquid, he also has a large quantity in cars at Benton, which he will ship in a few weeks.


The Portsmouth, NH, Penny Post reports a big day among smelt fishermen at Great Bay, recently. It was a model fish day, comfortable and enjoyable Thousands of the shiners went into the bags of the expert fishermen, six of whom aggregated a catch of 387 pounds. “High line” was held by C. A. Neal, who brought in 103 lbs., followed by the veteran fisherman, Charlie Wallace, with 70 lbs. The fish were of unusual size and sold readily at 15cts., those sent to Boston bringing 20 cts. One smelt weighing just eight ounces, was sold for 25cts. to an eager purchaser

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POWER



17’ SCOUT SPORT DORADO, 2020. Rascal Blue Hull Color, Yamaha F90LB Outboard, Bimini Top, Ski Tow Bar and EZ Loader trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

POWER



19’ SCOUT 195 SPORTFISH, 2020. Midnight Blue Hull Color, Yamaha F115XB Outboard, EZ Loader trailer, Powder Coated Ski Tow, Sport Package. Aluminum Bimini Top, AM/FM stereo with iPod jack and bow cushion. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



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POWER



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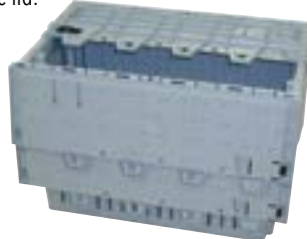


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20" W x 31-1/2" L x 16" H. All-plastic construction. Attached 2-piece lid.

**\$57<sup>99</sup>**  
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HML-LOB-CRATE  
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