

# Maine Coastal News

Volume 33 Issue 1

January 2020

FREE

## News from Around the Boatbuilding & Repair Shops



At Finestkind Boat Yard in Harpswell is this Willis Beal built 38-footer LIZZIE. She is awaiting a total rebuild either here or at her owner’s home in Ogunquit.

### Gamage Shipyard South Bristol

The big project has been the refit of a Holland 32, which is nearing completion and will look like a new boat when done. When the boat arrived it was an empty hull and then they purchased a deck and house from Holland Boat Shop in Belfast. They have installed a new Yanmar 8V with 350 hp. When done she will be used as an island commuter.

Another big project is finishing a 42-foot powerboat, which came partially completed. They have installed the engine, put on the pilothouse and finished out the interior.

Waiting to get worked on is an Alden 54, which will be re-wired this winter. Other work includes tankage on an Albin 32+2; stripping the varnish on a Hinckley.

The number of storage customers is about the same, but they have a number of new customers with bigger boats.

This winter, they will also be adding to the marina. This will be on the western side where they will be adding several 40-foot finger floats so they can dock six 40 footers. They will also be extending the fuel dock and redoing the fuel system. This means replacing all the tankage, which are above ground, and the pipes running between the receiving pits and out to the fuel pumps on the dock. Right now they are getting quotes from contractors who are interested in doing

the job.

They presently employ just over 15 people and feel that they can handle the workload with that number. However, they are thinking about a storage building at some point and that would mean finding a few more employees.

One person they recently added was John Vinal, who had been working over at Hodgdon Yacht Services on Southport Island. Mike Tatro, who runs Gamage’s, added, “He was actually the first guy I approached when I took this job five years ago, but he was living over there so it didn’t make a lot of sense. Then he moved back over this way and so it made sense and it was a great addition. He is a wonderful service manager. Really has helped me be able to focus on other aspects I have to do and not be out there managing crew or dealing with clients all day long. Jay Ribiero is also working as a service manager. He’s helping John with that load. He joined us a couple years ago and worked on the bus project. After that he decided to stay on.

Right now Mike said, “This is the dry period, all the boats are in and nobody is willing to spend any money. They don’t want to even think about their boats until February 1<sup>st</sup>. Then they will wake up and realize they have things they wanted to get done on their boat so the projects really hit the fan, usually around February.”

I know that some will wait until April



The Maine Seacoast Mission’s 74-foot SUNBEAM is undergoing a total refit at Front Street Shipyard in Belfast.

or May to send in the list of things to do, but in most yards that is not happening.

### John’s Bay Boat Co. South Bristol

One of my favourite yards to visit is John’s Bay Boat as I love traditional wooden boats. When you walk in you are not knocked over by a wall of styrene all you smell are the cedar shavings. In the left bay they have a 42-foot cruiser they are building.

This owner recently sold a 40-foot John’s Bay Boat that he had bought third hand originally named JULIE ANN, which was originally out of Pemaquid. Peter Kass, added, “She was a simple cruising boat, didn’t have a lot of stuff crammed in and I always thought, performed exceptionally well. This fellow has enjoyed her for a couple of years and decided he wanted just a little more

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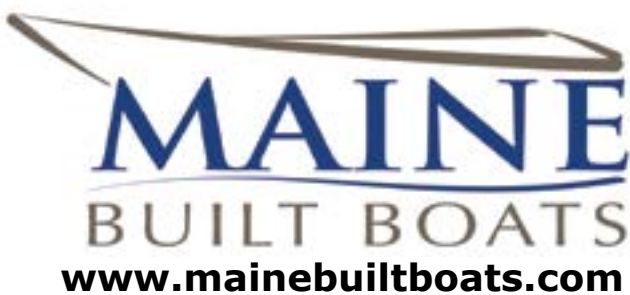
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**Publisher**  
**Editor-in-Chief**

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

**Advertising Deadlines:** The deadline for the February issue is January 10.  
The deadline for the March issue is February 7.

# MCN's Calendar

**On-going Exhibits**  
Capt. Paul Cuffe: His Work, Vision and Living Legacy  
New Bedford Whaling Museum  
New Bedford, MA  
Info: (508) 997-0046

A Spectacle in Motion: The Grand Panorama of a Whaling Voyage 'Round the World  
New Bedford Whaling Museum  
New Bedford, MA  
Info: (508) 997-0046

After Ryder – Photographs by Nicholas Whitman  
New Bedford Whaling Museum  
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Info: (508) 997-0046

Enlightened Encounters: The Two Nations of Manjiro Nakahama  
New Bedford Whaling Museum  
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O'er the Wide and Tractless Sea: Original Art of the Yankee Whale Hunt  
New Bedford Whaling Museum  
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Thou' Shall Knot: Clifford W. Ashley  
New Bedford Whaling Museum  
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"The SPRAY will Come Back": Sole Circumnavigator Captain Joshua Slocum  
New Bedford Whaling Museum  
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Voyaging in the Wake of the Whalers  
Mystic Seaport  
Mystic, CT  
Info: [mysticseaport.org](http://mysticseaport.org)

Death in the Ice: The Mystery of the Franklin Expedition  
Mystic Seaport  
Mystic, CT  
Info: [mysticseaport.org](http://mysticseaport.org)

Streamlined: From Hull to Home  
Mystic Seaport  
Mystic, CT  
Info: [mysticseaport.org](http://mysticseaport.org)

Homer at the Beach: A Marine Painter's Journey, 1869-1880  
Cape Ann Museum  
Gloucester, MA

**JANUARY - 2020**  
11 A Frozen Kingdom: Commerce & Pleasure in the Maine Winter  
Christopher Timm  
Maine Maritime Museum  
Bath  
Info: (207) 443-1316

16 MMTA's Annual Conference  
Maine Maritime Museum  
Bath

# Publisher's Note


I am not a fan of any holidays, as it really makes getting everything I need to get done on a monthly basis difficult. Some have asked me how I get all the papers out and gather the news, well it is not that hard, just a lot of miles. After picking up the new issue on Monday morning I make the long runs: South Portland to Freeport that day; Bath to Wiscasset, Tuesday; Northport, Rockland and Boothbay, Wednesday; and then the long run from Hancock to Eastport, Thursday. To make life a little easier the next week I make a run between Damariscotta and Rockland on that first Saturday. The next week I make runs to Mount Desert Island; Surry to Castine; back to the mid-coast hitting places I missed and then another run Downeast to Jonesport. The third week it is a run from Bangor to the North Shore of Massachusetts and then back up to Portsmouth; followed by two days in the libraries at Gloucester and Portsmouth; with the final run on the fourth day from Kittery to Saco. The first two days following week is writing the paper so it can be at press on Wednesday at noon. Of course, it would be much easier if I started putting articles together as the material is gathered, but knowing I have time, I work on historical projects instead. As most know, Fridays are spent at the Penobscot Marine Museum in Searsport working in the "Republican Journal" or answering questions. When done I have traveled from Marblehead, MA to Eastport and added another 3,500 to 4,000 miles on the GMC.

Now toss in a holiday, especially one in the middle of the week and I have problems getting everything done. If you add a snowstorm I am really in trouble. The plan this past issue was to make the North Shore run the first week of December, then spend one day in Gloucester and on Wednesday do the Southern Maine run and then head up to help with setting up for Maine Built Boats' annual conference and board meeting at the Maine Maritime Museum in Bath that afternoon. Well, mother nature thought I needed two days at home as she dropped some snow on the northeast. I then headed to Bath on Wednesday. Following the conference on Thursday afternoon it was down to Portsmouth for the night doing the North Shore run on Friday and the Southern Maine run on Saturday. I really hate missing my time in the libraries, but I did not have a choice. The Saturday run was interesting as there was little traffic running up Route 1 until I tried to get into Kennebunkport. I am not sure what they had going on, but it was worse than the busiest day in the summer.

The MBB conference went extremely well as it had great speakers and about 100 attendees. The first speaker was James Anderson who discussed the 3D printer and how it works up at the University of Maine at Orono. He was followed by a panel discussion on the trends in the outboard industry. The panel touched on design considerations, trends in the market, and what it means in the way of service. Some wondered about the commercial application with lobster fishermen, but it was thought that only the inshore fisheries would be interested. However, that might change with the development of diesel outboards. Following lunch and the annual board meeting Don Wilson of Xantrex talked on the advances in hybrid power. Over that last several years, there has been major advances made in solar panels and batteries making generators unnecessary in many applications. For those with a boat that sits on mooring unattended for several days you need solar panels so that the batteries can be constantly charged. The final speaker of the day was Jamie Bloomquist of Back Cove talking on ways to increase your presence on social media.

When coming up from Portsmouth on my Southern Maine run on Saturday, I had some time to spare so I stopped at several antiques shops. It has been said that the worst business today is antiques, because most of the young people do not collect anything, especially old things. They have even dumped the family antiques for the money, making me wonder if down the line they might regret their decision. Fortunately, there are still a few collectors and I also find it interesting just walking around these shops to see what they have. My wife calls me a hoarder, which I can not dispute. She wants to stop and comes out with nothing and I come out with usually something. I am constantly looking for maritime books and items and it is interesting to see what you can find. Maybe I should have been a picker! I will say it is also easy to see why people shop on eBay as you can find more there than in any one of these shops, but it is not nearly as fun making a run around the antique shops. It also makes you realize you should have saved more of your childhood items than you did.

So, what did I find that was of interest: a number of volumes titled "Report of the Record Commissioners, Boston Town Records," which have information back to 1660 and up to 1798. They discuss issues affecting block makers, boatbuilders, cargoes, coasters, fisheries, men-of-war, privateers, riggers, sailmakers and shipbuilding. One of the entries discusses several hogshead of salt that had been unloaded in the middle of the night, apparently to avoid paying taxes on it. However, someone had observed the unloading, which in turn informed the authorities and the captain of the vessel said that the salt would be returned.



The tug ROLAND A. FALGOUT (IMO 7509392) towing a barge down the Penobscot River from the Cianbro site at Brewer. This is one of the last loads of sections built by Cianbro for an oil refinery in Pittsburgh.

# LEON 'BUD' SMITH OF WEST JONESPORT

It is not very difficult to find interesting people on the Coast of Maine. Three years ago, I was covering the burning of Steve Carver's BIGGER DIRLS in West Jonesport and while we were talking in the shed on Smith's wharf, I met Leon 'Bud' Smith. He had allowed Steve the use of his lobster boat until he got his new boat overboard, what captured my interest was his memory about the photographs of the old boats he was showing.

Bud was born at a home not far from here he lives today, just across from the family's wharf in West Jonesport in 1929. His father was Leon and his two brothers were Raymond and Robert. He added, "My father was a fisherman and they lived in the house up here. The old man had a 35-foot boat he fished down Machias Seal Island. She had a torpedo stern in her. I don't know where they got the name torpedo stern. It used to be called a round stern."

His father's boat was built just down the road in West Jonesport and Ralph Smith, a nephew, owns it now. Bud said she would throw the traps off, adding, "They were back in the stern, up on top of it, round coaming and when she would tip ahead and got to it, she would slap them traps. He took it down, brand new boat, had it hauled into the shop that winter and had a square stern put on it with square coamings. That straightened her out."

There were two shops in West Jonesport owned by two Frank Smiths, known as the white and black Smith and neither were a relation of Bud's. He added, "One lived up to Indian River and the other one over in Mason's Bay. I don't know how come they ever got together. There were five or six families of Smiths when I went to school, not relatives at all. Just had the same last name."

Bud started fishing in a peapod. He explained, "There was a man I got it from, he didn't build it, but he was a carpenter, I don't know who built it. It had a nice sail in it. You would take the sail, roll it up, tie it up and lay it down on the other side of the boat that you were working on. Had a brand-new pair of 8-foot oars. If there was any wind at all and I was going from one place to another, I set the sail. It was a high-priced outfit. It was \$35 for the whole thing."

"It used to be there were no outboards," said Bud. "Right after World War II, my father would go out to haul. He would

go down the western bay at that time fall fishing. Lobsters would start probably September shedding so he would be fishing down there. When he would go mornings, he would have seven or eight people out there in square stern boats or whatever towing them down the bay and he would let them off wherever they wanted. Then they would row back home. If they had a sail, which most of them did, usually in the afternoon especially if its flood tide you would have a southwest breeze and you would see them coming, sailing back in. I was still in school at that time. The first boat that I had was built in Frank Smith's boat shop. Frank Smith's, black head Frank, his sons Oscar and Donald built that boat."

"When I started fishing, one of my brothers had been in the Navy, during the War," continued Bud. "The other one had been in the Army. He got out first because he had asthma real bad. He was down at Fort Bragg in North Carolina and the flowers were blooming and he could not breathe, so they sent him home."

They were all fishing out of their wharf in West Jonesport, the wharf the family still owns, which was built by Bud's father in 1933. "This day my father was hauling down there," said Bud. "He was starting to buy lobsters over here with one other fellow, wasn't a very big operator, but there weren't many of them around then. He had finished up and I was with him. I wasn't very big but I can remember we came home and the anchor was on the bow with the cross piece hung out over the side. Well, he came into the lobster car, they couldn't come into the wharf at that time, they hadn't built them out that far at that time. He came in alongside the lobster car, which had the posts up and dropped her back and put her back in [gear], well he missed it. She was going ahead and that piece on the anchor caught and it came down the side of the boat and cleaned out the exhaust pipe, the gas pipe and the whole... we were shipwrecked."

Bud's wife's name is ANGELENA, which was the name of her father's lobster boat, which was built by Will Frost. Bud added, "This story that goes with it. When her father got grown up, he went away. He had a brother-in-law that was working up around Lake Erie so he went up there and got a job. His father and the four brothers went gunning birds a lot. He went away and his father missed him quite well. So, the



The Smith dock in West Jonesport.

next year his father had had a boat similar to that, only larger built and when his son came home, he says if you stay home, you take your pick of those boats. He took that one, which was the newer one, that was made by Frost."

Bud said that she was probably built in the early 1930s. He also said that she was just over 30 feet but so narrow that you could almost touch each side and thought she might have been powered with an engine out of a wrecked car.

Bud's wife was born first followed by Harold, Wendell, Ordmond, and Donald, Jr.

The first wharf was flattened when a log floated inside it during a storm and knocked it apart. Just as World War II was coming to an end, several young men coming back helped them build the wharf where it is now. Since then it has been rebuilt two or three

times.

One of Bud's uncles was Lewis Kirby who ran the wet-well lobster smack FRANCIS EVELYN over to Nova Scotia and back before heading to Boston to unload. If he was staying a while, he would every so often go out and run her up and down the reach to circulate the water in the wet well to keep the lobsters alive. Later he would turn FRANCIS EVELYN into a sardine boat, by removing the wet well. Bud added, "He hauled quite a few sardines and when he got done the old man always thought we should have a bigger boat so we bought that one. We put a crew in her and whatever but we didn't have a factory so we hauled mostly cat and dog food. A few times went to the west'ard."

Continued on Page 6

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# Jason Curtis of Portland Yacht Services



PORTLAND—There are a number of people working on the coast of Maine that have very interesting backgrounds. How about beginning your career working on outboards while in high school, join the Air Force to work on the super-secret spy planes, leave the military to come back to the coast of Maine and work in one of the premier yards, where he is now running the operation? Well that is just what Jason Curtis of Portland Yacht Service/Shipyard (PYS) in Portland has done.

Jason, who grew up in Gorham and Westbrook, explained, “I started in the marine world when I was 13 years old working on boats at this little place called White Rock Outboard in Gorham. I was taking industrial arts and the owner of White Rock Outboard called looking for somebody that might want to work on boats and the industrial arts teacher sent me up there and that is how it started. I was always doing something me-

chanical at the house. I started with dirt bikes when I was six years old. So, they taught me outboard motors, right from the basics. Then at 21 years old I decided to go into the military, go see the world. I worked on spy planes and went all over the world. I saw lot of things, did a lot of things, that are quiet today. It was a really good experience.”

Unfortunately, we cannot say a lot about what he did in the military. We can say he worked on the electrical and environmental systems. The pilots wore space suits and the suits are considered an environmental system, because they have oxygen and pressurized systems going to them. The wiring was interesting as it did not have a covering as it would increase the weight of the plane so it could not perform as needed so the wires were shellac coated. Jason was in school in the middle of a corn field in Illinois for almost a year before he even got to touch one of these planes. At the time the United States was in the midst of Desert Storm and there were a lot of trainees coming into the military, but only a select few were chosen for this program.

When asked if he ever got a ride in one of these top-secret planes he responded, “No, but I took a ride in a T 38, which is a two seat F5. We went from Beale Air Force Base in California to the acrobatic range in Nevada, over Lake Tahoe, down through Yosemite over San Francisco out in the ocean a little bit back up over the Golden Gate Bridge back up to Beale Air Force Base, four approaches and then the landing in an hour and 20 minutes. Great trip. I know I almost blacked out at 7Gs even though I was in a G suit. A G suit is like a blood pressure cuff from your chest down and it is supposed to keep the blood up in your brain.”

Jason loved it and would have retired from the military in 2011 and when asked if he missed it he said, “Yes and no. I mean I don’t miss the two AM phone calls. Pack your bags you are going... You always had to have a bag packed, I don’t miss that. But there is a lot of opportunity. I wouldn’t change anything. It was cool, it was fun, getting through the first-year of basic training and all of that. Some of my best friends. You are so tight with people when you are all around the world doing stuff together.”

What did he learn, Jason explained, “They taught us attention to detail. There is no tow truck with an airplane. There is no second chance there is no time for a comeback. It is either right or really wrong. I watched a plane crash. That’s not anything that anyone wants to see. It went to 1100 feet and then the engine went out. Something like that makes you realize that everything has to be perfect or people get hurt.

In 1995 he returned to White Rock Outboard and worked there till 1997 and the following year he was hired by Portland Yacht Service as an outboard technician. He went from technician to outboard shop foreman, then operations manager and now is the Vice President of PYS.

The move from 58 Fore Street to 100 West Commercial Street has been challenging. During the move they also purchased Gowen’s at 400 Commercial Street. This facility offered a Travelift, outside storage space and some retail space for outboards and a couple of boat lines. This year the lease expired and they moved everything down to their new location. They also acquired a 330-ton Travelift last year, which has increased business, especially in the big boat market. Presently they are building two buildings onsite, one that is big enough to allow the Travelift to bring boats in to be worked on and another building up on Commercial Street, which will be used for office, retail and indoor storage space. In the future they will probably put up more heated storage buildings as the demand is certainly there. As with any business today the problem is finding employees to help with the workload and right now they could use 20 more people.

Keeping this all running smoothly is certainly not an easy job, but Jason has it all under control. Then if you have a real challenging question on an outboard that is not running correctly he will deal with that too.

## LEON 'BUD' SMITH

Continued from Page 5.

Over the years Bud has done a lot of halibut fishing and only quite a few years ago.

The lobster boat built by the Smith’s for Bud was 36 feet long and powered with a straight 8 Chrysler engine. “When I launched that one, I had just graduated. It was a nice boat, they built good boats and it went pretty good. At that time, the Roadmaster Buick was the best engine. That is what the racers had in them. They seemed to have a little more power and they had to keep them shined right up. If they came across each other they had to race. There were very few mornings that you were going along and you did not see two someone’s having their race, that is the way they went.”

“The first boats that my two brothers had,” said Bud, “was the one with the make-and-break engine in, HERRING. It was a double-ended boat, but I don’t know who built her. They weren’t seaworthy looking, but they had sails in them. Then they would change them over, put a log in them to run the shaft out through and put an engine in them.

Bud’s next boat came out of Harold Gower’s shop on Beals Island in 1946. His father had a Gower boat, which was a 36 footer and his was a 35 footer. He added, “The craftsmanship was excellent, all of them just looked better. I fished down Machias Seal Island for seven years and it was a real good sea boat, but there were times we did not want to be out there. We would haul down there, slack tide, but when the tide started most of the places, we were fishing you could get near the island. You had to tie up in the cove, put the anchor out and we would tie the boats up together. They would swing apart and ‘ka-bang’ into the side. When you got underway the first thing you did, you took the hammer out and pounded the guard back on. We would run down, I think it was 21 miles from here and we would run down one day and then that night we would run into Cutler, 12 miles and maybe the next night. Cutler was a good harbor and nice people. We slept in the boat. We had hammocks and Shipmate stove. Some nights down there it was cold enough the harbor would freeze over. It would be thin ice and it

would cut into the sides of the wooden boat. We would come home if it was going to be real cold. When we first went down there the Grand Manan fishermen were fishing there too, we got along good with them. The light keeper was from Grand Manan and anything he wanted we would get the order for him.”

At this time, there were no Cutler fishermen fishing off Machias Seal Island, they were fishing on the shore.

Bud’s next boat was not well received as he stated, “I got the first fiberglass boat in the Jonesport reach. I went up to East Blue Hill to Webber’s Cove and looked at them. I said, ‘how tough is this stuff?’ He said, ‘do you want to check it?’ He had three or four boats in progress. The top part of them, 10 inches, were cut right off the top to cut them down for a lobsterboat. He took one of them, laid it between two rocks, and there was a maul that had been there for other people and he said, ‘try it, give it a good for.’ I took a good swing at it and if I hadn’t jumped ahead that maul would have struck me in the rear end and there wasn’t a scratch on it.

“There was quite a number of guys building boats on the island,” said Bud. “A lot of times some of us would be over to the island with our boats and go around the boat shop. I could see I wasn’t so welcome. Some of the younger ones went up and worked with them in Blue Hill and some went to Corea. One of my brothers had a Vinal Beal boat, she was 38 feet and 11 feet wide and that was more seaworthy, but I did the same work with mine. You had to be careful, we dragged shrimp in her and we had 10,000 pounds one day in her and we didn’t have a lot of free board. They weren’t really boats to be carrying a big load but they were seaworthy enough and the captain was good enough so they got them home.”

Bud did not remember George Brown, but he did remember Alvin adding “Alvin’s boats were a little bit faster than most of them. I had the Gower boat and I raced this Alvin Beal boat and she could beat me every time.”

When Bud’s father gave up the wharf Bud and his two brothers took it over. Bud retired from fishing five years ago and has now given up running the wharf. The wharf is now run by his nephew, but do not be surprised if you find Bud down there too.

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# U. S. COAST GUARD NEWS

## Coast Guard announces naming of new cutters after FDNY, NYPD, USCG Reserve 9/11 heroes

12 November

NEW YORK — The Coast Guard announced that two of its new Sentinel-Class Fast Response Cutters (FRCs) will be named in honor of two extraordinary public servants who served in the Coast Guard and also served in the New York City Fire Department and New York City Police Department, respectively, with both losing their lives responding on 9/11.

Adm. Karl Schultz, Coast Guard commandant, made the announcement in New York City's Battery Park flanked by New York City Mayor Bill de Blasio, NYPD Commissioner James O'Neill and FDNY Chief of Department John Sudnik, that the new cutters will be named in honor of Port Security Specialist 2<sup>nd</sup> Class Vincent Danz and Machinery Technician 1st Class Jeffrey Palazzo.

Palazzo served as a Coast Guard Reservist and FDNY firefighter at Rescue 5 in Staten Island. He perished while assisting others at the scene of the 9/11 attacks. Danz served as a Coast Guard Reservist, as well as an NYPD officer at the Emergency Services Unit in the Bronx. He was providing aid to victims on 9/11 when he perished during the World Trade Center collapse.

"We are humbled and grateful for the opportunity to honor these brave men whose service and sacrifice spanned three great first-responder organizations," said Adm. Karl Schultz. "Their broad military and public service to both the Nation and City of New York demonstrated their incredible dedication and character. When the call came, they answered. We are certain that the men and women who serve aboard Coast Guard Cutter Vincent Danz and Coast

Guard Cutter Jeffrey Palazzo in the future will proudly carry on their sense of honor, respect, and devotion to duty."

"On the day we needed them most, our city's brave first responders ran toward danger without hesitation," said Mayor Bill de Blasio. "Officer Vincent Danz and Firefighter Jeffrey Palazzo lived and died in service to our city and our country, and I join the U.S. Coast Guard, NYPD and FDNY in remembering the sacrifices they made to keep us safe. They were heroes, plain and simple, and their spirit will live on through these vessels as they continue to protect our city and nation from harm."

Firefighter Jeffrey Palazzo bravely served our city and his country, proudly wearing the uniforms of the FDNY and United States Coast Guard," said Fire Commissioner Daniel A. Nigro. "We will never forget his bravery and the sacrifice he made working to rescue those trapped at the World Trade Center. His legacy will live on through the Sentinel Class Fast Response Cutter that will bear his name and rescue New Yorkers from danger for years to come."

"Eighteen years ago, New York City Police Officer Vincent Danz was a portrait of courage amid the devastation of the World Trade Center attacks," said Police Commissioner James P. O'Neill. "His public service on September 11<sup>th</sup> was exceptional, and yet reflective of the great character of our 36,000-member police force and its dedication to duty. As we think about Vincent's life, let us always honor – and never forget – his sacrifice for his colleagues, our fellow New Yorkers and our country. To Vincent's family, we thank you for sharing such a virtuous man with a grateful city. Let this Coast Guard vessel forever be a beacon to anyone in distress and a reminder of our collective mission as first responders to always keep



The USCG heavy icebreaker POLAR STAR.

one another safe."

The new cutters are scheduled for delivery starting in 2023. FRCs are the mainstay of the Coast Guard's coastal patrol fleet, providing multi-mission capabilities and interagency interoperability. FRCs feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment; over-the-horizon cutter boat deployment to reach

vessels of interest; and improved habitability and sea-keeping. They are replacing the 1980s-era Island-Class 110-foot patrol boats.

**Coast Guard suspends operations of multiple New York ferries after inspection**

**Continued on Page 8**

## Adventures and History from Downeast Maine By Arthur S. Woodward, Beals Island



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# U. S. COAST GUARD NEWS

**Continued from Page 7.**

**tions reveal safety discrepancies**  
*24-November*

NEW YORK -- The Coast Guard ordered 23 New York Waterway ferries to suspend service over the last week after a series of inspections found the vessels to be operationally unfit.

Coast Guard Sector New York marine inspectors determined the 23 ferries had damage or discrepancies significant enough to warrant suspension of service. So far, two of those vessels have been reinspected and returned to normal operations.

“The safety of the public is our top priority, and we expect our ferry operators to uphold the highest standards,” said Capt. Jason Tama, commander of Coast Guard Sector New York. “We know many people rely on these ferries for daily commutes, and as these discrepancies are rectified, we will work with New York Waterway to return these ferries to operations as quickly as possible.”

New York Waterway currently operates 32 ferries in the New York area. Upon discovering multiple discrepancies during routine vessel inspections over the past two weeks, the Coast Guard conducted an inspection of 100 percent of the operational fleet, including 21 vessels alone on Saturday.

**Nation’s only heavy icebreaker departs for Antarctic military operation**  
*26 November*

SEATTLE — The crew aboard the U.S. Coast Guard Cutter Polar Star (WAGB 10) departed Tuesday commencing their annual deployment to Antarctica where the cutter and crew will support Operation Deep Freeze 2020, a joint military service mission

to resupply U.S. interests in Antarctica.

“We set out today on an important mission, saying goodbye to the friends and families who have supported us and our ship for the past seven-months since we returned from Operation Deep Freeze 2019,” said Capt. Gregory Stanclik, commanding officer of the Polar Star. “We are looking forward to this year’s mission to McMurdo Station with a ship that is running the best it has since reactivation. This mission is critical to the United States and our continued strategic presence on the Antarctic Continent and I have the best crew possible to ensure we safely accomplish our goal.”

Homeported in Seattle, the 43-year-old Coast Guard cutter is the United States’ last remaining operational heavy icebreaker. This is the cutter’s seventh deployment in as many years to directly support the resupply of McMurdo Station – the United States’ main logistics hub in Antarctica.

Each year, the crew aboard the 399-foot, 13,000-ton Polar Star create a navigable path through seasonal and multi-year ice, sometimes as much as 21-feet thick, to allow a resupply vessel to reach McMurdo Station. The supply delivery allows Antarctic stations to stay operational year-round, including during the dark and tumultuous winter.

Commissioned in 1976, the Polar Star is showing its age. Reserved for Operation Deep Freeze each year, the Polar Star spends the winter breaking ice near Antarctica, and when the mission is complete, the cutter returns to dry dock in order to complete critical maintenance and repairs in preparation for the next Operation Deep Freeze mission.

The Coast Guard has been the sole provider of the nation’s polar icebreaking capability since 1965, and is seeking to

increase its icebreaking fleet with six new polar security cutters in order to ensure continued national presence and access to the Polar Regions.

In the fiscal year 2019 budget, Congress appropriated \$655 million to begin construction of a new polar security cutter this year, with another \$20 million appropriated for long-lead-time materials to build a second.

The Coast Guard and U.S. Navy, working through an integrated program office, awarded VT Halter Marine Inc., a fixed price incentive contract in April for the detail design and construction of the Coast Guard’s lead polar security cutter, including options for the construction of two additional PSCs.

“The Coast Guard greatly appreciates the strong support from both the Administration and Congress for funding the polar security cutter program,” said Adm. Karl Schultz, the commandant of the Coast Guard. “These new cutters are absolutely vital to achieving our national strategic objectives in the Polar Regions – presence equals influence, and we must be present to meet the Nation’s national security and economic needs there in the future.”

**Coast Guard Cutter Thetis returns to Key West from drug interdiction patrol**  
*5 December*

KEY WEST, FL— The crew of Coast Guard Cutter Thetis returned home Thursday to Key West, Florida, after completing a 79-day patrol throughout the Eastern Pacific Ocean in support of U.S. Southern Command Joint Interagency Task Force South and the Coast Guard 11th District.

The Thetis crew interdicted four suspected drug smuggling vessels seizing an estimated 9,300 pounds of cocaine and

preventing more than a ton of additional drugs dumped by suspected smugglers from reaching the United States. The interdictions, which included two low profile vessels in one week and resulted in the apprehension of 13 suspected smugglers and seizure of drugs with an estimated value of \$165-million, were accomplished by working with multiple interagency partners to counter transnational criminal organizations and hinder the illicit flow of drugs, people, and other dangerous shipments bound for the United States.

“These interdictions were an all hands effort working with Joint Interagency Task Force South, interagency partners and partner nations in the region,” said Cmdr. Randall Chong, commanding officer of the Coast Guard Cutter Thetis. “I could not be prouder of my crew for stepping up and successfully completing our mission.”

During a port call in Huatulco, Mexico, Thetis crewmembers volunteered for a community relations event and built a playground at a school located in the mountains of the Oaxaca province. The Thetis crew provided children with a new, safe playground that will last them many years to come.

In addition to its operational success, the Thetis crew completed damage control, seamanship and navigation, and shipboard helicopter operations and training with an embarked Coast Guard Helicopter Interdiction Tactical Squadron MH-65 Dolphin from Jacksonville, Florida.

Named for the famous Greek mythology sea nymph and mother of Achilles, the Thetis is a 270- foot Famous-class cutter, homeported in Key West and has a crew of 100.

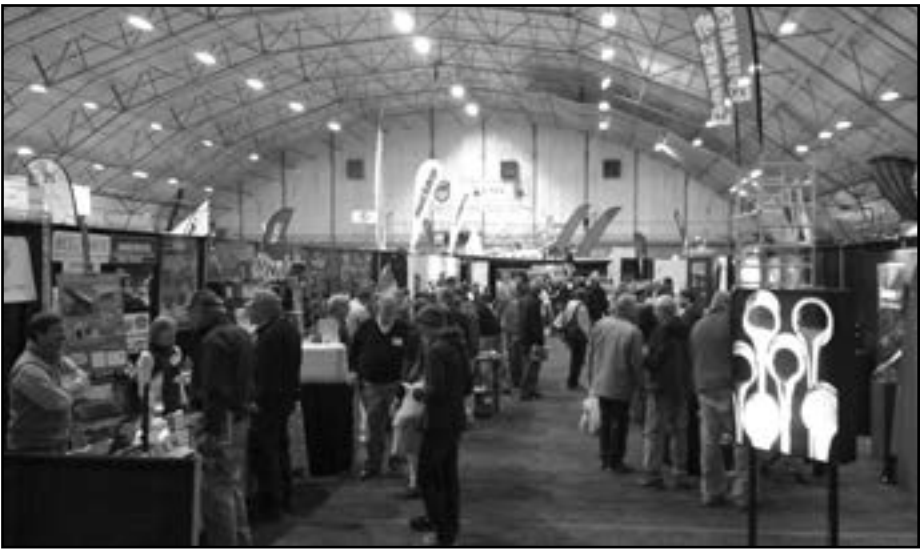
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# U. S. NAVY NEWS

## Navy Announces Three Deaths in Pearl Harbor Naval Shipyard Shooting

JOINT BASE PEARL HARBOR-HICKAM, Hawaii (NNS) -- Two Department of Defense civilians died following a shooting at the Pearl Harbor Naval Shipyard at Joint Base Pearl Harbor Hickam on Dec. 4. The shooter, a Navy Sailor assigned to USS Columbia (SSN 771), died from self-inflicted gunshot wound.

The civilians have been identified: Vincent J. Kapoi of Hawaii, Metals Inspector Apprentice, Pearl Harbor Naval Shipyard and Roldan A. Agustin of Hawaii, Shop Planner (Nondestructive Testing), Pearl Harbor Naval Shipyard.

The Sailor was identified as Machinist's Mate Auxiliary Fireman Gabriel Antonio Romero of Texas, assigned to USS COLUMBIA (SSN 771). The submarine, homeported in in Pearl Harbor, remains in dry-dock at the Pearl Harbor Naval Shipyard for routine maintenance.



WASHINGTON (Dec. 7, 2019) File photo of Ensign Joshua Kaleb Watson, 23, from Coffee, Alabama. Ens. Watson was killed during an active shooter incident at Naval Air Station Pensacola, Dec. 6. (U.S. Navy Photo)

## Navy Identifies Three Sailors Killed in NAS Pensacola Shooting

From the Office of the Navy Chief of Information  
WASHINGTON (NNS) -- Three Sailors died during an active shooter incident at Naval Air Station Pensacola, Dec. 6.

The identities of the Sailors are: Ensign Joshua Kaleb Watson, Student, Naval Aviation Schools Command, 23, from Coffee County, AL; Airman Mohammed Sameh Haitham, Student, Naval Aviation Schools Command, 19, from St. Petersburg, FL; and Airman Apprentice Cameron Scott Walters, Student, Naval Aviation Schools Command, 21, from Richmond Hill, GA.

"The sorrow from the tragic event on NAS Pensacola will have a lasting impact on our installation and community," said Capt. Tim Kinsella, commanding officer, NAS Pensacola. "We feel the loss profoundly and grieve with the family and friends of the deceased. The Sailors that lost their lives in the line of duty and showed exceptional heroism and bravery in the face of evil. When confronted, they didn't run from danger; they ran towards it and saved lives. If not for their actions, and the actions of the Naval Security Force that were the first responders on the scene, this incident could have been far worse."

The installation is now open to mission essential personnel only through the weekend. Families who live on base will have access to the base and their residences. The National Naval Aviation Museum is closed until further notice. The Barrancas National Cemetery is closed to visitors until further notice.

An Emergency Family Assistance Cen-

ter was established today and will reopen at the Fleet and Family Service Center (FFSC). FFSC will have counselors there to support witnesses, friends, family and base residents. They can be contacted at (850) 452-5990.

## Statement from Chief of Naval Operations on Recent Attacks on Naval Installations

By Chief of Naval Operations Adm. Mike Gilday,  
WASHINGTON (NNS) -- This has been a devastating week for our Navy family. Our hearts break for those who lost their lives in Pensacola and the wrenching pain it causes their loved ones. When tragedy hits, as it did today, and Wednesday in Pearl Harbor, it is felt by all. Those who grieve do not do so alone. We grieve together alongside you. We serve together as one team, as one Fleet, as part of one Joint Force. As shipmates - uniform and civilian, active and reserve - we must come together to be the strength and support for those who need us now. No one should feel alone. There are many resources available for us all - including counselors, chaplains and mental health professionals. We must look out for each other and take care of one another. That extra effort to extend a hand or lend an ear to those who need help should never be underestimated. It will make a difference.

## SECNAV Names Future Destroyer in Honor of Late Sen. Cochran

From Secretary of the Navy Public Affairs  
WASHINGTON (NNS) (NNS) -- Secretary of the Navy Richard V. Spencer announced a future Arleigh Burke-class guided-missile destroyer will be named in honor of late Sen. Thad Cochran, a Navy veteran.

Cochran was commissioned an ensign in the U.S. Naval Reserve in 1959 after graduating from the University of Mississippi with a bachelor's degree in psychology and completed his service in the U.S. Navy in 1961.

He served on the staff of the Commandant of the Eighth Naval District in New Orleans, Louisiana; taught military law and naval orientation at the Officer Candidate School in Newport, Rhode Island; and was promoted to the rank of Lieutenant in the U.S. Naval Reserve.

Cochran went on to serve in the House of Representatives from 1973 to 1978 and represented Mississippi in the U.S. Senate from 1978 to 2018. He was recognized as the 10th longest-serving senator in the history of the United States.

"From his service as a legal officer aboard the heavy cruiser USS Macon, to his dedicated work on behalf of our Sailors and Marines on the Senate Appropriations Committee, Senator Thad Cochran was always a strong advocate for our nation's defense and a courtly voice for cooperation and civility in American politics," said Spencer. "We mourned his passing this May, but his legacy will live on wherever this Arleigh Burke-class destroyer may serve."

While serving as Chairman of the Committee on Appropriations of the Senate from 2005 to 2007 and from 2015 to 2018, Cochran worked to strengthen the Armed Forces by supporting shipbuilding programs for the Navy, the Marine Corps, the Coast Guard, other critical Federal organizations, and the military bases and installations in the State of Mississippi and across the United States.

The Secretary of the Navy has sole authority to name Navy vessels. Guided-missile destroyers are currently named to honor members of the Navy, Marine Corps, and Coast Guard; former secretaries and assis-



An artist rendering of the future Expeditionary Sea Base (ESB) ship, T-ESB 5 named in honor of Marine Corps Vietnam veteran and Medal of Honor recipient Miguel Keith. (U.S. Navy photo illustration)

tant secretaries of the Navy; and members of Congress closely identified with naval affairs.

Arleigh Burke-class destroyers conduct a variety of operations, from peacetime presence and crisis response to sea control and power projection.

The future USS Thad Cochran will be capable of fighting air, surface, and subsurface battles simultaneously and will contain a combination of offensive and defensive weapon systems to support maritime warfare, including integrated air and missile defense and vertical launch capabilities.

The ship will be 509 feet long, have a beam of 59 feet, and be capable of operating in excess of 30 knots.

## Navy Accepts Delivery of USNS Miguel

## Keith (ESB 5)

From Team Ships Public Affairs  
SAN DIEGO, Calif. (NNS) -- The Navy accepted delivery of its third Expeditionary Sea Base (ESB) ship, USNS Miguel Keith (ESB 5) Nov. 15.

Delivery marks the official transfer of the ship from the shipbuilder to the Navy. ESB 5 will be owned and operated by Military Sealift Command.

"The Navy and industry team overcame significant setbacks in the construction of this ship, and I'm extremely proud of the urgency and determination displayed on everyone's part to deliver a high-quality ship that will support our operational requirements in the 7th Fleet area of operations,"

Continued on Page 10

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# U. S. NAVY NEWS

**Continued from Page 9.**

said Capt. Scot Searles, Strategic Sealift and Theater Sealift program manager, Program Executive Office Ships. “Like the ship’s namesake, those who sail aboard Miguel Keith will embody his dedication to service to our country.”

ESBs are highly flexible, modular platforms that are optimized to support a variety of maritime-based missions including special operations force and airborne mine countermeasures support operations, in addition to humanitarian support and sustainment of traditional military missions.

ESBs include a four-spot flight deck and hangar and a versatile mission deck and are designed around four core capabilities: aviation facilities, berthing, equipment staging support and command and control assets. ESBs will operate as the component commander requires, providing the U.S. Navy fleet with a critical access infrastructure that supports the flexible deployment of forces and supplies.

USNS Miguel Keith was constructed by General Dynamics NASSCO shipyard in San Diego, California. NASSCO is under contract for detail design and construction of ESBs 6 and 7, with an option for ESB 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, special mission and support ships, and boats and craft.

**Theoretical to Tactical: Veterans Turn Research into Naval Innovation**

From Office of Naval Research Public Affairs

ARLINGTON, VA (NNS) -- A wetsuit to help Navy divers fight the deadly effects of hypothermia. A portable power source for warfighters serving in desolate combat zones.

These are just two products to emerge from the Naval Enterprise Partnership Teaming with Universities for National Excellence initiative—known as NEPTUNE.

NEPTUNE’s mission: leveraging the unique experiences, knowledge and “can-do” attitude of military students with delivery of university-derived technologies. The effort has been so successful that NEPTUNE 2.0 will launch in early 2020—providing new research grants to universities to align naval and national defense strategy requirements with campus laboratory capabilities.

Launched in 2015 by the Office of Naval Research (ONR), NEPTUNE sponsors university research, which enables military students (veterans and active duty) to connect education with entrepreneurial prac-

tice—developing technology for defense and commercial applications.

“NEPTUNE’s very impressive results stem from the fact our students are not your traditional students,” said Maria Medeiros, a program officer in ONR’s Mission Capable, Persistent and Survivable Naval Platforms Department. “The veterans and military students are mature; have real, hands-on experience in solving problems; and are ready to address naval challenges.”

Currently, NEPTUNE sponsors research projects at six civilian universities, the U.S. Naval Academy and the Naval Postgraduate School. Since its inception, it has involved more than 225 veterans and active-duty students in 34 different projects—resulting in 22 patents, a strong record of employment in technology industries and multiple veteran-owned business start-ups.

Projects use theoretical research to develop products that can be used by today’s warfighters. The goal is for student projects to address real-world problems. To achieve this, NEPTUNE project teams must include military students to ensure that evaluations of proposed solutions incorporate their practical experiences in uniform.

The program also connects universities with the military, so Sailors and Marines can test new technologies and give direct feedback to researchers.

One product resulting from NEPTUNE is a diver wetsuit developed at the Massachusetts Institute of Technology. The wetsuit creates an artificial blubber for divers, which combats hypothermia and increases swimming efficiency.

Another success story is a portable microgrid created at Arizona State University (ASU). A microgrid can disconnect from a main power grid and operate autonomously. This means deployed warfighters can transport and connect to mobile power sources in remote locations.

So far, NEPTUNE has trained over 200 military students on microgrid technology. The partnership with ASU has resulted in several working prototypes—yielding three patents and multiple licensing and business opportunities.

ASU student and Navy veteran Timothy Ward said NEPTUNE had a dramatic impact on his civilian career at General Electric: “I strongly believe [NEPTUNE] opened doors for me at GE, equipping me to launch a career in the power industry after graduation.”

When NEPTUNE 2.0 begins in 2020, there will be an increased focus on entrepreneurship. This will ensure that ONR is not only supporting military students in developing job skills, but also empowering them to start businesses to develop prototypes benefiting the defense and commercial

sectors.

Dr. Richard Carlin, who directs ONR’s technology accelerator programs, said: “NEPTUNE is a scalable model that incorporates university-developed technologies into potential capabilities for the Navy and Marine Corps. Innovation hubs nationwide—known as Tech Bridges—are being established to further connect NEPTUNE students and projects with local small businesses and Navy resources to develop and test their ideas.”

**Naval Historians, Authors Highlight Battle of Midway Heroes at Dahlgren**

From NSWCDD Public Affairs

DAHLGREN, VA (NNS) -- It was a day Laura Orr did not expect in 2011 – a returned phone call from legendary Battle of Midway dive-bomber pilot Norman Jack “Dusty” Kleiss.

Orr, special events coordinator at Hampton Roads Naval Museum in Norfolk, Va., at the time, had called him with a speaking invitation. Although he accepted, he was unable to speak due to illness. However, a door of possibilities opened for Orr and her husband, Timothy Orr, an associate professor of military history at Old Dominion University.

They joined Kleiss in co-writing “Never Call Me A Hero: A Legendary American Dive-Bomber Pilot Remembers the Battle of Midway.”

The book was published in May 2017 — just over a year after Kleiss passed away on April 24, 2016 at the age of 100.

The Orrs shared this story at the Naval Surface Warfare Center Dahlgren Division Integrated Combat Systems Department sponsored event held at the base theater as a part of the Naval Heritage Command Lecture Series, Nov. 15.

It was not the only story shared.

The stories of brave U. S. warfighters, like Kleiss, who fought the Japanese armed forces during Midway, June 3-7, 1942, captivated an audience of 67 people.

“No matter what they did, whether they came back or died out on the ocean, were wounded, or blew up in their plane -- all of that is a story worth telling,” said Timothy Orr. “It explains how the U. S. eventually triumphed over the empire of Japan in the Pacific War. It really shapes the world as we know it today.”

The title of the book is reflective of Kleiss’ sentiment when the Orrs approached him about writing it. He did not think of himself as a hero – because he survived. However, as highlighted on the book cover, “On June 4-6, 1942, Kleiss, a Navy lieutenant, helped sink three Japanese warships, crippling the Imperial Navy and reversing the tide of World War II.”

The Orrs’ journey of capturing and telling the stories of Midway heroes all began

with a phone call from one of the greatest in American history.

Since that conversation, they have been bringing those stories to Navy bases throughout the country.

“That’s what we like to do,” said Laura Orr, who appreciated when an employee came up to her after the presentation and said, “Now I know about people I’ve never heard of before. I know what they did.”

**Navy’s Oldest Floating Dry Dock Passes Material Inspection**

By Hendrick L. Dickson, Mid-Atlantic Regional Maintenance Center Public Affairs NORFOLK, VA (NNS) -- The crew of the Mid-Atlantic Regional Maintenance Center’s (MARMC) Floating Dry-Dock Dynamic (AFDL 6) recently passed a material inspection by the Navy’s Board of Inspection and Survey (INSURV), certifying the dock as materially ready and safe for continued use.

For the past 75 years, Dynamic has served as an auxiliary floating dry dock, capable of lifting ships out of the water for inspections and repairs. The dock was delivered to the U.S. Navy March 11, 1944, and with the exception of USS Constitution, is the oldest active vessel in the fleet.

In preparing the dry dock for inspection, the vessel underwent a seven-month maintenance availability that included ultrasonic testing, tank inspections, and equipment preservations and repairs. Although Port Operations at Joint Expeditionary Base Little Creek-Fort Story provided barge and crane support, the overhaul was successfully completed in house by Dynamic’s 28 Sailors and MARMC’s Quality Assurance and Production teams.

“This is work typically done by an outside maintenance activity in the shipyards,” said Lt. Cmdr. Seth Hall, Dynamic commanding officer. “We were able to use our own resources at MARMC to get this done.”

The commanding officer agreed. “Keeping a World War II era craft mission capable has its challenges. INSURV just validated that MARMC and Dynamic were not just up for that challenge, but that they excelled,” said Capt. Tim Barney. “Our mission is to fix ships and this certification helps us keep our Landing Craft Units and other small vessels mission capable.”

Dynamic remains as ready as ever with its longevity not only a testament to the Sailors who serve aboard her today, but also to those who have in the past.

“If you think about it, many of the sailors that served aboard her 75 years ago were young 18-year-olds just coming into the Navy; they would be 93-year-olds today,” Hall said. “Those Sailors and all those

**Continued on Page 20**

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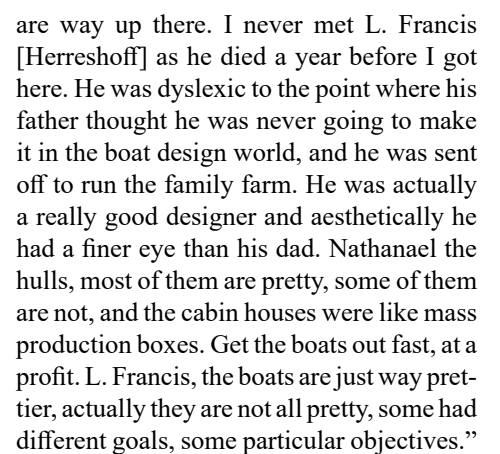
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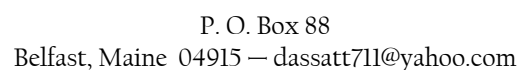
There has been a change in the way designers have had to adapt to the way boats are built today. Jim explained, “The boats on the

“Racing has gone kind of full circle,” added Jim. “When I started racing you raced around government marks and now all the racing that we do around here is around inflatable marks, windward leeward. This put the premium on tactics and that means you have to have a good crew. One thing that is growing is point-to-point type racing. The experience, the adventure part of it. The other piece is that the cost went nuts. In the 80s - 90s early 2000s professional guys, doctors, lawyers and business guys could afford to build boats and compete. However, the boats morphed into rather than boats that you could take the family for a week’s vacation into pure race boats. So, you had a 2 or 3 million dollar sailboat that you did nothing but race. That racing took you away from your family and you had to find crew. Early on in my career the

When asked who was his favourite designer, Jim said without hesitation, “Well, Nathanael Herreshoff was my hero because he did so many different things. He was way into engineering, did unbelievable engineering feats before everyone else. In all the time I have spent developing, tuning and refining the rating rule we use I have learned a lot about all these boats. Alfred Milne was a guy I hadn’t known much of. Clinton Crane or George Watson. Watson was the guy that after a whole bunch of tank testing in England and Herreshoff didn’t do any was quoted after an America’s Cup, ‘I wish he had a test tank.’ For me, both Herreshoffs



**Continued on Page 22**



## 2019 – “Working together”

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Commercial Fishing News

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

From the Director -

Here we are, in the middle of December and it's almost Christmas! I hope that everyone had a Happy Thanksgiving with lots of good food and enjoyment. I am Thankful that everyone in our family was happy and healthy for the holiday.

A lot of boats are coming up now, with only the offshore boats ramping up for the winter months. The rope specifications are in place for now, which I posted in last month's Director's Report, if you missed it. Take a look in last month's issue, it is all there for you to go by. The big point to make is, if a lot of whales are entangled, but the rope has no purple in it, then it will prove that they are not tangling up in Maine waters. It is a bit difficult to go over all of the ropes just to put a purple tracer in them, but it will hopefully be worth it in the end. How is everyone doing this? Are you painting your rope, buying purple heading twine, or purple float rope to splice into your ropes? This is all a good point for discussion. It would be good if a video could be made and shared on the internet as a go by, so we are all on the

same page. This is something that could be done and would be good if it is put out there for all of us to see.

D.E.L.A. is not holding a meeting in December, as it is such a busy month. This does not mean that we are not active and staying in touch, though. We are very much in touch with the issues and are always happy to discuss your concerns with you if you send a message or give us a call. Working together with M.L.A., And I Pelletier asked if we have folks that would like to help going to the schools and work with our younger generation to introduce the lobster industry to them as well. I asked her to send me a list of these requests when they come in and perhaps we can work together on this. If you are interested in being called to speak to a classroom, please let me know and I will share with you. I can also post it on our D.E.L.A. Facebook site and website. My closest contact is dassatt711@yahoo.com and my phone is 207 322-1924. Let's stay together with this, as our next generation is so important to us.

We received a letter from Heather

Koopman, Senior Biologist of the Grand Manan Whale & Seabird Research Station. It is a letter stating: We are tagging berried females with yellow plastic zip ties on one claw before putting them back overboard. We would like to see where the females go in short term, and where they end up during the winter and spring. The last time it was done, was in the 1980's. Berried females from that study were tagged from Grand Manan, and while most of them stayed close, a few went up the Bay of Fundy and one went as far south as Cape Cod. Are they doing the same thing 35 years later? We already have one female who moved 8nm in 9 days!

For our Fishers: If you fine one in a trap, could you please record the tag#, and where and when she was caught, and then throw her back with the tag still on. Please provide the info either by calling 506-622-3804 (number is on the tag), emailing Heather Koopman at Koopman.heather@gmail.com., 24 Route 776, Grand Manan, N.B. Canada E5G1A1. Thank you! I will post the data sheet on our website also, if I can: downeastlobstermen.org.

Scallop season has begun also! This is a good chance to buy your scallops for the Holidays. The season doesn't last long, so be sure that you participate while you can.

Today, I have a meeting with the Maine Fishermen's Forum Board, which is planning the 2020 Forum once again in March. This is going to be bigger and better each year as this will be 45 years of celebration.

The Lobster Institute's 2020 Canadian-U.S. Lobster Town Meeting is set for January 24-25, 2020. The title is "Lobsters without borders: forging our futures together."

Friday, January 24, 9am to 4pm & Seafood/Cash Bar Reception at 5 pm. Saturday, January 25, 8-11:30 am at the Crowne Plaze Motel, Moncton, NB, Canada. To register online, go to lobsterinstitute.org. or call conference services at 207-581-1443.

With all of this being said, this is a good opportunity to not be bored over the winter months!

Merry Christmas and Happy New Year to all!

Sheila

Through the Years...

By Sheila Dassatt

As we bring 2019 to a close and enter into 2020, I feel it is a good time to just reflect on our lives over the years. Today my folks were married 71 years ago in our hometown village of Stonington. You may remember our parents, Corliss and Lillian Holland of the Red Baron heyday. Just to do a little story that a lot of you can identify with, times were surely different back then. My daughter, Christy asked me their ages at the time.....Mum just turned 18 years of age and was in her Senior Year at Stonington High. She said that now that she's 18, she's going to get married, while my Dad, who was fairly fresh from coming home from the War, was ready. There was a bit of an age difference because a lot of the eligible fellas were off fighting World War II. They had a small ceremony and a dinner and cake with my grandparents and Aunt and Uncle, Al and Margaret Hicks who stood up for them. Mum finished her schooling and graduated in the Class of 1949 with my brother Glenn showing up in 1950. She wanted to be sure that he was born more than nine months later! I didn't show up until 1955, after they tried and lost two in-between Glenn and me. This was much the same for a lot of the young couples back at that time. They married young, fished and had their families young. This was all how it was done. A lot

of folks married young, and babies didn't always make it like they can in this day and age. It was a more difficult time, but yet, it was a happier time, if that makes any sense, but its true.

This article isn't just about my family or myself, but it reflects a lot of fishing families of the times over the years. The fishing declined in the late 50's due to the fact that they were able to land dragged by-catch lobsters. This is when the laws were changed to forbidding the landing of by-catch lobsters. But the damage had been done with only time to heal the lobster industry. This is when a lot of fishermen had to make the difficult decision to leave their tradition of lobstering and move to the mainland to make a living in order for their families to survive. My family was one of them. Families from Jonesport, Beals, Stonington, Deer Isle and surrounding islands found themselves moving to Bucksport to work in the mill, Belfast to work in the poultry plants or tugboats, and surrounding larger towns of opportunity. Some went to Rockland to re-establish as well.

It was a difficult change for a lot of us. Life was certainly different on the main land. Yes, there were more stores and opportunities, but the small town feeling was just not quite the same. A lot of families stayed on the islands to tough it out, which was

a matter of choice, which has proven itself over the years. This is why our conservation laws that are in place have been so important to our industry.

It may seem that rules and regulations are maddening to most, but in the eyes of survival, sometimes it has to be done. Over the years, our lobsters have found their way back to being a healthy industry once again. It's not like it was an easy task! This is why all of the challenges that we are facing now is so difficult for our fishing families. We are true survivors for sure, but we certainly need the help and support of people that understand all that we are facing and going through. It is not going to be easy to re-mark all of our ropes with saving a whale in mind. That is one of those necessary items that will involve a lot of extra work and expense to the fisherman. The only consolation with this is hopefully there will be no whales entangled with purple tracer in the ropes that they are caught up in. Purple is the Maine color for identifying our ropes due to whale entanglement. If there are no purple tracers in the ropes, then most likely it did not become entangled in



Maine waters.

Yes, times are changing over the years, and my family is just one of the examples that had to change our way of life for a while in order to survive. Fishermen are hard workers and do care about their families and also saving the wildlife around us. One bad apple in the barrel can make it look bad for all of us, which is usually the case. We will survive all of these challenges, but working together is a much better concept than always seeing the signs that say "resist." This is all coming from a generation that was always promoting signs that said "peace." With Christmas coming, that's a good one to remember, "Peace on earth and good will toward all." How about it?!

I'm wishing everyone a Happy and Healthy New Year in 2020!

Boattalk

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# MISCELLANEOUS COMMERCIAL FISHING NEWS

## ASMFC Seeks Proposals for Regional Pilot Projects in Support of Sustainable Aquaculture: Proposals Due January 15, 2020

ARLINGTON, VA—The Atlantic States Marine Fisheries Commission (Commission), in partnership with the NOAA Fisheries Office of Aquaculture, is issuing a Request for Proposals (RFP), seeking marine aquaculture pilot projects focused on sustainable aquatic farming techniques and regional business practices to grow U.S. domestic seafood. The geographic scope of the proposed projects is the U.S. East Coast states from Maine to Florida. The primary location of the proposed projects must be in the marine/estuarine environment. Examples of the types of pilot projects being sought through the RFP follow: Research and development related to the production and distribution of shellfish seed stock. Finfish, shellfish (other than oyster\*), and seaweed farming systems, especially for those species new to aquaculture in the region or that use novel production systems. Identification and development of Aquaculture Develop-

ment Zones with pre-planning and pre-permitting for a range of aquaculture activities. Resolution of issues (e.g., enforcement, water quality, public trust concerns or impacts) related to open water finfish farming in state waters. Business incubators. Regional market and economic impact studies.

\*Note: Proposals for oyster projects were already requested in a separate RFP (2019 Request Regional Oyster Aquaculture Research Consortia)

NOAA Fisheries, through the Commission, is making available \$625,000 for the funding period of July 1, 2020 to June 30, 2021. Individual proposals should not exceed \$200,000 or be less than \$50,000. It is anticipated that approximately 4-6 projects will be funded. Eligible applicants include researchers at U.S. academic institutions, research laboratories, for-profit companies/firms, nonprofits, and state agencies. Applicants seeking to apply to the RFP must submit, as a single file, an electronic proposal by email no later than 5:00 p.m. EST on January 15, 2020. Please see the RFP

for complete proposal details, qualifying requirements, and submission instructions. The RFP is available at [http://www.asmf.org/files/RFPs/ASMFC2020PilotAquacultureRFP\\_Nov2019.pdf](http://www.asmf.org/files/RFPs/ASMFC2020PilotAquacultureRFP_Nov2019.pdf).

The Gulf and Pacific States Marine Fisheries Commissions have also issued similar RFPs seeking proposals relevant to their respective regions. For more information, please contact Dr. Louis Daniel at [ldaniel@asmfc.org](mailto:ldaniel@asmfc.org) or 252.342.1478.

### LETTER TO DELA

Steve Rappaport's November 28 article "Scientists review divisive whale risk reduction model" indicates to me that NOAA has become just another deep state bureaucracy with a political agenda rather than a fact finding scientifically based regulatory agency. Their Large Whale Take Reduction Team (TRT) proposes a 50% reduction in lobster trap to buoy vertical lines. The TRT includes nearly 60 members as follows:

- 17 - Trap Pot
- 5 - gill net
- 6 - Conservation/environmental groups
- 14 - State fishery Resource Managers (one from each State on the Atlantic Seaboard)
- 5 - Federal resource managers
- 4 - Fishery management organizations

### 8 - Academic/Scientific Groups

Instead of relying on science to determine the mortality causes of Right Whale death caused by line entanglements The TRT has decided to poll the members above to determine how they feel about their "Decision Support Tool". This is not science, but instead POLITICS!

Thankfully, the Maine and Downeast Lobstermen's associations withdrew their support of these actions. After 22 years of my written admonitions to them that the "Right Whale is merely a surrogate for the real target, you, the lobstermen." The lightbulbs finally went on. Now, three scientists are going to review the TRT's findings. Eureka!

Here is the question that the three scientists need to answer and expose in no uncertain terms, to the public and the industry.

Beginning in January 2012 and ending September 30, 2019 there have been 45 Right Whale deaths according to NOAA.

Exact location of the death of the 27 in Canadian waters and the 18 in U.S (within 3 mile limit and U.S waters separately) exact cause of the death (ship strike, entanglements, or undetermined) The explanation cannot contain feelings about what might have happened or anecdotal evidence or comment, only then will we know for sure that the cure is far worse than the disease.

## Woods Hole Oceanographic Institute News

### Sunlight degrades polystyrene faster than expected

A study published by researchers at Woods Hole Oceanographic Institution (WHOI) shows that polystyrene, one of the world's most ubiquitous plastics, may degrade in decades or centuries when exposed to sunlight, rather than thousands of years as previously thought. The study was published October 10, 2019, in the journal *Environmental Science and Technology Letters*.

"Right now, policy makers generally assume that polystyrene lasts forever in the environment," says Collin Ward, a marine chemist at WHOI and lead author of the study. "That's part of justification for writing policy that bans it. One of our motivations for this study was to understand if polystyrene actually does last forever. We're not saying that plastic pollution isn't bad, just that the persistence of polystyrene in the environment may be shorter and likely more complicated than we previously understood. The chance for injury to the environment over decades is still available."

Polystyrene has been routinely detected in the world's oceans since the 1970s. The idea that sunlight degrades plastics is nothing new, Ward says: "Just look at plastic playground toys, park benches, or lawn chairs, which can rapidly become sun-bleached." The WHOI study shows that sunlight doesn't just cause the plastics to physically break down, however—it also causes them to degrade chemically into dissolved organic carbon and trace amounts of carbon dioxide, at levels far too low to impact climate change. Once the plastic undergoes this transformation, its original form disappears from the environment, and it becomes entirely new byproducts that cannot be seen by the naked eye. Considering how this transformation happens will be an important part of estimating how much plastic is actually out in the environment, he adds.

Previous estimates of how quickly polystyrene breaks down were based on a different set of assumptions, Ward says.

**Continued on Page 22.**

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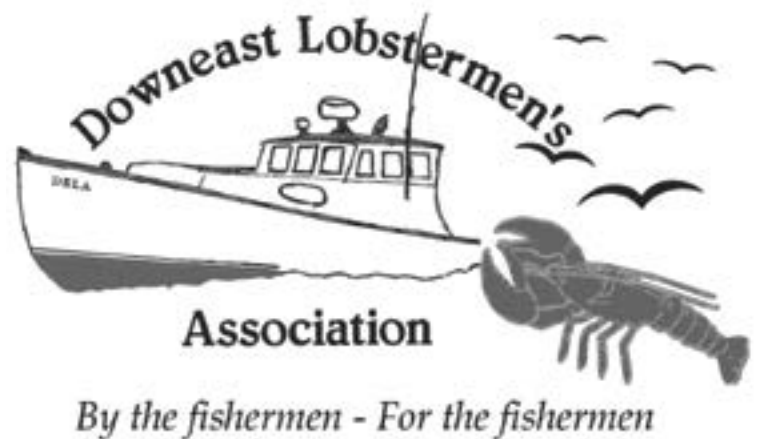
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# Boat And Ship Yard News



This is a RC model of the icebreaker USS EASTWIND built 1943-4 in Arctic camouflage, which operated around Greenland during World War II. The hull is plank on frame and covered with fiberglass and the superstructure is scratch built with a number of 3D printed parts. This model took about three years to complete.



The 39-foot MALACHI MUDGE (x-MARION) was built by Newbert & Wallace of Thomaston in 1958. She is undergoing some work this winter at Belmont Boat Works in Belmont.

## Continued from Page 1.

so this boat is 2 feet longer and 6 inches wider, so she's 42-feet by 13-feet 6-inches. She is very similar to his old design which originated as a 36-foot lobster boat. We built a couple of 36-footers, a couple 38 footers and we built this one 40-foot yacht and that was the best going of all of them on those moulds. We are trying to stick to the same basic design expanded just a little bit, a little

deeper, bigger wheel, and powered with a 9-liter Cummins. I guess that is considered low power by today's standards but I am confident that she'll have the 16-knot cruise that he wants and he says as long as she does that, he's happy."

This boat will have a full interior, but simple, they do not want to add too much weight. Since they do not want a number of batteries or a generator they will be using solar panels to supplement the power. Peter

added, "We did that on the last pleasure boat with great success. It is great."

This boat will be going over sometime late this summer.

What used to be the spring work, now Peter says seems to go all year around. He said, "We have several jobs to do in this bay this winter and stuff lined up for the spring. The outside railway paint jobs used to be it and was really just for local guys. We would start late May as everyone wanted to be fishing by the 4<sup>th</sup> of July. Now we get guys from Downeast and the south shore of Massachusetts. It takes a big bite out of the new boat production.

In the other bay is SUSAN JANE, which they built for Jay Smith 26 years ago. "He fished her out of Kittery Point and then bought a place on Crichaven," said Peter. "He fished there and when he got to be about 75 he decided he had enough. Out on Crichaven there's no floats, you are dragging your dinghy up on the beach. You are handling a lot of stuff. Now he wants to go cruising with his wife. We have extended the wheelhouse, we put a head in with running hot and cold water. There really wasn't room to do a shower that was any good so they are going to put a curtain up on the outside of the split wheelhouse with a shower hookup. We took out the dry exhaust, made her quieter and put in wet exhaust. In extending the wheelhouse we are putting all new sole down with better sound insulation. She's been in six weeks, and I'd say another two weeks to get it done."

Next, another boat they built for Nathan Jones of Stonington, MYSTERY will be coming in for some work. Peter said, "He bought a working boat and he wants to make her a little bit more civilized so he is going to have the winter back moved back so the wheelhouse is bigger. You know a few little comforts, not going to change around too much."

On order they have two new lobster boats, one going to Stonington and the other to Friendship. The one going to Stonington will be 42 to 44 feet in length and the one going to Friendship a couple of feet longer as he fishes outside. Yes, there will also be a lot of repair work coming and going.

## Morgan Bay Boats Frankfort

Things are busy at Morgan Bay as they have three hulls, Morgan Bay 43s, inside the shop being worked on.

Early this summer the first hull out of the mould, was delivered as a sportfisherman to a customer from New York. She has a well-appointed interior and is powered with a 1,200-hp MAN. The interior has a forward stateroom, with a V-berth, a quarter berth to starboard, head with separate shower, and up in the shelter is the galley with a steering station to port. In the cockpit there is another steering station, refrigeration and two tackle stations. Gary Kief, one of the owners of Morgan Bay Boats, said "The owner is really happy with it. He has been learning the boat as it has a pretty complicated set up. He's real busy so he doesn't get a huge amount of time on the boat. Every chance he gets, he's out with it fishing. He does a lot of fishing over wrecks. Black fish is the thing he likes to fish for, but he does a lot of tournament fishing too."

The boat in the middle of the shop is the one furthest along. She is being finished as a sportfisherman for a customer from Connecticut. She has a very similar layout to the one launched earlier in the summer and is powered with a 1,150-hp C-18 Caterpillar. The owner wants a tall mast for lights and electronics and they have order this from Cliff's Welding in Monroe. The only catch is he wants to have a spotting platform behind it, however there is a problem as there are two radars on the mast. She is scheduled to be done in March. She will then head to Connecticut, but will likely spend the winters in Florida or the Bahamas.

The hull in the left bay is also being finished out as a sportfishermen for a customer from New York and she will have a similar interior and will be powered with a 12.9 1,000-hp Caterpillar. She is scheduled to be done in April

In the bay on the right, this boat is being finished out as excursion boat for a customer from New York. She will be Coast Guard ap-



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# Boat And Ship Yard News



One of three Morgan Bay 43s under construction at Morgan Bay Boats in Frankfort. Two of them will be sportfishermen and the other will be a charter boat. Gary has received a couple of photographs showing him what he wants the boat to look like. They thought about making the 43 into a 47, but now they feel it would be better as a 46. Gary said, "I think it would run really good with three more feet on it, but I don't know about four because it starts coming up. I'd have to change a lot on the bottom and I don't want to get into that. I don't know if I

proved for 25 people and her interior layout will have V-berth with bunks, a work station with a freezer to starboard, a utility room and a small galley with a small refrigerator, microwave and a cook top. The head is going to be up in the cabin so that it is accessible through the cockpit. Also in the cabin there will be extra seating. This boat will be going out as a kit, however, they will be installing the fuel tanks, motor and generator, basically everything under the platform and then putting the top, rub and toe rails on it before shipping to the finisher on Westport Island. Outside they have a bare hull that they






Continued on Page 18





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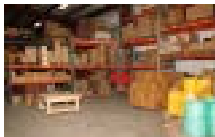
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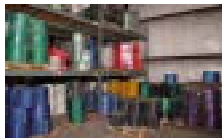
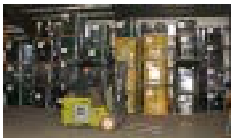
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# Boat And Ship Yard News



The Jim Taylor designed 50-footer is being set up just to the right of the Wheeler at Brooklin Boat Yard in Brooklin. You can see that her bulkheads and back-bone are in place. She is being finished off for a local customer.



At Buxton Boats in Sunset we caught Peter Buxton working on the x-MARION D., which is a Colin Archer designed and Norwegian built sailboat. She went in this past summer after being out of the water for a number of years and she developed a noticeable leak. Peter has removed the garboards and will take a closer look at the ribs and keel bolts, but felt that the real problem was the caulking.

### Continued from Page 15

could cut her in the middle. It is a lot easier I think on a Downeast skeg boat. I think it is a lot easier to cut and spread them. I am not really sure about these. If I want to go to a 46 I might want to swing a little bit bigger wheel so I think what I would do is extend the skeg back.”

### Wilbur Yachts Manset

There is a busy winter ahead for Wilbur Yachts. The sheds are full with two 38s, four 34s, and a couple of runabouts.

One of the Wilbur 38 has been there for a couple years and they will get her finished up this winter. Another 38 just came in and she will be getting a bottom job, changing out the electric stove and putting an LPG stove in, then just some maintenance items. A Wilbur 34 has been stored with them the past couple of years. They have got a lot of varnish work to do on it and some other small projects. Another 34 is in the main shed that they have to do a bottom job on and then general maintenance. A third 34 in the main shed too and that has a lot of varnish to redo. The little runabouts, one is getting basically cleaned up. It was re-powered last summer and needs some care. They will do a bottom job, buff it out, put on a new rub rail, new windshield on it. A 19-foot Whaler

that they have stored for a couple years is just getting maintenance. There are a couple Newman dinghies, which just needs a little work before they are ready for next season.

Last winter they started on a little house, which they will be finishing up this winter. They were hoping to finish this last winter, but they had too much work and it got put on the back burner. John Kachmar, owner of Wilbur Yachts sad, “It’s all framed in, ready for the roof and the siding to go on. Once that is done we will get on the inside and get the rough electrical, plumbing done and finish up the interior. We are pretty close. I am hoping to have it done by the end of January.

The last big project was on a Wilbur 34, which arrived at the yard in April. John said, “We worked on that for a while. We immediately pulled the engine, a Caterpillar 3208, and sent that down to Billing’s and they rebuilt it. We put a transom door in, painted the boat, stripped the varnish, installed all new electronics and put the new bimini top on. We got that out to the owner the first of October. He was very happy to get the boat this fall. It makes sense, it sounds crazy to put a boat in the water this time of year, but their season starts so much earlier than ours down there.

The new design, a Wilbur 37 powered with outboards has a couple of people interested, but no one has steeped up yet. When asked how he was going to lay up the hull, John said, “We are playing with a couple different options. We have looked at doing a semi-throw away mould or go cold-molded number one design, so you pull the first one out as a cold-molded and take a plug off of that. Once we get a little further along we will figure that one out. For power if someone wants twin outboards, maybe want to go triple. I saw an article in one of the magazines on the new Cox diesels and what they are getting out of those as opposed to the gas powered outboard. The other option is pod drives.

“I also have a gentleman talking to me about a 44 or 46 Wesmac,” continued John. That is based on the 44 we did a couple years ago.”





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# IMOCA News

### In Paris, the IMOCA class continues to campaign for the Ocean

This year, the Paris boat show has launched an area dedicated to the ecological transition and solidarity (Hall 1) porte de Versailles in Paris. Throughout the show, various sailors will attend to present concrete measures in favour of the ocean and sustainable development. Phil Sharp, Alexia Barrier, Louis Burton, Fabrice Amedeo, Paul Meilhat, Benjamin Dutreux and Stéphane Le Diraison have already confirmed they will be attending. On Wednesday 11th December, a conference will be held at the stand during which the IMOCA class will present its commitment to the ocean. Following on from that, a partnership will be signed between the IMOCA class and UNESCO's Intergovernmental oceanographic commission.

"It's great that the Nautic has taken into account this aspect of sustainable development," declared Paul Meilhat, one of the most committed skippers. "There is plenty of room for progress, but this is a good start, which the world of ocean racing has been looking forward to. As a class, this means working with race organisers, but also events like the Nautic, which brings together all those involved once a year. Everyone is aware that there are a lot of changes to make to reduce our impact and we need to get started immediately to avoid being too

late."

The Transat Jacques Vabre worked in conjunction with the #NoPlasticChallenge campaign under the patronage of Stéphane Le Diraison (Time For Oceans), in order to encourage the general public to reduce its consumption of plastic. Each day, Stéphane's team presented a concrete measure on social networks that we can apply in our workplace, office, out on the water or in our personal life.

On 23<sup>rd</sup> October, some IMOCA skippers were involved in cleaning up the beach in Le Havre, around an initiative from the Surfrider Foundation Europe and the sailor, Paul Meilhat (Initiatives-Cœur).

The Transat Jacques Vabre also joined up with the Ocean As Common appeal, which is campaigning to get the sea and coastal waters to be seen as a common good for mankind. The organisers also signed the charter with 15 eco-friendly commitments for organisers of sporting events, which was launched in 2017 by the Ministry of Sport, in partnership with the NGO, WWF France. The IMOCA class is particularly pleased to see such measures being taken.

During the Transat Jacques Vabre, four double-handed crews contributed to the collection of scientific data. Alexia Barrier and Joan Mulloy (4myplanet) took an Argo beacon aboard. "I am collecting data at sea to preserve my playground," explained Alex-

ia. "We had two scientific missions for the Transat Jacques Vabre. The first was to use an Argo profiler. We also had a thermo-salinometer, which takes measures every four seconds on the surface of the water for scientists in European research programmes, in particular at the GOOS and Ifremer."

Boris Herrmann and Will Harris (Malizia 2 Yacht Club de Monaco) took aboard a weather drifter float, as did Stéphane Le Diraison and François Guiffant (Time For Oceans). This buoy enables measurements to be taken of the surface temperature and the atmospheric pressure, as well as surface currents. The buoy regularly sends back extremely precise scientific data to the Global Telecommunications System, the World Meteorological Organisation's international data network. This platform enables forecasters and scientists from around the world

to access information free of charge.

Fabrice Amedeo and Eric Péron (Nestlé-Art & Fenêtres) took aboard an oceanographic sensor capable of measuring levels of CO2 and salinity as well as the surface temperature. This means it is possible to measure the impact of global warming on the oceans. The data will be made available to the scientific community as open data. "I wanted to give a purpose to my sailing and take things seriously by serving science," explained Fabrice Amedeo.

All of the various data that was collected will be made available to the GOOS ocean community, whose project was presented in Le Havre at a conference held by Catherine Chabaud in the framework of the partnership between UNESCO's Intergovernmental oceanographic commission (UNESCO/IOC) and the IMOCA class.

## PASSED OVER THE BAR

### John Prior Gardner

Died 21 November 21, 2019, Age of 90.

John learned his love for the sea from his father Captain Henry Gardner. He enlisted in the U. S. Navy just after World War II and served on board a Landing Ship Tank. After his discharge he went to the Art Students League. However, the sea was his calling and he worked on commercial vessels, mainly tugs on Erie Canal and the Hudson River. This was followed by working on the Brooklyn, New York waterfront as a stevedore and terminal manager.

He and his wife Elaine would return to Castine with their children in 1973. Here he made his living commercial fishing for scallops or on supply boats out of state.

One could also find John competing in the Maine Retired Skipper's Race held annually at Maine Maritime Academy in Castine. My first account of his racing appeared in 2001 when he sailed on board Robert Scott's New York 32 FALCON in which he placed 24<sup>th</sup>. The following year he sailed on board EQUINOX getting a 17<sup>th</sup> place finish. In 2004 he was back on board FALCON and earned a 7<sup>th</sup> place finish. Two years later he won the Buxton Trophy for finish third in the event. Then came the wins as he placed first in 2008, 2009 and 2014. In those years he also won the Mace Eaton Trophy for being the first wooden planked boat and the Claude Ryder Trophy for being first under the old rules of the race. In 2010 he finished second; 2011 he won the Senior Capt. Leslie L. Black Trophy for being first over the line 80 years or older; 2012 he won the Claude Ryder Memorial Trophy; and 2013 he took second winning the President's Cup, and also the Mace Eaton Trophy and the Claude Ryder Memorial Trophy.

John was well-known for the ship models he built, which have found their way into several museums. He also was known for other carvings mainly butterflies and leaves.

Many also knew John because of his love of bicycles, both for the joy of riding and the competition of racing. It was not out of character to see him walking around in his cyclist outfits when he appeared on the waterfront at MMA for the Maine Retired

Skipper's meeting.

He leaves behind his wife Elaine, son William, daughter-in-law Kathy, daughters Annie, Julianne, son-in-law Chris, grandchildren Tambre, West, Lauren, and great-granddaughter Ariella.

A service to celebrate John's life will be next summer.



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# U. S. NAVY NEWS

## Continued from Page 10

who served after are the reason this vessel remains operational today.”

MARMC is a field activity of the Naval Sea Systems Command and provides critical intermediate-level maintenance and fleet technical assistance for surface ships, including the maintenance and operations of the dry dock Dynamic. MARMC also provides oversight for all private sector maintenance to surface ships in the Mid-Atlantic region of the United States.

### Navy Awards Block V Virginia-Class Submarine Contract

From Program Executive Office Submarines Public Affairs  
WASHINGTON (NNS) -- The Naval Sea Systems Command awarded a nine-ship -- eight with Virginia Payload Module (VPM) -- Block V contract to General Dynamics Electric Boat (GDEB) Dec. 2. The contract includes an option for one additional submarine with VPM. The Block V contract is a \$22.2-billion fixed-price incentive fee, multi-year procurement contract for fiscal years 2019 through 2023.

“Our submarine force is fundamental to the power and reach of our integrated naval force,” said acting Secretary of the Navy Thomas B. Modly. “Today’s announcement affirms our commitment to the future strength of our nation, undersea and around the world.”

“I am very proud of the government, shipbuilder and supplier team as the Navy awards the Virginia Block V multi-year

contract today,” said James F. Geurts, assistant secretary of the Navy for research, development and acquisition. “This team developed a Block V multi-year contract which provides significant increases in lethality and performance for the fleet to support the National Defense Strategy while also ensuring we are maximizing the use of taxpayer dollars. The multi-year contract also provides the stability needed in this critical industrial base to ensure we can continue to maintain our competitive advantage in undersea warfare while also providing a solid foundation for the Columbia program to build upon.”

“Block V Virginias and Virginia Payload Module are a generational leap in submarine capability for the Navy,” said Program Executive Officer for Submarines Rear Adm. David Goggins. “These design changes will enable the fleet to maintain our nation’s undersea dominance.”

The Block V contract continues the Virginia class’s teaming arrangement between prime contractor GDEB in Groton, Connecticut, and the major subcontractor, Huntington Ingalls Industries’ Newport News Shipbuilding division (HII-NNS) in Newport News, Virginia. Block V submarines will incorporate acoustic superiority design changes to maintain undersea dominance on all Block V hulls and the VPM, with four large payload tubes in a new hull section on eight submarines, increasing Tomahawk strike capacity from 12 to 40 missiles per boat to maintain undersea strike capacity with the expected retirement of the Navy’s four guided-missile submarines and

providing future payload flexibility.

“The Block V contract balances the right mix of undersea quantity and capability with a profile that continues to stabilize the industrial base. This balance and stability will enable the success of submarine acquisitions across the enterprise,” said Virginia Class Program Manager Capt. Christopher Hanson. “Our warfighters, the Navy, and the nation will benefit greatly from the new capabilities that the Block V submarines will bring to the fleet.”

The Block V contract is the culmination of substantial collaboration between the Navy and shipbuilders.

“The Navy and shipbuilders worked together to produce a contract that is both fair and reasonable to the Navy, taxpayers and industry,” said Goggins.

To date, the Navy has taken delivery of 18 Virginia-class submarines, and all 10 Block IV submarines are under construction. Contract delivery of the first Block V submarine is FY 2025.

Virginia-class submarines are built to dominate 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 directly enable them to support five of the six maritime strategy core capabilities: sea control, power projection, forward presence, maritime security and deterrence.

### Navy to Christen Littoral Combat Ship Mobile

From the Office of the Navy Chief of Information  
MOBILE, Alabama (NNS) -- The Navy will christen its newest Independence-variant littoral combat ship (LCS), the future USS Mobile (LCS 26), during a 10 a.m. CDT ceremony Saturday, Dec. 7, in Mobile, AL.

U.S. Rep. Bradley Byrne, representing Alabama’s 1st district, will deliver the christening ceremony’s principal address. His wife, Rebecca Byrne, president and CEO of the Community Foundation of South Alabama, will serve as the ship’s sponsor. In a time-honored Navy tradition, Rebecca Byrne will christen the ship by breaking a bottle of sparkling wine across the bow.

“USS Mobile is a marvel of engineering,” said Acting Secretary of the Navy Thomas Modly. “She will extend our capabilities for any mission, from the middle of the ocean to the shallowest of waters, enhancing our ability to project power ashore and at sea. This Independence-class LCS will extend the maneuverability and lethality of our fleet to confront the many challenges of a complex world.”

LCS is a highly maneuverable, lethal and adaptable ship designed to support focused mine countermeasures, anti-submarine warfare and surface warfare missions. The ship integrates new technology and capability to affordably support current and future mission capability from deep water to the littorals. Using an open architecture design, modular weapons, sensor systems and a variety of manned and unmanned vehicles to gain, sustain and exploit littoral maritime supremacy, LCS provides U.S. joint force access to critical areas in multiple theaters.

The LCS class consists of two variants, the Freedom variant and the Independence variant, designed and built by two industry teams. The Freedom variant team is led by Lockheed Martin in Marinette, Wisconsin (for the odd-numbered hulls). The Independence variant team is led by Austal USA in Mobile, Alabama (for LCS 6 and the subse-

quent even-numbered hulls).

LCS 26 is the 13th Independence-variant LCS and the 26th in the class. It is the fifth ship named in honor of the port city on Alabama’s Gulf Coast. The first Mobile was a side-wheel steamer that operated as a Confederate-operated blockade runner. It was captured by U.S. forces at New Orleans in April 1862, commissioned as Tennessee and later renamed Mobile.

The second Mobile was a passenger liner operated by Hamburg Amerika Lines between Germany and the United States until the outbreak of World War I. It was taken over by the Allied Maritime Council and assigned to the United States after the Armistice and commissioned March 1919.

The third Mobile (CL 63) was commissioned March 24, 1943. It participated in numerous campaigns in the Pacific during World War II and received 11 battle stars for her service by the time she was decommissioned May 1947. The fourth Mobile (LKA 115) was an amphibious cargo ship that served from September 1969 until decommissioning in February 1994.

### John C. Stennis Sailors 3D Print 300 Parts to Accelerate Repairs and Keep Systems Running

By Kenn Hess, Fleet Readiness and Logistics Public Affairs  
Norfolk, VA (NNS) -- Sailors on the aircraft carrier USS John C. Stennis (CVN 74) used an Advanced Manufacturing Lab (AML) onboard to produce about 300 plastic parts that were installed during a recent seven-month around-the-world deployment.

“Additive manufacturing was a powerful capability to maximize readiness while deployed,” said Capt. Randy Peck, Commanding Officer of the John C. Stennis. “In the hands of creative Sailors loaded with initiative, it allowed us to increase logistics capability—in some cases reducing potentially longer lead times and shipping costs for material delivery.” John C. Stennis Sailors used the AML to fabricate a rotary joint for the ship’s Commercial Broadband System Program (CBSP) antenna.

This innovative repair restored a critical satellite communication system and reduced the expected eight week repair timeline to just one day, which significantly increased the bandwidth capacity for data transmission in support of the ship’s mission. During a Composite Unit Training Exercise (COMPTUEX) that preceded the deployment, they also created a plastic replica of a bolt that sheared off on the hangar bay door of USS Chung-Hoon (DDG 93), enabling technicians to ensure correct fit before machining a metal bolt to repair the door.

For the medical department, John C. Stennis machinery repairmen designed and printed an adaptor that connected a new size of tubing to the ship’s insufflator, a device used to pump carbon dioxide (CO2) into a patient’s abdomen to facilitate laparoscopic surgery.

The insufflator was then used for three successful appendectomy operations onboard the ship. As the old tubing size was no longer available, without the adaptor John C. Stennis would have been faced with ordering a new insufflator. This would have created a potential gap in emergency medical capability while the equipment request was fulfilled. Other additively manufactured parts designed and used frequently by the ship included knobs for calibration and test equipment and power panels, door switches for self-service dryers, and retaining brackets to ensure watertight integrity for overhead light covers.

“Manufacturing an item with exact specifications for immediate use played a

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# U. S. NAVY NEWS

large part in keeping USS John C. Stennis (CVN 74), and the rest of Carrier Strike Group Three, in the fight,” said Capt. Peck. “I look forward to seeing other units carry on its development with respect to increasing the number of pre-made and approved designs, expanding the types of building materials and enabling policies to expedite solutions to improve operational readiness.

”USS John C. Stennis (CVN 74) volunteered to host the AML in 2017. Installation of the equipment, including four additive manufacturing printers, a 3D scanner, a laser cutter, and a computer numerical control mill, was completed in October 2018. While the Stennis AML was initially authorized for a one-year test period that ended in October 2019, it is being extended through the ship’s refueling and complex overhaul availability that is ongoing and expected to run through 2023. Funded by the Deputy Chief of Naval Operations for Fleet Readiness and Logistics (N4), this AML was the first to be installed on a U.S. Navy ship via the official process that outlines requirements for integration of new equipment. Naval Sea Systems Command warfare centers and regional maintenance centers provided about 40 hours of initial training for ship personnel who used the AML systems, as well as continuing “reach back” support throughout the test period. The team also included staff from Johns Hopkins University Applied Physics Lab who created ship drawings and engineering designs for the AML and also assisted with shipboard installation.

“The challenges we face in naval logistics won’t be solved with a business-as-usual approach,” said Vice Adm. Ricky Williamson, Deputy Chief of Naval Operations for Fleet Readiness and Logistics (N4). “We have to give Sailors creative tools—such as advanced manufacturing—to solve problems on the fly if we are going to remain agile and effective for the future. I commend Capt. Peck and his John C. Stennis crew for being the first to employ this new capability and embrace the possibilities of this technology. They are at the forefront of Navy innovation.”

N4 is also funding AMLs aboard USS Makin Island (LHD 8), installed as of June 2019, and aboard USS Dwight D. Eisenhower (CVN 69), scheduled for installation in early 2020.

## Ship’s Sponsor Christens PCU John F. Kennedy

From Commander, Naval Air Force Atlantic Public Affairs  
NEWPORT NEWS, VA (NNS) -- With more than 20,000 attendees, President John F. Kennedy’s daughter, the Honorable Caroline Bouvier Kennedy, former U.S. Ambassador to Japan, officially christened Pre-Commissioning Unit (PCU) John F. Kennedy (CVN 79) during a Huntington-Ingalls Industries’ Newport News Shipbuilding (HII-NNS) division ceremony in Newport News, Dec. 7.

Kennedy thanked the Navy, Newport News Shipbuilding, as well as the leadership and crew of PCU John F. Kennedy for their efforts to build the warship.

“I’m so proud to be the sponsor of this ship and bring her to life,” said Kennedy. “The CVN 79 crew is fortunate to have such distinguished leaders, this is your day, and our chance to say thank you.”

Kennedy reflected on the first ship to bear her father’s name and how the second Ford-class aircraft carrier will continue to represent her father proudly.

“Having a chance to get to know the people who served on the USS John F. Kennedy (CV 67), really gave me insight into who he was, and what kind of leader he was in a way that I wouldn’t have had any other

way. And, I know that’s going to be just as true now with a whole new generation,” said Kennedy.

Former NASA Administrator and retired U.S. Marine Corps Maj. Gen. Charles F. Bolden Jr., delivered the keynote address emphasizing the important role of our 35th president to our nation and the continuation of his legacy through the second Ford-class aircraft carrier.

“This vessel is a symbol of our nation’s strength, technical achievement and critical service our men and women provide for this nation and the entire world,” said Bolden. “This carrier is a tangible example of the legacy of the great man who risked his own life during World War II and the wake of Pearl Harbor,” said Bolden, who added that the future USS John F. Kennedy will join an elite group of aircraft carriers unmatched in strength around the world.

“This incredible ship before us today serves as the biggest instrument of deterrence and carries our nation’s pride and hope for a better world,” said Bolden who added that the future USS John F. Kennedy serves as “a hope for a better tomorrow.”

Some of the additional guests who attended the christening included Edwin Arthur Schlossberg, husband of Ambassador Kennedy; Maid of Honor, Rose Schlossberg, Daughter of Ambassador Kennedy; and Matron of Honor, Tatiana Schlossberg, Daughter of Ambassador Kennedy.

Additional attendees included Mike Petters, President of Huntington-Ingalls Industries; retired Adm. Thomas Fargo, Chairman of the Board of Directors, Huntington-Ingalls Industries; John F. Kerry, former Secretary of State; the Honorable James Geurts, Assistant Secretary of the Navy for Research, Development, and Acquisition; Adm. James Caldwell, Jr., Director, Naval Nuclear Propulsion Program; Adm. Christopher Grady, Commander, U.S. Fleet Forces Command; Vice Adm. Thomas Moore, Commander, Naval Sea Systems Command; Rear Adm. James Downey, Program Executive Officer for Aircraft Carriers; Rear Adm. Roy Kelley, Commander, Naval Air Force Atlantic; the Honorable Elaine Luria, U.S. House of Representatives, 2nd District, Virginia; the Honorable Mark R. Warner, U.S. Senate (D-VA), the Honorable Bobby C. Scott, U.S. House of Representatives (D-VA), 3rd District.

The Honorable Thomas B. Modly, Acting Secretary of the Navy discussed the significance of the day’s event on a truly historical date in our nation’s history.

“Today is the anniversary of the attack on Pearl Harbor, a day that forever changed the lives of brave American warriors like John F. Kennedy and transformed the way we fought as a Navy,” said Acting Secretary of the Navy Thomas B. Modly. “Much has changed over the past 78 years, but our nation, and our world, still needs brave American Sailors like the ones who will operate and serve on this ship. Kennedy knew what it meant to serve, to lead, and to sacrifice and his legacy will continue with you.”

CVN 79 is the second aircraft carrier to honor John F. Kennedy for his service to the nation, both as a naval officer and as the 35th President of the United States.

Capt. Todd Marzano, Commanding Officer of PCU John F. Kennedy emphasized the importance of this moment during the life of the aircraft carrier, which is 67 percent complete.

“CVN 79 has come a long way since I first observed initial construction in the dry dock back in 2015, following the keel laying,” said Marzano. “I’m incredibly honored, humbled, and excited to be given the opportunity to lead such an amazing team of



NEWPORT NEWS, Va. (Dec. 7, 2019) Caroline Bouvier Kennedy, President John F. Kennedy’s daughter, former U.S. Ambassador to Japan and the ship’s sponsor, christens the aircraft carrier USS John F. Kennedy (CVN 79), Dec. 7, 2019. USS John F. Kennedy (CVN 79) was christened at Huntington Ingalls Industries’ Newport News Shipbuilding (HII-NNS) division, in Newport News, Va.

(U.S. Navy photo by Mass Communication Specialist Seaman Cory J. Daut/Released)

high quality crew members.”

CVN 79 incorporates more than 23 new technologies, comprising dramatic advances in propulsion, power generation, ordnance handling, and aircraft launch systems. These innovations will support a 33 percent higher sortie generation rate at a significant cost savings, when compared to Nimitz-class carriers. The Gerald R. Ford-class also offers a reduction of approximately \$4 billion per ship in life-cycle operations and support costs, compared to the earlier Nimitz class.

The new technology and warfighting capabilities that the John F. Kennedy brings to the fleet will transform naval warfare, supporting a more capable and lethal forward-deployed U.S. naval presence. In an era of great power competition, CVN 79 will serve as the most agile and lethal combat platform in the world, with improved systems that enhance interoperability among other platforms in the carrier strike group as well as with the naval forces of regional allies and partners.



## Luke's Boatyard

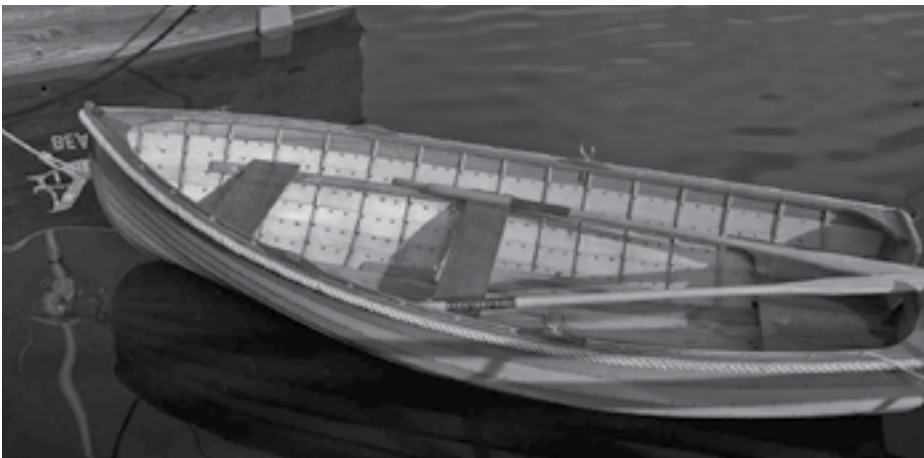
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# Woods Hole Oceanographic Institute News

## Continued from Page 13

Past studies have largely focused on the role microbes play in degrading them, rather than considering other factors like sunlight. That's not entirely surprising, says [Chris Reddy](#), a marine chemist at WHOI and co-author on the paper. Plastic is just another form of organic carbon and presumably microbes would "eat it"—but he cautions that microbes are smart and selective, too. The chemical structure of polystyrene is complex and bulky with a ring-based backbone that will stymie microbes or just make the plastic not worth the effort.

“Although the ring-based backbone of polystyrene makes it a difficult target for microbes, it’s the perfect shape and size to catch certain frequencies of sunlight,” Ward adds. Absorbing that energy can break apart the carbon bonds.

In the lab, the researchers tested whether sunlight could transform polystyrene by exposing five different samples of commercially available polystyrene. The group submerged each of them in sealed glass containers of water and shined light on them from a solar simulator, a lamp that replicates the frequencies of sunlight. The scientists then collected CO<sub>2</sub> and compounds that dissolved into the water.

With a variety of chemical tools, including a room-sized accelerator mass spectrometer, Ward and colleagues traced the origins of carbon atoms found both in the CO<sub>2</sub> and filtered water. “We used multiple methods to do this, and they all pointed to the same outcome: sunlight can transform the polystyrene into CO<sub>2</sub>. But we need more research to understand what happens to the other products that dissolve into water,” says Ward.

The study also found that additives to polystyrene, which can determine its color, flexibility, and other physical features, play a major role in breakdown. “Different additives seem to absorb different frequencies of sunlight, which influences how fast the plastic breaks down,” Reddy says.

Also collaborating on the paper were Cassia J. Armstrong and Julia H. Jackson of WHOI, Anna N. Walsh of WHOI and the Massachusetts Institute of Technology. The research was funded by the Frank and Lisina Hoch Endowed Fund, the Andrew W. Mellon Foundation, the Stanley Watson Chair in Oceanography, and a Graduate Research Fellowship from the National Science Foundation.

## Admiral John Richardson joins WHOI Board of Trustees

Woods Hole Oceanographic Institution (WHOI) is pleased to announce that Admiral John Richardson recently joined the WHOI Board of Trustees. Richardson, a four-star admiral in the United States Navy, retired from his position as the 31st Chief of Naval Operations in August of this year.

“Admiral Richardson graduated from the MIT-WHOI joint degree program in 1989,” says Chairman of the Board of Trustees David Scully. “He served our country with distinction for 37 years in the United States Navy, where he demonstrated outstanding leadership and character.” We are honored to have Admiral Richardson return to WHOI and join our board of trustees at this critical time for the ocean and our national security.”

“America is a maritime nation, and our national security has always been closely linked to the sea,” says Admiral Richardson. “Advancing our scientific understanding of the ocean has never been more important to our nation and to people around the globe. It is a great privilege to join the board of one the world’s leaders in ocean science, exploration, discovery, and education.”

Richardson was nominated by President Barack Obama to be the Chief of Naval

Operations in 2015. During his naval career, Richardson served in many leadership positions, including director of Strategy and Policy at U.S. Joint Forces Command, director of the Naval Nuclear Propulsion Program, and as naval aide to the President of the United States.

Richardson was awarded the Vice Admiral Stockdale Award for his time in command of USS *Honolulu*, and served on teams that received various honors, including the Presidential Unit Citation, the Joint Meritorious Unit Award, the Navy Unit Commendation, and the Battle Effectiveness Award.

A native of Virginia, Richardson graduated from the U.S. Naval Academy in 1982 with a Bachelor of Science in Physics. He holds master's degrees in electrical engineering from the Massachusetts Institute of Technology and Woods Hole Oceanographic Institution, and in National Security Strategy from the National War College.

## WHOI president to step down next year

Woods Hole Oceanographic Institution (WHOI) President and Director Mark Abbott plans to step down at the end of 2020. Abbott announced his intentions to the WHOI community at a town hall meeting on Nov. 15, 2019, noting that the timing is

# Yacht Designer Jim Taylor

## Continued from Page 11

Jim grew up on a farm on the Delaware River in New Jersey where he was introduced to a number of classic small sailboats. His mother's family also had a summer house on a salt pond in Rhode Island where he learned to sail in a Beetle Cat. When asked about the Beetle Cat, Jim said, "It is a great boat for a kid, but probably the wettest boat I have ever been on. It is not very fast, but it

is forgiving. You pull on the tiller and you learn a lot really quick."

Jim went to college in Pennsylvania and ended up with a degree in engineering and English. He got into designing by doing the Yacht Design Institute's and Westlawn's design courses. Putting this altogether gave him a portfolio that got Ted Hood of Marblehead to hire him in 1974, which he terms 'grad school.' He really enjoyed his time working with Ted and said that he certainly

learned a lot adding, “Ted was brilliant. One of the things that I really appreciated working with Ted was that if you had a good idea, it did not matter whose idea it was, go for it. Working with Ted was a fabulous opportunity because we designed boats, we built boats, did the sails, and did the spars all right there. You saw every piece of it.”

In 1974, Ted was involved in the America's Cup, but Jim did not have much to do with that campaign. However, he did with the 1977 campaign when Hood designed from scratch INDEPENDENCE. Jim said, "I did most of the drawings for that boat. We also took on COURAGEOUS, which was supposed to be the practice boat skippered by Ted Turner. We had to convert COURAGEOUS because she was built before rule changes that required cockpits. It was a fabulous opportunity for me."

When asked why INDEPENDENCE did not go on to defend the Cup, Jim explained, “We went through a whole bunch of tank testing and ended up with one pretty clear winner. It happened to be a boat that I drew and then kind of last gasp when you had to deliver the lines Ted came in and made a couple of changes that we hadn’t tested, that basically involved tipping the ends of the profile up so the boat got shorter and you got more sail area. It turned out to be a bad idea because in flat water here in the fall INDEPENDENCE was good, but in the slop off Newport the steeper ends weren’t as good. It’s hard when it’s time to deliver the lines. It’s hard to say that is it, because it is never it, there might be something else you could do. However, you have to be really careful not to do something stupid. That change turned out what would have been a good boat, maybe not as good as COURAGEOUS, because COURAGEOUS was a great 12 meter.”

Jim did a little bit of work in the next America's Cup campaign in 1980, but his big break came with America<sup>3</sup> in 1992. He was part of the design team that put together a racer that would successfully defend the America's Cup that year. Jim added, "We designed and built four boats and the winner was the third of the four. The last one was basically an insurance policy for heavy air, but we kind of knew that was unlikely to be

used much. Bill Koch headed this syndicate and he was really an interesting guy who was fascinated by the technology of sailing. One thing I always admired about him was we really didn't have a budget. I remember him saying, 'listen you guys, I am spending a whole lot of my personal money on this thing, I do not want to hear any of you ever say, well, if only we had an extra 10 percent we could have done this. If you find that there is something you want to pursue and you think is worthwhile, go ahead and do it.'

When asked what he favourite design is, he said, “That’s kind of like asking which is your favorite kid, because they are all different. One shares a lot of design DNA with the new 44, which was a really good, all-around sailboat. It was a good boat under IMS, which is what it was designed for and it was a good IRC boat. She had an amazing race record.”

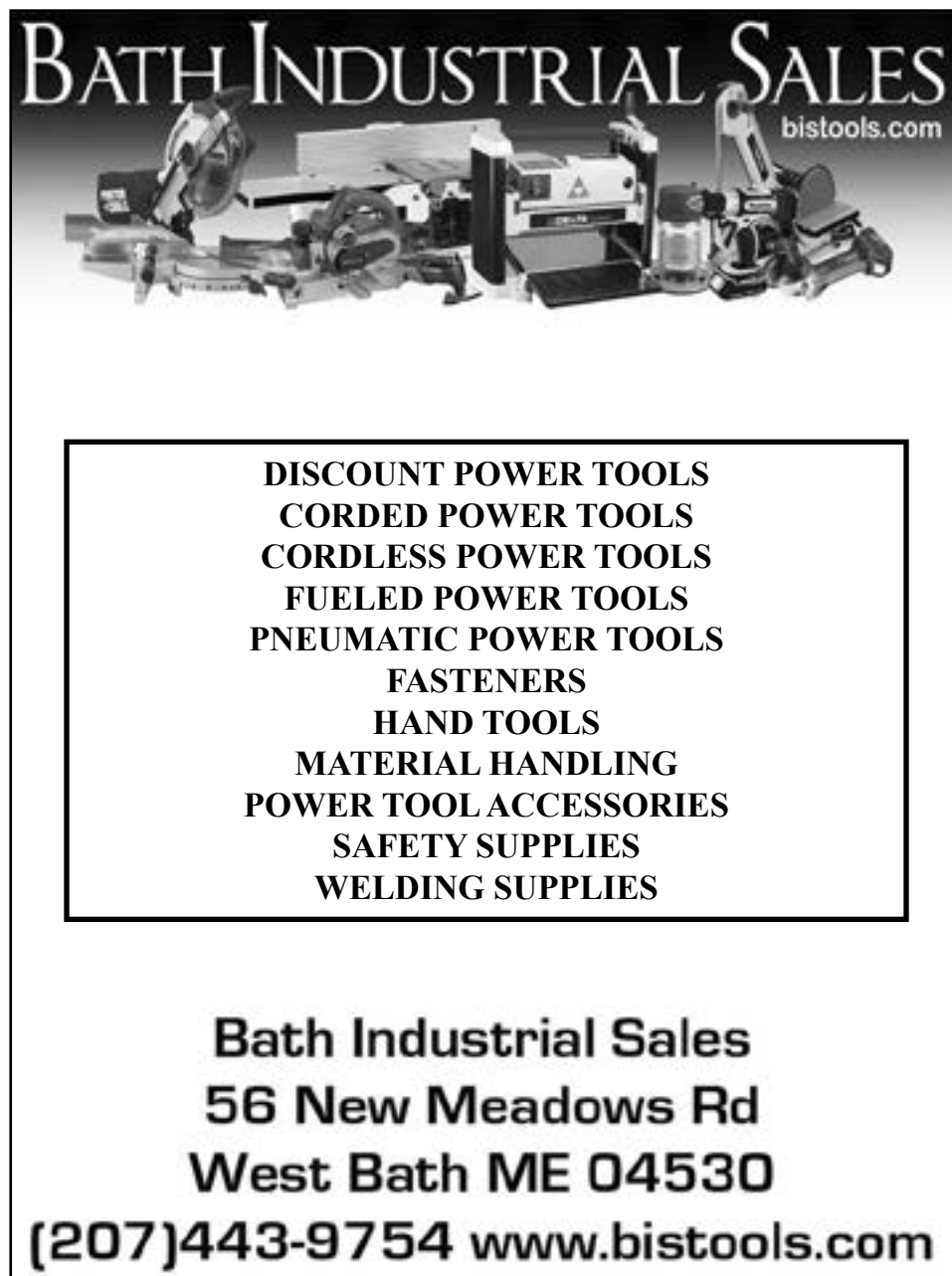
This was SZFORZANDO, which was built by Goetz in Bristol, RI.

As he thought through his designs Jim added, “BLACKFISH is up there on the list. I have had a great time with that boat as it’s a nice combination.”

As we turned back to the industry again, Jim pointed out that he was designing for people who were in their 70s and that did not bode well for the future. He also pointed out that someone who wanted to become a yacht designer would not have the same opportunities he did. He added, "I used to get a lot of calls twenty years ago from guys asking 'how do I get into this game?' 'Do you need any help?' Nothing now because there aren't any."

“Millennials do not have money to buy race boats,” added Jim, “you can’t get a mooring here, joining the yacht club is really expensive so how do you bring kids in? One of the designers at Brooklin Boat Yard found some old glass boat and fixed it up, then they just took off and went sailing and that is one way to do it.”

This could be where the future of yachting is, because once some millennials find that they can boat and it will not make them broke and the experience they get from fixing it up and sailing it is way beyond the cost, maybe, just maybe, we will see a resurgence.





# Woods Hole Oceanographic Institute News

right and provides ample time for an open, global search for a new director.

“I am committed to working with the Board of Trustees and my leadership team to achieve a smooth transition,” Abbott said. “I believe the Institution is in a great place. Over the last four years, we have accomplished many important goals together, such as the implementation of the strategic facilities assessment that will lead to new buildings on the Quissett campus and key new waterfront facilities.”

“We still have much to do,” he added. “The recent Intergovernmental Panel on Climate Change report on the ocean and the White House Summit on Partnerships in Ocean Science and Technology highlighted the urgent need for a new approach to ocean stewardship. This will require new science and technology to tackle problems confronting our ocean. Our oceanographic community will need to accelerate its development of new technology, particularly in ocean sensing, prediction, and data science. WHOI is hard at work on this challenge, and this work will continue in the year ahead.”

“I am incredibly grateful to Mark for his leadership,” said Board Chair David Scully. “He has stabilized the institution and reinvigorated the scientific staff. Hiring is robust. Retention rates and morale are high. And there is important momentum with big ideas like the Ocean Twilight Zone and an expanding relationship with Navy.” Scully indicated that the Board is committed to an inclusive and transparent process as WHOI aims high in its search for the next director who can be a voice for WHOI and the ocean at this critical time.

Abbott is the tenth director in WHOI’s 89-year history. He has served in the leadership role since Oct. 1, 2015. Abbott joined WHOI from Oregon State University where he served as dean and professor in the College of Earth, Ocean, and Atmospheric Sciences. Over a career spanning 35 years, Abbott has served on numerous professional committees for federal science funding agencies, scientific societies and laboratories, and has advised the Office of Naval Research and the National Science

Foundation (NSF) on ocean information infrastructure.

### Whales may owe their efficient digestion to millions of tiny microbes

A study by researchers at Woods Hole Oceanographic Institution (WHOI) shows that the microbial communities inside whales may play an important role in the digestion of one of the ocean’s most abundant carbon-rich lipids, known as a wax ester. Their findings were published Dec. 2 in the *Journal of the International Society for Microbial Ecology*.

Wax esters are one of the most difficult fats to digest for many animals, including humans. They are especially rich in tiny crustaceans, such as krill and copepods—a favorite prey of filter-feeding bowhead and endangered North Atlantic right whales. Wax esters are also an important lipid in our oceans world-wide, at times storing at least half of the carbon produced by plant-like marine organisms, according to previous studies.

“We found more than 80 percent of the lipids eaten by bowhead whales are wax esters, but less than 30 percent remain in the large intestine,” says WHOI marine scientist Carolyn Miller, lead author of the study. As a result, bowhead whales, among other baleen whale family members, are highly efficient at digesting these lipids. “This is important not only for understanding the cycling of these important lipids in the oceans, but also because whales consume enormous quantities of wax ester-rich prey to support many aspects of their health and reproduction.”

The question is: if wax esters are so difficult to digest for other animals, how can bowhead and other baleen whales are able to digest them so efficiently? Part of the answer could be the millions of tiny microbes, which include bacteria, living in their digestive tract. These microbial communities are commonly referred to as the ‘gut microbiota.’ In humans and other terrestrial animals, gut microbes play important roles in many aspects of health, including digestion, where they often have the ability to break down otherwise indigestible components of the diet.

Miller and her colleagues wanted to study whether or not the bowhead whale’s gut microbes were in fact playing a role in the digestion of the wax esters. To do this, they would first need fresh samples.

But the window to extract samples is a fast-closing one, as decomposition can taint the contents of the gut. “Getting fresh samples from the insides of whales is really rare,” says Miller.

Thanks to the generosity of Alaskan Native whaling captains of the Barrow Whaling Captains Association, who are permitted to take a small number of whales each year for their subsistence, Miller and her colleagues were given an opportunity to extract samples from freshly-harvested bowhead whales. Their combined efforts yielded over one hundred samples from 38 bowhead whales over four years.

In the lab, Miller and her colleagues analyzed these samples from nine locations along the gastrointestinal tract, hoping to detect changes in the microbial communities and lipids throughout the gut of each whale. What they found was a strong connection between the bacterial community and a decrease in the presence of wax esters in the lower part of the small intestine.

“Microorganisms play important roles in the digestive processes of mammals, as well as contributing to immune functioning,” says Amy Apprill, a WHOI microbial ecologist and a coauthor of the study. “This study suggests that the gut bacteria may have a similarly critical role within whales, possibly providing them the assistance they need to break down these fatty prey compounds.”

Miller, Apprill and their colleagues aim to build off of this study’s findings, hoping to determine how much of the digestion is due to the whale itself versus the microbial communities inhabiting its intestines. Ultimately, this may shed light on how these whales and their microbes digest the primary source of energy from their prey to sustain themselves. The results of this research may benefit the Alaskan Native whaling community as well by illuminating how the nutritional resources in the waters off of Point Barrow, Alaska support the local

bowhead whales they so rely upon.

“There have been decades of research focused on carbon cycling in the ocean, but how these compounds are being broken down, transformed and utilized to create the substantial biomass of a whale has remained a bit of a black box,” Apprill adds. “This study is providing a unique glimpse into a previously hidden part of the marine food web.”

Also collaborating on the paper were Benjamin A. S. Van Mooy, Helen F. Fredricks and Henry C. Holm of Woods Hole Oceanographic Institution, Lara Horstmann from the University of Alaska in Fairbanks, and John C. “Craig” George of the North Slope Borough Department of Wildlife Management in Utqiagvik, Alaska.

The research was funded by Devonshire Foundation (to CAM), Marine Mammal Center, Woods Hole Oceanographic Institution (WHOI; to CAM), WHOI Ocean Life Institute (to AA and CAM), the Dalio Foundation’s Ocean Initiative (now ‘OceanX’) (to AA), and the National Science Foundation (OCE-1756254 and OPP-1543328 to BVM). Samples were collected under Department of Commerce National Oceanic and Atmospheric Administration National Marine Fisheries Service permit numbers 17350-00, 17350-01, and 17350-02 to North Slope Borough Department of Wildlife Management.

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

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MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

24 January  
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**FROM THE HUB OF THE UNIVERSE.**  
**Two Topics.—One the Great fog last week and scenes in and about Boston.—The Hansa Line of Steamships between Boston and Antwerp and Hamburg.—Interesting reading for Aroostook Readers.—A new Elevated Railroad Scheme with descriptions of the New System.--Some talk about Electric Wires.—Note and Comment.**  
(Correspondence of The Journal.)  
This has been a great week. In treating the great events thereof, I will first remark, where did the influenza come form? This I will answer in the following lines:

We’re caught in the nip  
Of the Russian grip,  
And we bark a hoarse cadenza,  
We cough, we sneeze,  
We blow, we wheeze,  
With this terrible influenza.  
You ask how come it? In said cadenza?  
Why, the door was left open  
And influenza.

The next feature of this eventful wee of which I shall speak, is the fog, last Monday morning. It was very English—quite English, you know, decidedly London. When the hour arrive for day to break, well, it broke, but it was almost impossible to realize it. At eight o’clock in the morning you couldn’t distinguish a horse car from the sidewalk. You could hardly tell a milk wagon form the Old South Meeting House. But after all, this fog wasn’t English though it was quite like English. It was entirely American, and wholly of domestic manufacture. One couldn’t see across the street. The trains on all the railroad—except Meigs’ Elevated—were delayed. Nothing effects affairs on Meigs’ Elevated, and probably never will. But on the railroads in operation, not a signal could be seen. The trains worked along into the city by inches. They always do, of course, but it was necessary to stop and start every few feet. The ferries were all muddled, and only made three trips an hour. My friend Clayton, of Blue Hill observatory, informs me that the atmosphere was perfectly saturated, and contained 100 percent of humidity. It was the thickest fog ever seen in Boston, but notwithstanding this, the extreme careful handling of the craft in the harbor prevented a single accident so far as I have heard. Few captains ventured to move their vessels, and only the ferry boats and tugs were running. Trains ink the railroad yards had to be handled with extreme caution. Down by the ferries, on Atlantic Avenue, the corners were occupied by motley crowds of men, who spit tobacco juice disconsolately into the street and spoke depreciatively of the weather and other public institutions. But towards noon the sun was out and shining brightly, and the last vestige of fog was seen rolling away. Since that time we have had weather as warm as that usually seen in April, and rain by bucketfuls. As I write it is coming off cold and in the morning every tobacco dummy in Boston will be shivering.

We have another line of steamers—a new one. It is known as the Hansa line. The first steamer of the Hansa line, the “Cremon,” running direct between Boston and Antwerp and Hamburg, left this port on December 30, carrying a full cargo of cattle on deck and below. She has arrived safely at her destination. The next steamer of the Hansa line due here is the Grasbrook.  
It occurred to me this week, while riding into Boston one morning in company with Cyrus Thacher of the Boston Produce

Company, that it might prove interesting to the Aroostook County readers of THE INDUSTRIAL JOURNAL, to read something about the big concern that takes so many of the potatoes raised in the Aroostook. The “Big Six,” as they are known here (familiarly) is, as the name of the company denotes, composed of six firms, consolidated. They have a large establishment on Commercial street, elegantly fitted up, where their offices are, and where many of the products which they handle and displayed. Besides they have, in various parts of the city, huge store and warehouses, where Mt. Thacher tells me, they are never afraid of accumulating too many potatoes. They are largely interested in the system of warm cars running between Boston and Aroostook. The idea of these cars is simply this: As might be supposed, the cars do not contain any sort of warming apparatus; but when the potatoes are loaded at Houlton, the cars are warmed to the desired temperature, and then closed. The cars are so packed with non-conducting materials, the car being lined in this manner, that no heat escapes, and as a result, in the coldest weather, carloads of potatoes and apples come through all the way from Houlton to Boston in perfect condition, and as war almost, as when they started. There is not a more reliable concern in New England than the Boston Produce Company, and they do an immense business.

The “Mack” system of elevated railways is the latest in that line. The managers of the new scheme are looking for a vacant lot upon which to erect an experimental track. They should be allowed to put it up somewhere in the vicinity of that picturesque piece of landscape decoration for which the city of Cambridge is indebted to Captain Meigs. The two would make a pretty pair, and perhaps sometime drop into the street when they become old and rotten, and in the next decade they would be as great a wonder to the generation to come as the Cloaca Maxima and the Appian Way of Rome are to us to-day. The Meigs system has one rail only, while the Mack system has three, one on each side, and one between the two, and some inches below, thus making a sectional view of the tracks look like a letter V. The wheel running on the contral rail is large, and is the driving wheel, while the wheels running on the two outer rails are mere trucks, serving to guide and keep the car steady. The principle objection to these new rail systems, for such this Mack road is, theoretically, is that they are all constructed upon single upright supports, like a letter T, which is not an argument in favor of their safety. When railroad tracks begin to drop down about our ears, together with trolley-wires and bridges, and with paving stones, manhole covers, dirt and mangled bodies of underground linemen going the other way, it will b high time for Boston to call a halt or look for a more favorable locality.

There is something curious about fate. I can think of no other term, although I do not believe in fate, and am not superstitious. But fire alarm box ““52””is known as the ““fatal box” and when I was covering the South End for a Boston daily, night, an alarm from “52” always caused the firemen to turn pale, the officers to take an extra hitch in their belts, and the newspaper men to roll up their trousers’ legs and make ready for a big fire. 52 always brings a big blaze. 52 sent in the alarm for the big fire of Boston, of 1872. The alarm for the big fire of last Thanksgiving day came from 52. And this morning 52 sent in an alarm for a \$95,000 fire in Ex-Governor Chaplin’s big buildings on Summer Street.

But such is life and all these little casualties help to keep things moving and people’s

brains from becoming sluggish.  
ALLAN ERIC.  
Boston, Jan. 17, 1890.

The experience of a lighthouse keeper is thus given. In 1855 the woman who is now assistant keeper at White Head Light lived at Matinicus Rock, which is twenty-five miles from the main-land and accessible only in pleasant weather. At the time of the memorable gale, will remembered by many, that swept Minot’s Ledge into the sea, the keeper Samuel Burgess, father of this brave woman, chanced to be away. Heavy seas broke over the rock bearing everything movable away on their angry billows. The children and mother hurried to the tower, the light house only remaining. They lived in this condition for four weeks as during this time no one dared go to their rescue. Each night during this time the faithful damsel lighted the beacon and forth from the tower shone the rays through the gale.

Captain Webster of Castine has in his possession a violin of his own manufacture which is curiously constructed. The body is redwood, and neck bird’s eye maple from timber taken out of the first brig built on the Bagaduce river, and the bridge is made of oak form a gun carriage used on the first revenue cutter on the Castine station.

Page 8.  
**COMMERCE AND TRADE.**  
In the Bangor produce market jobbing prices are as follows: hay, 8 to \$10; potatoes, 70; eggs, 18; fowl, 10 to 15; chickens, 14 to 16; butter 20 to 23; cheese, 10 to 12 and apples \$2.50 per bbl.

Portland’s exports last week were valued at \$330,696.60 and comprised the following: They were 42,385 bush. Peas, 16,500 bush. Corn, 36,005 lbs. spit peas, 80,000 lbs. butter, 95,300 lbs. cheese, 361,150 lbs. oatmeal, 50,400 lbs. flour, 1,530,760 lbs. bacon, 342,480 lbs. cheese, 7,000 lbs. lard, 15,000 lbs. potash, 29,000 lbs. copper ore, 15 cases emery wheels, 8 cases oranges, 801 empties. The reports were 250 cases clay pipes, 725 tinplates.

The Weekly Trade Review of R. G. Dun & Co. of the Mercantile Agency says: Important improvement in business is noted wherever the recent change to colder weather has been felt. Elsewhere unseasonable weather is the chief complaint, but everywhere interruption of business and manufacturing by the prevailing sickness is observed, and many factories have been forced to close because so many of their employees were unable to work. To nearly all kinds of trade it means not only delay in production or dealings, but some shrinkage in the ability of great numbers to purchase products. But, in spite of this, the volume of trade is large.

Among recent charters are the following: ship J. B. Walker, San Francisco to Liverpool, grain, 30s 6d; ship Alameda, Astoria, Oregon, to Cork and United Kingdom, grain, 38s 9d; bark Evie J. Ray, New York to Sidney, N. S. W., general cargo, \$2400; bark Moonbeam, Portland to Bowling, Scotland, spoolwood 80s; bark Annie Lewis, Portland to Buenos Ayres, lumber, \$12.50; brig Khiva, Portland to West Coast Africa, general cargo, \$2000 and port charges; brig Rochemont, Redonda to Boothbay, phosphate, \$3.50 per ton; schooner A. B. Sherman, Baltimore to Portland, coal, \$1.60; schs. Clara Donnell and J. D. Dewell, Baltimore to Portland, coal at private terms; schooner Clara, Rockland to Charleston, S. C., lime, 25; schooner Eva May, Portland to Philadelphia, ice, p. t.; schooner Melissa A. Willey, Apalachicola to Portland, lumber, \$9.50; schooner A. J. York, Portland to New

York, lumber, p. t.; schooner I. K. Stetson, New York to Port Spain, white pine lumber, \$5.25; schooner Enos B. Phillips, Boothbay to New York, ice, \$1; schooner Ella M. Hawes, Darien to Kennebec, lumber, p. t.; schooner Benj. C. frith, Boston to Matanzas, hhds. 75c.

There has been no appreciable change in the condition and tendencies of the ocean freight market during the week. The market has been quiet, though the aggregate business of the week foots up to respectable proportions. The Petroleum trade remains slow, but in view of the limited supply of handy vessels rates are nominally firm both for barrels and cases. In view of the paucity of tonnage any considerable enquiry would be likely to materially strengthen the market for oil tonnage. Sail vessels suitable for long voyages with general cargo are decidedly scarce, and although the dejand at the moment is not urgent, steady and fairly good rates prevail. With the River Plate and Brazil, business remains very dull. Naval store and cotton freights are quiet and quotations are largely nominal. The Cuba sugar trade has opened at 13 @ 15 cents from North Side ports to New York, Philadelphia and Boston. From South Side ports the rates are one cent higher. Molasses freights from North Side Cuba to ports North of Hatteras are \$2 @ \$2.1/2 per 110 gallons. Outward business with Cuban and other West India ports is slow and rates steady at the recent decline on coal, etc. Coastwise freights are slow, with rates for lumber, coal and other cargo barely steady at the recent decline. The movements in grain has slackened, and rates for charter show an easier tendency.

**SEA AND PORT.**  
S. Nickerson & Sons, Boothbay, intend to fit out five vessels for the Banks fishing this spring.

Brig Sparkling Water, built in 1869 and registered 303 tons, has been sold on Provincial account for \$4.000.

A fog bell has been placed at the new light at the south end of Lubec Narrows. The fog signal during thick and foggy weather will be a single stroke of a bell every 10 seconds.

Ship Samuel Skolfield, which recently put into St. Thomas dismasted, while on a voyage from New York to Batavia, has arrived at Fortress Monroe, to tow of the tug C. W. Morse.

The hull of the Maine ship Richard p. Buck, which was nearly destroyed by fire while on the voyage from Philadelphia to San Francisco, several months ago, has been purchased by the Boston Towboat Company and will be converted into a coal barge. When finished, she will carry 2800 tons coal.

The big four-masted schooner Marguerite discharged recently a cargo of 2539 tons of coal at the Grand Trunk wharf, Portland, for the Forest Paper Company at Yarmouth. Captain Willard states the cargo was taken out in 98 hours, the fastest time on record, considering the season of the year.

Captain H. M. Bean of Camden, is reported as having an interest of \$7000 in the ill-fated schooner Millie G. Bowne, and had no insurance although must of the other owners were insured. Captain Bean has also been so unfortunate as to lose by death during the past week a daughter aged twenty years.

A new light will be at once established on Crabtree’s Ledge, at the entrance to Sullivan harbor, at the upper end of Frenchman’s Bay. The light will be fixed white, varied by a white flash every two minutes, and will be 54 feet above the water, visible all around the horizon. The structure is a brown tower with black lantern.

Commander Picking, formerly sta-



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tioned in Portland in charge of the Light House department and now chief hydrographer at Washington, is making an effort to have a branch of the U. S. Hydrographic office established in Portland and he has little doubt that he will finally succeed in securing the necessary appropriation. This branch office, he thinks, is necessary because Portland is the regular winter port of Canada and many steamers arrive here in the course of the winter. Careful reports from all these steamers are desirable.

The shipping interests of the Maritime Provinces which have always been on the increase in tonnage have declined in a marked manner during the year just past as the following figures from the Halifax Chronicle show: The total tonnage was 753,804 last year and 715,314 this making the total net decrease for the three provinces of 38,490 tons. There remain on the register of Nova Scotia, 2847 vessels of 468,722 tons, on the book of New Brunswick, 1004 vessels of 221,086 tons; Prince Edward Island, 224 vessels of 25,506 tons. The total net tonnage of Nova Scotia decreased 18,589 tons; New Brunswick, 18,922 tons and Prince Edward Island 1,060 tons.

M. Gordon, the submarine diver, is now at work with his assistants in locating chains and anchors which were lost last year at the mouth of the Kennebec. This work is undertaken by the divers and is quite a lucrative business. The men left Portland the first week in January chartered a steam tug and started for the scene, working at Sequin and adjacent points. They have already found ten anchors, six bing large ones and well worth saving. One weighed 2400 pounds and when raised will be worth \$100. The entire lot will net \$300. When an anchor is found a buoy is attached to denote the location and after the submarine work is done a tug with a steam crane picks them up. Several weeks longer will be devoted to this work.

The unfortunate Pocahontas which is now going to pieces off Block Island was one of the finest vessels afloat, in dimensions the biggest schooner in the world, but as she draws but 17 ½ feet of water her carrying capacity is not commensurate with here size. She is guilt on yacht lines and was regarded as a race horse and a very easy vessel to handle in heavy weather. She is owned almost wholly in Taunton and was launched in Camden, Me., November, 1888, since which time she has been to South America with lumber, and has made but few coasting trips, although designed for that work. She was 235 feet on deck, 46 feet beam, 20 feet hold, masts 100 feet tall, and on this trip had a cargo of 2250 tons of coal. She was equipped with a pair of engines to work her sails and windlass, and her anchors weighed 20 tons. She was finished in the most expensive manner, all her metal trimming being of polished brass, and her cabins were fitted up most elaborately. She belonged to the fleet of which Captain J. M. Philips is agent, and is the fourth vessel of that line which has been lost within three years, all of which were new.

Captain J. H. Drew, under the nom de plume of The Kennebecker, has commenced a series of articles in the Boston Journal—a sequel to the Australian voyage of the With of the Sea. Of his arrival at Hong Kong he says: “Over on the Kowioong side (now English) were the beautiful ships Paul Jones of Portsmouth, N. H., the P. N. Blanchard of Yarmouth, Me., ready for sea, and several more; the handsome Crecian and Imperial of Boston close by; the Goodell of Searsport, Maine; the Samar of Boston and the Furness Abbey of Portsmouth, the Invincible of Bath and the Sarah Ridgeway of Philadelphia, the Commodore of Yarmouth, Me., and side by

side, the barques Edward L. Mayberry of Portland, Me., and the Alden Bessee of Portland, Oregon. How singular to se these two barques from the two Portland, representing the eastern and Western extremes of the Great Republic moored together in the Celestial Empire. Afterward there came in the pretty barkentine Nellie M. Slade of Boston and the John C. Smith of Belfast, Me., while a fine Belfast brig, the H. C. Sibley, showed the Yankee ensign, a token of welcome. Near us lay the Martha ???the Rattler, celebrated among the fast clippers of Rockland, Me., a quarter of a century before, one of the few of our famous vessels remaining.

THE FISHERIES.

The Boston Fish Bureau reports receipts of fish very light. The receipts of mackerel with the exception of 66 bbls. Irish mackerel are from Nova Scotia. The price of mackerel and codfish is the same as last quoted.

During the season of 1889, Lubec packed 100,000 cases of sardines, cured 700,000 boxes of smoked herring, and raised 20,000 bushels of potatoes, 15,000 bushels of which were shipped to New York. The sardine factories paid out for the one item of labor \$120,000, ninety-five per cent. of which was paid to residents of the town.

A prominent Portland fish dealer is credited with the remark that for the past eighteen years fish of all kinds were never so scarce. There were no fish of any kind among either the wholesale or retail dealers, except a few smelts and halibut. The scarcity if due to the rough weather on the coast for the past two months.

Gloucester advices are that the receipts are light, and the old stock is being rapidly disposed of. The market on mackerel is strong, and there are but fee on had to offer, probably not more than 800 barrels, all told. There have been eight arrivals from Fortune Bay with frozen herring, part of which have been marketed in Boston and New York. The fleet engaged comprises about 50 sail, most of them being on the way home. The arrivals this week were bringing 162,000 pounds of codfish, 94,000 pounds of fresh halibut, 2,624,000 frozen herring, 9200 pounds of haddock, 13,000 pounds of cusk and hake.

The failure of the mackerel catch this year set the Provincetown owners to devising ways and means for protecting their industry, and Captain Chase, a veteran fisherman, conceived the project of trying the waters off the Cape of Good Hope. So he fitted out his schooner, the Alice Chase, and sailed October 8, for Cape Town. The Captain got very little encouragement in his undertaking, for scientists had said that thee are no true mackerel south of the equator, but a letter received recently from him shows that his venture is being crowned with success. Captain Chase writes that he found mackerel in plenty and could not tell the difference between them and the fish on this coast. The fish average from thirteen to seventeen inches in length, and as the season advances will make good No. 1's. They are so plenty there that the people catch and sell them for a shilling a barrel, taking abut two hundred to a barrel.

SHIPBUILDING NOTES.

J. H. Dyer has laid the keel in Portland for a 100-ton schooner to be built for Portland parties.

Work will soon be commenced at East Machias in the yard of Pope, Harris & Co. on a three masted schooner of about 300 tons.

The schooner Albertine Adoue, recently launched at Bath, has received her sails and will soon take a cargo of ice from Boothbay for Philadelphia.

It is reported that Carleton, Norwood & Co., of Rockport, will build two large schooners the present season in addition to the ship now building.

James H. Creighton and George Creighton of Lynn, MA, have formed a firm for building a schooner of 800 tons at Thomaston, the coming season.

D. W. Campbell of Cherryfield is to build a schooner this season. Work will at once commence in getting out the frame. The vessel will have a carrying capacity of about 300 M. ft. lumber.

A. Sewall & Co.'s new ship, the big sister of the monster Rappahannock is to be christened Shennandoah. The Shenandoah will be larger than the Rappahannock now being rigged at the Sewall wharf and will be put up in the yard as soon as the frame which is know being cut arrives in Bath.

Kelley, Spear & Co., of Bath, have contracted with Joseph H. Church, of Taunton, MA, for a four-masted schooner of the following measurements: 230 feet keel, 46 feet beam and 21 feet depth. The keel has been laid for the Captain Laveader schooner at this yard and framing has commenced. The Skinner schooner is all planked.

Dunn & Elliott of Thomaston, build4rs of the newly launched Benj. C. Firth, have two frames now on the way to Thomaston, one for a single-deck schooner of 500 tons, the other for a schooner of 1000 tons. They will commence work on the 500 ton schooner as soon as the frame arrives. She will be built for Captain D. H. Sumner of St. George, now in the schooner R. Bowers.

The Record says: “There arrived at Boston a few days ago a new rig of a vessel in the ”Ensenada,” which is destined for the South American lumber trade. The “Ensenada” is a four-masted barkentine, and is without question the first sailing vessel of that rig in existence. There is however a vessel on the ways in Belfast, being built by George W. Cottrell, which will be, when completed, the same kind of rig.

Washburn Bros. Of Thomaston have just secured a model from Pattee of Bath, from which they will build two schooners. They have four frames now cutting. One comes very soon by rail from the northern part of the state, while the schooner Etta Stimpson has been chartered (two trips) to bring the other frames from Darien, Ga., where they are being cut. The schooner building by Washburn Bros. At Port Clyde has the keel laid and the stern post up.

AT MACHIASPORT.

Business Quiet and Le Grippe Active.—an Encouraging Outlook for 1890.

(Correspondence of The Journal.)

Business is, at this time of year, at what might be truly termed its lowest ebb in Machiasport. With the exception of the physicians nearly every one is idle. The doctors have all they can attend to, owing to the many cases of Le Grippe in town, which we think may be rightly termed the “Indian Grip” as when once fastened upon its victim it generally holds on until it has strained the sufferer to his utmost endurance.

The business outlook for the summer of 1890 is better than in the fall. The Machiasport Packing Company will probably open their factory about the first of May, which will give work to a number of people and circulate a large amount of money weekly throughout the town.

Stephen Berry is building a new house on the Palmer Hill, which he has up and closed. Captain Trafton has built a long veranda in front of his house, and others are making improvements.

W. C. H.

Machiasport, January 20, 1890.

31 January

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The Hinckley & Egrey Iron Company, this city, have contracted to build the engine for the new steamer Captain S. H. Barbour is to build to run on the Kennebec between Waterville and Gardiner.

The Shields Granite Co. of Green's Landing, Deer Isle, have lately purchased Devil's Isle, and will erect a wharf, boarding house, and other buildings to be used in the summer's work in the quarries.

The Union Granite Company, Long Island, will suspend operations for two months as there is no paving done in New York and Brooklyn during the winter, and the contractors thee decline to receive the paving stone until they are ready to use them.

G. W. Cpen, of Eastport, has commenced work upon the foundation for an extension of his building on Union Wharf used for his tin decorating business. An addition will be built extending through to Central Wharf upon which the two story ell 28x30 is to be erected.

FROM YARMOUTHVILLE.

A Prosperous and Pleasant Manufacturing Town.

(Correspondence of The Journal.)

Yarmouthville is a town of about 2000



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inhabitants, situated in Cumberland County, eleven miles from Portland. The Grand Trunk and Maine Central both pass through the town.

The principal business is the Forest Pulp Mill, which employs 150 men, runs day and night, and turns out seventy tons of wood pulp every 24 hours, the power is supplied by a 160 horse power engine. Many of the men employed in the mill belong in the neighboring towns, and board in Yarmouthville. They receive \$1.25 per day.

The shoe shop of Hodsdon Brothers & Co. has always been quite prosperous. It is run by water power, and like the pulp mill is on the left bank of the Royal River. Just at present the shop is having some trouble with the help, through the Lasters Union. The lasters have left. Some of them have gone to Haverhill.

Down the river is a cotton mill which adds much to the industry of the town, and can employ about 250 hands. Nearby is a large saw mill and grist mill. There is good power at this point.

The machine works of C. H. Weston, are also run by water and are on the left bank of the river. He has a large roomy shop, and employs sometimes ten men. He turns out a good class of machinery, consisting chiefly of belt makers tools and textile machines. A great number of jack screws are also sent from his shop. There is no foundry in town. Casings come from Portland, Lewiston, and Auburn.

Yarmouthville is celebrated for its line lard shade trees and private residences.

Yarmouthville, January 27, 1889.

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**THE GRANITE INDUSTRY IN MAINE.**  
**Facts and Figures as Presented in the Report of The Bureau of Industrial and Labor Statistics.**

The third annual report of the Bureau of Industrial and Labor Statistics for the State of Maine, of which Hon. S. W. Matthews is chief, makes a volume of 190 pages and contains a large amount of valuable information concerning the granite, lime and slate, and shipbuilding industries of the State, and of the workers in these fields of labor. It also contains a report of the doings of the seventh annual convention of chiefs and commissioners of the several Bureaus of Labor Statistics in the United States, which met at Hartford, Conn., in June of 1889, and gives interesting general statistics in regard to agricultural matters, valuation, taxes assessed, etc., in the town throughout Maine. The collection and compilation of the statistics presented in the report, involved a great amount of research and investigation in which Mr. Matthews was ably assisted by Deputy Commissioner Campbell and Mr. T. J. Lyons, of Vinalhaven.

The work of the Bureau during the past year has been confined almost entirely to an investigation of the quarrying and shipbuilding industries, the Commissioner believing, as he states in the introduction of the report, that a thorough and systematic investigation of a small number of the varied departments of labor in the State, is more valuable than a hasty and incomplete canvass of a large number, and that the industries to which the Bureau has limited its labors are of sufficient importance to constitute the substance of an annual report.

The granite quarries give employment to an average number of 4000 working men, the lime and slate quarries furnish employment to more than 2000. The ship yards of the State, during the past year, have employed nearly 2000, with a prospect of an increase of the number of workmen in the

year to come.

**Status of The Granite Industry.**

There is no industry of any importance that has received so little attention from statistical experts as the granite industry. Extensive as it is, reaching into almost every state and territory, yet no work is to be found that gives reliable information of the extent or national importance of this great and solid business. People stop and gaze with astonishment at the magnificent granite structures that have grown up, as it were, in our large cities and business centers the past few years; but the many as they applaud and admire the gigantic proportions or delicate workmanship, they have no conception of the labor necessary to produce such wonders. From the taking of the stone from its bed in the quarry, until it is finally stowed in the hold of the vessel that is to carry it to its destination, the work is of the hardest kind, requiring endurance and intelligence to perform it.

Unlike many other industries, the granite business has undergone but little change during the last twenty years. The shoemaker has had to give way to the lasting, pegging, stitching and other machines, until to-day he does not know what part of a shoemaker he represents. The same is the case with a great many other trades, but with the exception of the steam drill, stone is quarried by the same process and with the same tools as it was twenty years ago. In the cutting or dressing of stone, there has been no displacement by machinery, nor is there likely to be; and the same methods and the same tools are used as were twenty years ago. Machinery has been tried in all forms, but, as yet, nothing has been found that will perform the labor that is now done by human power. Used as a lathe, machinery does work satisfactorily in turning out columns, (there is one in operation at Vinalhaven by the Bodwell Granite Company) but even this does not finish the surface except when it is to be polished.

**The Granite Cutters.**

The granite cutters are about 70 percent American born. As a class these men are in comfortable circumstances, the large majority of them are the possessors of farms, and no homes are more comfortable furnished. Pianos and elegant furnishings are no rarity in the homes of the granite cutters of Maine. They work hard and steadily; they receive in the main, very fair wages, but they do not save up a great portion of their earnings. They are not of the miserly sort, and believe they are entitled to the best there is to be had, therefore they enliven trade wherever they are congregated. Their children have all the advantages of our public schools, as they cannot be put to work on granite until fully matured, or at least before 16 years of age, as the work is of too hard a nature for frail limbs. Intellectually, the granite cutters of Maine are on a level if not in advance of any other class of mechanics. Instead of the saloon they patronize the public library. They are very active and interested in national and State affairs, and it is a fact that there are more daily papers taken among the granite cutters of Vinalhaven and others of our granite villages, than are taken in many large communities. The foreign portion of our granite cutters are chiefly Scotch, Italian and English.

The Scotch came among us to better their condition, believing that they are better paid for their labor than at home. Intellectually they compare favorably with any, and soon become thoroughly Americanized. If their families are not with them it is their intention to have them here as soon as convenient. They generally avail themselves of the advantages of citizenship, are very industrious and soon make for themselves

and families a comfortable home.

The Italians seem to be here simply for what they can make. It is a very rare thing for one of them to become a citizen, and very few of them bring their families with them. They live differently from the other cutters, and are seldom found at boarding-houses or hotel. They congregate together, and speak their own language almost exclusively. They seem to care nothing for our institutions, and their only object seems to be the accumulation of a few hundred dollars with which to return to Italy. Of course there are exceptions, and there are Italians who prefer our country and institutions, but as a class they are here only temporarily.

The English stone cutters, like their Scotch neighbors, are generally here to stay. It comes quite hard to them to forswear their Queen, but they soon get so they can live a Yankee. They are about as lavish in their expenditures as the natives, and there is nothing in the market too good for an Englishman.

**The Paving Cutters.**

The quarrymen are the poorest paid of any of the granite workers, and although they have to work out of doors exposed to heat and cold alike, they do not receive, on an average, much more than half as much as the stone cutters or paving cutters. There is just as much intelligence required to in the quarry as in the shed, and yet the quarrymen at .17 or .17 1/2 per hour, is obliged to lose all bad weather, while the stone cutter at .27 1/2 or .30 per hour can work every day if he will.

**Varieties of Maine Granite.**

The granites of Maine are as varied in color as they are in the nature of their working. Our red granite is found at Jonesboro and Red Beach. Washington county, and Mt. Desert, Hancock County. It is very extensively used, especially the Jonesboro, which is owned by the Bodwell Granite Company. Large buildings are constructed out of this stone. The Red Beach is a finer (closely grained) stone than the others. And is used mostly and very extensively for monumental purposes. This granite takes a very high polish and is as fine as any the Scotch imported. It is what the workmen term good working stone, that is, a stone that will work quite free and safe on all sides. Such stone has but little rift.

Black granite is found at several places, but the best specimens are found at South Thomaston and Vinalhaven. It is somewhat different in its composition from the other granites, hornblende taking the place of mica, so prominent in granite. This stone should properly be termed sienite. It is very highly prized for monumental purposes. It takes a polish that cannot be equaled for any other stone, and the contrast between the polished and hammered work is what would be expected from the shades of this stone, black and white. A great deal of this stone is used by the firm of George Green & Co., the owners of the quarry at South Thomaston, also by Barton & Sprague, Vinalhaven. The Addison quarries, in Washington county, are also black. The Bodwell Granite Company have a large quarry at Vinalhaven, but find it expensive to work. The stone that is principally used is very good working stone.

Our white granite is not much more abundant than the red or black. The finest grade is the Hallowell stone, quarried by the Hallowell Granite Company, and by Archie and Augustine (Hallowell Central Granite Works.) white granite is also quarried at Waldoboro, Lincoln county; and Friendship, Knox county. The Hallowell Granite Works do an immense business as monumental and statuary work. The stone being free working and soft, allows it to be worked as fine mar-

ble. This white granite is one of the stones that the paving cutters delight to work on. It is very rifted and will split like a piece of wood.

Gray granite as it is termed, is very abundant, but differs a great deal in quality. The stone is quarried the most extensively, and is used chiefly for building purposes and for paving. It is generally coarse grained. The most prominent of the quarries of this granite are those of the Bodwell Granite Company, at Vinalhaven, Booth Bros. & Hurricane Isle, Mt. Waldo Granite Company, Mt. Waldo, and the quarries at Somes' Sound and West Sullivan. Most of these gray granites will take a nice polish, but do not show a great contrast between the hammered and the polished work.

A granite that is valued highly for all purposes is what is called dark granite. This granite hammers very light, but takes a very dark, high polish, and is closely grained, hence it is called dark. The most prominent of this class, is Clark's Island Granite Company, Clark's Island; Booth Bros. & Hurricane Granite Co., Long Cove; Long Cover; Oak Hill Granite Company, Belfast; Freeport Granite Works, Freeport; Brown, McAllister & Co., Round Pond; Burleigh & Hall, Rockland, and the firms of Brown & Wade, John Ingraham, Charles Ward and others, of South Thomaston. All of these granites are of superior quality and nothing better can be produced for monumental purposes. The Dodlin Hill land the Spruce Head granites, though in different parts of the State, are somewhat similar. There are numerous other quarries throughout the State, that, although not mentioned in this report, will be very valuable when thoroughly developed.

At nearly all of these quarries, paving blocks are made, some firms working at that branch of the industry exclusively, others using only the waste stock.

**Wages of Granite Workers.**

In the state there are in round numbers, 4,000 men employed in the granite industry, divided as follows: 1400 granite cutters, 1000 paving cutters and 1600 attendant laborers, including tool sharpeners, quarrymen, teamsters, dragtenders, boxers (men who box the cut stone) draftsmen, foremen, engineers, laborers, superintendents, polishers, clerks, etc. Besides this number there are employed though this industry 500 more who are ??? wages paid today workers throughout the State are as follows:

The average annual earning of granite cutters working by the day, at an average of \$2.75, for 287 days, allowing 25 days for holidays and shortening of the days in winter, would be \$789.25. The average annual earnings of granite cutters (piece workers) is \$600.00, and average for 287 full days of \$2.00 per day. The average annual earnings of tool sharpeners, working by the day, at an average of \$2.50 for 287 full days, is \$717.50. The average annual earnings of the quarrymen, at an average of \$1.65 per day, is \$396.00, an average for 287 days of \$1.38 per day, showing a loss to the quarrymen, in addition to shortening of days, of 47 days from bad weather.

The season is making paving profitably, does not exceed eight months, although the business is carried on at most of the places throughout the year. As most of the paving cutters work out of doors, considerable time is lost by bad weather. The average number of days worked for eight months is 180; for that time the average pay would \$2.50 per day, or a total for 180 days of \$450.00. During the four winter months the average would be about \$30.00 per month, a total for the year of \$570.00, or an average for 287 days of \$1.90 per day. The price for



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paving working is from \$20.00 to \$30.00 per thousand, an average of about \$25.00 per thousand, \$20.00 being for stock on the dump, \$30.00 being for motion work. (the paving cutter quarrying his own stone.)

General Statistics.

In a table of returns from 44 granite concerns, 30 gave a total capital invested of \$701,000; 32, a total gross product of \$1,398,101; 42, total number of men employed at time of return, 2926; 38 give aggregate average employed in 1888 as 2872; 39 show average number of days in operation. 241. Average weekly wages when fully employed were as follows: overseers, \$17.63; stone cutters, \$15.86; paving cutters, \$17.34; quarrymen, \$10.83; sharpeners, \$12.84; blacksmiths, \$15.90; polishers, \$10.84; teamsters, \$11.02; common laborers, \$8.94.

Twelve pages of a descriptive list of a number of the leading granite companies doing business in the State is given in the report. The whole number of quarries operated to any great extent in 1888-9 was about 55.

Reports from 96 different granite workers are printed, an analysis of which gives the following figures: Native born, 8s; foreign born, 14; assisted by their families, 18; owning homes, 53; homes mortgaged 8; renting, 36; without families, boarding, 9; boarding who own homes, 2; reporting pay raised, 13; pay reduced, 3; expected to trade at company store, 40; reporting prices higher than at other stores, 26; paid weekly, 1; fortnightly, 50; monthly, 41; irregularly 4; belonging to labor organizations, 81; to beneficiary organizations, 27; having saving bank accounts 17; accumulating savings in former years, 59; during the past year, 55; running in debt, 13.

Averages of these reports show the average age of persons reporting, to be 38; hours employed daily to be 10; daily wages, \$2.25; annual earnings, \$522; days lost, 78; earnings of other members of the family, \$54; gross income, \$577; cost of living \$499; number of persons to family, 4 to 5; earnings over expenses, \$78.

Subsequent issues of The Journal will contain reviews of the lime and slate and shipbuilding industries as presented in the report of the Bureau.

Page 3.

An Improved Rig Urgently needed for the Monster Modern Schooners.

The loss of the Millie G. Bowne, the largest and handsomest schooner that ever sailed out of Boston, calls attention to the urgent need of an improved rig for sailing ships of large capacity and light draught. Perhaps it had better be said that it emphasizes the necessity for an improved rid, for the Bowne was not the first of these ships to get dismasted in a gale of wind that was by no means extraordinary in its force.

Here was a schooner that registered nearly 1600 tons, and capable of carrying as much cargo as the great Yankee clipper ship built during the fifties could do. She had four masts, and what is called the fore-and-aft rig. Every one likely to try a hand at inventing a new rig for these vessels knows what that is. Each mast was composed of two timbers, a topmast and a lower mast. These timbers were so long that they towered up as high as the masts of a full-rigged ship of like capacity. And yet, instead of the crew of a full-rigged ship say 30 men—this schooner probably carried 10 or 12, all told. The schooner rig ordinarily needs less men to handle it than the square rig of the ship. A steam winch hoists the huge sails for the crew, and they are lowered away of their own weight. If sheets must be hauled aft the

schooner can be luffed. Two men can usually tie up a topsail, and all hands can manage to take reefs in the big lower sails one at a time.

It is not that the canvas cannot be taken off a schooner when the gale arises. The trouble is that the canvas that is left on her is not placed right to save the vessel. As the wind increases the topsails and lighter jibs are furled, but it must blow a living gale before the captain will take reefs in the lower sails. First of all he is likely to take in the spanker, or the extreme aftersail. If she shows a tendency to fall off in the trough of the sea he reefs down the foresail. Last of all comes down the main. He will only do this to save her masts, and he is not sure to save them even then. The trouble is that when these big sails are reefed the spread of canvas is so near the deck that the wind files to reach it as the vessel sinks behind a wave. But a moment later, as she rises on another wave, the wind come booming along and strikes those reefed sails such tremendous blows as to take the masts right over the rail.

Should the wind fail to do that, the waves breaking over the vessel fill the low-down bagging canvas full of the solid water, and then the masts are doomed; for the masts are tall, and the angle of the shrouds too small to support them properly. In the case of the Millie Bowne, the wind broke loose the fastenings of her deck load of lumber and sent the boards flying though the fore-sail, tearing it to shreds. But that is not all. When the vessel sinks down behind a wave and the wind no longer presses against her sails, there is nothing to keep her headed up to the wind, and sea shoves here around until she lies like a log in a ditch and a mighty ditch, at that, from which she will b tossed in no time, only to be dropped sideways into another, while the strain on the huge levers which her masts are, is something awful to contemplate.

The master of the steamer Duchess, in a letter to the New York Herald some time ago, said he had observed that at 40 years of age the masters of three-masted schooners showed “hard-lined, parchment-looking faces, deeply scored with anxiety and dread. If the captain of a three-master is affected thus, what must be the mental condition of the captain of a four-master when the gale comes on? In a square-rigged ship the maintopsail is the last sail left spread to the gale. It is high above deck, and it saves the ship if hove to. If she tries to scud, the square foresail is set, and that lifts her along over the waves, while a fore-and-aft foresail serves only to depress the vessel’s bow.

If some bright inventor can devise a means for brailing a fore-and-aft sail into the mast instead of hauling it down to the deck, he will hep the rig materially; but what is really needed is a sail of some sore that can be set a lot when the other canvas below is furled. The big schooners are here to say in spite of the danger of wrecking, for until wrecked they pay better dividends than anything afloat. [Exchange]

OIL ON THE WATERS.

A Law needed requiring every Sea-going Vessel to be supplied with means for using it.

The advantage of the use of oil to allay the force

of tempestuous waves was strikingly illustrated during the recent trip of the great war steamer Yorktown of the United States naval fleet. A letter dated on board the Yorktown, Lisbon, Portugal, after describing the terrific force of the waves that battered the staunch vessel, in a storm encountered a few days before, says:

“Both engines were stopped and the behavior of the Yorktown was excellent. All this time we were using oil and its effect was marvelous. We had several large bags filled with oakum saturated with oil over the side, and, from time to time, a little oil was poured through the weather scuppers. It was a grand sight to see the oil spread out to an infinitesimally thin film on the water, and then these high seas would gather extra strength and come toward the ship, towering far above her, and as they reached the limit of the oil they dissipated into a rolling swell, which lifted the ship up and then rolled away to leeward.”

A recent illustration of the value of oil when a vessel is at anchor or lying to in a storm is furnished by the Hydrographic Office. The engines of the British steamship Benlarig became disabled in December, off Cape Trafalgar and she rapidly drifted toward the shore. She was, however, anchored between a reef and this shore and lay four days in that position, the wind blowing a gale. The heavy sea rolling in was partly broken by the reef and the vessel was surrounded by a confused mass of breakers, stopping water on all sides; the lifeboats and everything movable were washed away,

and the decks were continually swept by the seas. Captain Freeman thought that his ship was going down, but as a last resort got up tow barrels of il, which he used with magical effect, distributing it from the forward closet pipes. Attempts made to use the oil from the bags on the forecastle were unsuccessful on account of the wind and sea. With the exception of a little spray that came on board, the decks remained perfectly dry until the gale subsided. The ship was then towed into Gibraltar. Captain Freeman says that his ship’s cargo and the lives of officers and crew were undoubtedly saved by the use of oil, and he earnestly recommends its use in the case of a vessel at anchor on a lee shore.

The skippers of three steamships, the California, from Hamburg, the Friesland, from Antwerp,, and the Rhaelia from Hanburg, lately arrived in New York, are enthusiastic in their praises of oil as a wave breaker. The Rhaelia used the fluid with magical effect in a hurricane on January 17. The Friesland on the same day kept the towering sea from breaking aboard the ship by a liberal use of oil. The California, wile hove to under small sails in the same terrific wind, saved herself by using oil.

In view of the well-known effect of oil on troubled waters and the ease and economy with which it can be used in case of storms, if seems strange that Congress should be so tardy in passing a law requiring every sea-going vessel to be supplied with a means of using it. Cheap and simple oil bags are provided for this purpose, but through carelessness or neglect thousands of vessels

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MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

leave port without being supplied with them.

Page 4.

Every public-spirited citizen of Maine hears with pleasure that, unless the Secretary of the Navy uses his privilege of rejecting any and all bids; the contract for the construction of cruisers number four and five of the navy will go to the Bath iron Works at their bid of \$637,000 for the two. S. L. Morse & Sons Co., of Elizabeth, N. J., the lowest bidders, asked permission to withdraw their bid which left a clean field for the Bath folks. This is the firs contract for government work of any magnitude to go to Bath, and it is believed that the building of these steel cruisers at the Bath Iron Works will inaugurate iron shipbuilding in Maine on a large scale.

The prospect for a good ice harvest is now excellent throughout the State. Despite all prognostications by goose bone weather prophets, and not withstanding the alleged meandering of the Gulf Stream into the vicinity of the New England coast, cold weather has settled down upon us and the occasional rains and warm spells have not materially interrupted the congealing process which has covered the rivers and lakes of Maine with the sparkling crystal, the quarrying and exporting of which gives employment to an army of workers during the otherwise dull winter months, and brings many thousands of dollars into the State. Ice cutting is now in active progress on both the Penobscot and Kennebec, and by next week all the principal operators will be sliding the shining blocks into their houses. Many of the ponds adjacent to railroads or along the coast will also be stripped of their icy covering, and all indications point to a larger ice crop than for many years past. Shipments of ice to southern ports have already begun from several points on th coast. The protracted warm weather in the early part of the winter seems likely to result in a short crop on the Hudson, which means quick sales and good prices for the Maine crop.

Page 5.

RAILWAY AND STEAMSHIP

The Penobscot River Steam Navigation Company has been sold to Messrs. Laughton & Clergue, this city. The Isma is to run to Hampden, the Buttercup to Winterport and the M. & M. to Port Clyde, Seal Harbor and other ports, according to arrangement for next spring.

The New York, Cottage City, Rockland & St. John Steamboat Co., talked of last fall, has been organized and it is expected will begin running in March. Albert Hunt, a retired sea captain has been chosen the Rockland agent. They intend to build over the Atlantic wharf at Rockland, making a granite front and enlarging it. Two boas will be put on which have been purchased and are now being overhauled for this route.

Page 6.

A New Kind of Fish Yarn.  
Fish Served A La Fricassee Right From the Bottom of the Ocean.

“It was this way,” replied Mr. George W. Fuller, the veteran diver, sitting back in his chair and half closing his eyes as if to recall all the circumstances of this most curious of diving experiments. “You see, I had been talking with some of the bosal, telling them about what I could do, and all that, and if I remember rightly, I made the assertion that I could catch a fish, dress it, cook it under water and bring it up to the surface in good shape for eating without wetting it a particle. Of course everybody was incredulous, and one man who was even more incredulous than the rest offered to bet me \$100 I could not do it.

“As I thought I had a pretty sure show of winning, and the an seemed anxious to bet, I put up y money, and when asked when I wanted the affair to come off I set a day about a week ahead, as I khad some preparations to make. Taking a couple of my men I got a boat and went quite a distance out into the harbor, stopping over a place where I thought I should be able to catch a fish easily. I had brought a weighted barrel along with me and my diving suit. The barrel we then proceeded to sink, having the open end downward. Putting on my suit I went to the bottom and securely fastened the barrel

to some rocks with ropes to make sure that it would neither rise to the surface nor float away. Mind you, I had the barrel raised abut three feet from the bottom, and at this time, as a matter of curse, it was filled with water. After I had secured it I stooped down and crawled up into it, standing erect upon the bottom.

“When I crawled in the barrel was full of water, but as I staid under there minute after minute, the water began to be driven out little by little, this being caused by the air which was issuing from my escape valve rising to the top of the barrel, and not being able to go any farther, it, as a matter of curse, kept forcing the water down. Soon my head was entirely out of water, and soon my chest was out. Then I unscrewed my helmet and stood in the air under the barrel. As it was being fed constantly from the pump above, the water lowered until there was not a drop in the barrel, and I was standing in only three feet of water. I had one of my patent lanterns with me so I could see what I was doing, and taking a hammer, nails and a small board, which I had brought down with me, I proceeded to nail up a small shelf at one side of the barrel of the height so that when my lantern was set upon it it would be convenient for me to look down on the top of it. This done, I put on my helmet, got out from under the barrel, and went up to the surface once more.

“All my arrangements were completed, and all I had to do now was to wait patiently for the day of the trial to come off. It dawned at last, bright and clear, and a considerable party of gentlemen embarked with us, to either see this, as they supposed, a great feat performed, or to see me fail in my attempt to make good my assertion. I impressed it upon the mind of the party who had bet against me that to perform the feat it was very essential that I should go under water at a place, where I could be reasonably sure of catching a fish, and he left it with me to select the place. Of course I steered for the spot where I had the barrel anchored, and, stopping near where I though it would be, I put on my suit and prepared for the descent. I took with me my lantern, a small stew pan, pepper, salt, etc., and my fish hook.

By the way, you never saw a man catch fish under water, did you? Well, it is quite a simple operation. You don’t really use any hook at all, but a long line with a big sail needle on the end of it. When kyou ar on the bottom and see a fish, good care must be taken to get behind him. Then cautiously edging up to him, you make a quick jab with the needle, and if you are a good shot your fish is caught. Then all you have to do is to push him up on the string, which must, of course, be knotted on the end, and you are ready for another one. It was one of these needles that I had, and I was very successful in not having to occupy much time in catching my fish, for I had scarcely struck bottom and go my bearings when I saw one directly ahead of me, and I succeeded in getting him impaled upon my needle in short order.

Then I crawled under the barrel and, setting my lantern on the shelf, waited for the water to lower. I had not long to wait, however, and soon my helmet was hanging on a nail, which I had hammered into the side of the barrel for that purpose. This done, I unscrewed the top of the lantern, which, as you know, is quite a large one and has a big flame. This lantern is fed by a small air pipe from above, the same as a human being is, and as I could live and breathe freely under the barrel, of course the lantern could burn brightly, too. Placing the pan, which fitted exactly into the top of the lantern over the flame, I placed the fish in it and he was soon frying away at a great rate, while I soon made him palatable with salt and pepper.

“After it was well fried I shut off the blaze in the lamp and screwed on the cover, leaving the stewpan and the fish inside, where they were sure to keep perfectly dry. Then, putting on my helmet, I go out form under the barrel and gave the signal to be lifted up. I had been gone only a few minutes, and the people thought as a matter of course that I had come up to say that I could not catch the fish, never dreaming that I has caught it, dressed it and cooked it already. They were very much surprised when, on taking off the lamp, I showed them the fish, steaming hot and well cooked. [Boston Globe]



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