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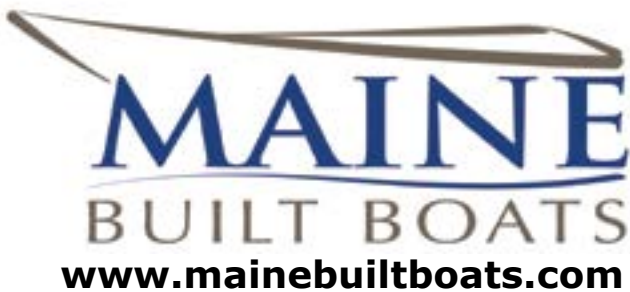
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Publisher
Editor-in-Chief

Jon B. Johansen
Rachel Elward

Advertising Deadlines: The deadline for the March issue is February 7.
The deadline for the April issue is March 6.

Publisher's Note

After way too many years, approximately 30, of compiling data on vessels I got word just after Christmas that the website (www.internationalmaritimelibrary.org) was live. Many of you know from reading my Publisher's Notes or seeing what I post on Facebook, how this has progressed over the years. It started with inputting the merchant sailing vessels from the "List of Merchant Vessels of the United States" from 1867 to 1885. This was followed by inputting several other annuals such as "The Record," "American Lloyds" and "Lloyd's Register of American Yachts." In between these Custom House records and newspaper articles were digitized. They all have information that fills in the history of these vessels and when put into a database make for an excellent source of a specific vessel's information. What most sites have done is scan in certain annuals, but they only give partial information. There are 54,006 vessels with almost 100 data fields listed in 'Version 1' and can be searched a number of ways. It is not at a point where I want it yet, but I am already working on 'Version 2,' which will add more vessels, likely another 50,000, but more importantly more information on the vessels in the original list. It is hoped that 'Version 2' will ready and up the end of March.

Also, I am working on some definitions and a chronological history to increase the usefulness of the website.

The holidays have come and gone and as usual I made a trip after Christmas to Massachusetts to celebrate my mother's 89th birthday. Of course, on the way down I headed to the great used bookstore in Niantic, CT and then there was a trip around the antique shops on Cape Cod and a couple in New Bedford. I am amazed at what you

can find and what some dealers think the price should be. There was a great painting of Capt. George Thomas Nichols, but the dealer wanted \$5,500 for it. I searched my records, but had no listing for him so he is probably not from Maine. The price was not close to being realistic, as I purchased one of a Rockland captain for just \$300. Another interesting piece was an agreement between Captain A. D. Colcord of the bark ARLETTA and his crew on a voyage to the West Indies in 1869. Unfortunately, the dealer wanted \$149 and I thought that was too high. What was important was that there was a list of the crew (R. W. Fowler (mate), Frank Lambsett (2nd mate), Joseph Burndlett (cook and steward), Thomas Thompson, F. Peterson, Henry Minter, J. F. Fuller and G. A. Irvine) and that is hard to find so I took a photograph for my records. What I probably should have bought, but the price stopped me, was the book "Royal Yachts," which they wanted \$250 for. Here is to hoping it will be there in May when I make a return run around the Cape.

I know that I can watch some very esoteric things, but have you tried CurocityStream? One episode that was very interesting was "The Cornfield Shipwreck." This is about the steamer ARABIA sunk in the Missouri River in 1856. This river has meandered all over the countryside so where the river is now is not where it was in 1856. The wreck hunters figured out where the river was at the time of the sinking, in what is now a cornfield, and started doing test drills. It did not take them long and up came pieces of wood and they knew they had found her. They excavated the site and what they found was unbelievable. Most of the cargo was very well preserved and is now in a museum. It is worth watching.

MCN's Calendar of Waterfront Events

On-going Exhibits Whales Today New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	Energy and Enterprise: Industry and the City of New Bedford New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	28-30 NEFMC Meeting Portsmouth Event Center Portsmouth, NH	APRIL 9 Schooner BOWDOIN from Arctic Explorer to Maritime Teacher Eric Jergensen Maine Maritime Museum Bath Info: (207) 443-1316
Capt. Paul Cuffe: His Work, Vision and Living Legacy New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	When this You See, Remember Me: The Photography of Everett Scholfield and George Tingley Mystic Seaport Mystic, CT Info: mysticseaport.org	30 The Discovery of the USS EAGLE 56 Shipwreck; A U. S. Patrol Boat Sunk by a German U-Boat off Portland Ryan King Maine Maritime Museum Bath Info: (207) 443-1316	14-16 NEFMC Meeting Hilton Hotel Mystic, CT
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	Death in the Ice: The Mystery of the Franklin Expedition Mystic Seaport Mystic, CT Info: mysticseaport.org	FEBRUARY 4-6 ASMFC Winter Meeting Westin Crystal City Arlington, VA	MAY 4-7 ASMFC Spring Meeting Westin Crystal City Arlington, VA
After Ryder – Photographs by Nicholas Whitman New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	Monument Man Mystic Seaport Mystic, CT Info: mysticseaport.org	22 Maine Ships in the Arctic Charles Lagerbom Maine Maritime Museum Bath Info: (207) 443-1316	JUNE 20 Boothbay Harbor Lobster Boat Races Boothbay Harbor Info: Ashlee Lowrey (207) 808-9230
Enlightened Encounters: The Two Nations of Manjiro Nakahama New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	Streamlined: From Hull to Home Mystic Seaport Mystic, CT Info: mysticseaport.org	MARCH 5 The Effect of Climate Change on Maine's Infamous Winters Sea Birkel Maine Maritime Museum Bath Info: (207) 443-1316	21 Rockland Lobster Boat Races Rockland Harbor @ Breakwater Rockland Info: Nick O'Hara (207) 542-4348 Mike Mayo (207) 542-1879
Thou' Shall Knot: Clifford W. Ashley New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	Homer at the Beach: A Marine Painter's Journey, 1869-1880 Cape Ann Museum Gloucester, MA	5-7 Maine Fishermen's Forum Samoset Resort Rockport Info: mainefishermensforum.org	28 Bass Harbor Lobster Boat Races Bass Harbor Info: Wayne Rich (207) 244-9623
"The SPRAY will Come Back": Sole Circumnavigator Captain Joshua Slocum New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	JANUARY - 2020 25 Winter Tracking of Estuary Animals Guided Hike KELT Maine Maritime Museum Bath Info: (207) 443-1316	20-22 Maine Boatbuilder's Show Portland Sports Complex Portland Info: (207) 774-1067	JULY 4 Moosabec Lobster Boat Races U. S. Coast Guard Station Jonesport Info: Jay Mills (207) 598-6347

CORY ESPOSITO OF ESPOSITO'S WELDING IN SURRY

SURRY – If you have wandered around the boat shops in the mid-coast area one name you will constantly hear when discussing who did the metal fabrication is Cory Esposito of Esposito's Welding & Fabrication in Surry.

Last fall a boat modification project for Dark Harbor Boat Yard of Islesboro was underway at Dock Works in Winterport, but unfortunately the owner of Dock Works had health issues and had to discontinue his involvement. The owners of the boat asked around and made the decision to take it to Esposito's Welding & Fabrication. The modifications were on an aluminum landing craft that came from Alaska, which they wanted to use as a yard boat. Cory added, "We essentially cut the floor out, cut the sides, changed the angle of the floor and did some repair work where there were issues. The sides essentially were the same angle all we did was put in all new framing. Then we put in those fairing plates, that is what those angled plates are, and the gussets on them. Then we put new sides on and basically the sides were kind of a duplicate of what they had. Then they came up with the idea that they wanted to widen it. The original plan was to just widen the cargo deck, but then one of the owners said for docking reasons and what not why don't we widen the back of it? We bent some pieces and just fit them in. We put some stiffeners in so if they bang it against the dock it has added support. This increased the width the whole length of the boat. The biggest project was getting the old stuff out and repairing the places that were pitted, corroded or cracked."

Cory explained, "This boat originally started out as a salmon boat and then somebody turned it into a landing craft. I will be honest with you; I don't know if it was ever used because there was still mig smoke on the welds on the ramp and if anybody had driven anything up over it that would be gone. I guess they sea trailed it and they were a little concerned about the way it handled and they didn't know if it would take the weight they wanted to put on her, so that was when they got a hold of a designer and he did some calculations. We got over a 100 pounds of mig wire in it and 20 pounds of tig wire, and countless sheets of aluminum."

In March she moved out of Esposito's shop and went over to Belmont Boat Works in Belmont where they hooked up the systems and got the boat ready to launch. Within

a couple of weeks, she was ready and over she went to Dark Harbor Boat Yard and performed just as they had hoped.

When asked what they do at Esposito's Welding & Fabrication, Cory said, "We do everything. The majority of what comes to the door is boatbuilding stuff. We do a lot of work with Stewart (S. W. Boatworks), H & H Marine, I do work with John Brackett, I do work with Peter Kass, we even go as far as General Marine. We work with a lot of fishermen, where I am so close to Stonington and MDI.

"Right now, there is still a lot of new building stuff going on," continued Cory. "We actually have a huge tuna tower, anodized tuna tower to do for Steve (Wesmac) across the road for a Super 46 they are building. We did the struts for that twin engine 50 that he is doing. We do a lot of aluminum fuel tanks for boats, pretty much anything that goes on a boat, we dabble with. The bulk of it has been commercial fishing in the last few years, but I am starting to see a shift to more pleasure boats. I think that is probably just because so many boats have been built, most guys have got a newer one now."

Cory is also spreading out so he is not so dependent on the marine industry, just in case it goes south. He explained, "I used to do propellers, but my shoulder gave out so I sold my machine to Nautilus and when I did that, I bought this spray and bed liner, because lobstermen are always trying to protect their investment and I thought, well, it is something that isn't necessarily boat related, because boat building, you know, is up and down so I was trying to diversify a little bit. That kind of comes in spurts, you'll do six or seven truck beds and then you might not do any for a month or two. We just did a custom railing down in Stonington, which goes right out on the waterfront. We are getting so we are doing more household railings projects. Like I said, it's all just kind of what comes through the door."

Cory started out at Thorson's Machine Shop back, which was on North Main Street where Downeast Graphics is today. He added, "There was a place called L. S. Thorson Corporation. I started there in high school. I was a janitor because I couldn't work in the shop until I was 18, but I would stay at night and grab scrap metal out of the scrap barrels and I would practice welding. I started there right out of high school, but I was in the National Guard, so I had a com-

mitment to go do my training and when I got back, I went right to work at Thorson's. After working there, a short period they gave me an opportunity to work in the welding room and they sent me to a night course at EMVTI for tig welding. We did a lot of sub-contract stuff for Government contractors, Honeywell, Raytheon... we were doing little dash consoles for the Apache helicopters. We did a lot of stuff for a company called Dielectric, down in Raymond. We did these aluminum cabinets and what not for them. It was a machine shop and we had press brakes and punch, the whole shebang. That is where I got my start. Things died off and they just closed the doors and sold everything. I did a short stint as Ashmore Brothers, doing front ends, but I wanted to get back into welding and I went to work for Win Ellis, down at the old chicken barn in West Tremont at Nautilus. That was '89 and I worked there until like '92 and then I went to Hinckley's and I left there in '99.

At Hinckley's Cory did some welding and then they trained him to do refrigeration



Cory Esposito of Esposito's Welding & Fabrication in Surry.

and air conditioning. He tried to move up and applied for several positions but was told that they could not promote him because he was too good at what he was doing. Cory added, "That was right around the time when Mark Dickinson decided to sell Waterline. When he sold, I went and ran Waterline for Machine Works. I was there three years, but I saw the writing on the wall, they weren't

Continued on Page 6.



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Woods Hole Oceanographic Institute News

Underwater pile driving noise causes alarm responses in squid

Exposure to underwater pile driving noise, which can be associated with the construction of docks, piers, and offshore wind farms, causes squid to exhibit strong alarm behaviors, according to a study by Woods Hole Oceanographic Institution (WHOI) researchers published Dec. 19, 2019, in the journal *Marine Pollution Bulletin*.

“This study is the first to report behavioral effects of pile driving noise on any cephalopod, a group including squid, cuttlefish, and octopuses,” says lead author Ian Jones, a student in the Massachusetts Institute of Technology-Woods Hole Oceanographic Institution Joint Program in Oceanography.

Squid use natural alarm and defense behaviors like inking, jetting, and changing color and patterns on their skin for communication and also for survival when they’re trying to avoid capture. Squids’ changeable skin gives them the ability to create extraordinary camouflage, enabling them to blend into the background and avoid becoming a meal.

Jones and his colleagues in the Sensory Ecology and Bioacoustics Lab at WHOI exposed longfin squid (*Doryteuthis pealeii*) to pile driving sounds originally recorded near the construction site of the Block Island Wind Farm in Rhode Island. The squid exhibited the same types of natural alarm and defense behaviors when they were exposed to the noises, but it’s what they did next that surprised the researcher team.

“The alarm behaviors occurred within the first several noise impulses, but they diminished quickly within the first minute of playback,” Jones says. “That suggests

a learned lack of response to the noise, as the squid perceive the noise stimulus may not pose an immediate threat, unlike the imminent threat of a nearby predator. This phenomenon is called habituation.”

Following a 24-hour rest period, the research team exposed the squid again. The squid exhibited similar responses and habituation rates, indicating that they had once again become sensitized to the noise.

“It was surprising that they basically showed the same responses on day two,” says WHOI biologist Aran Mooney, a co-author and Jones’ advisor. “It was like the squid forgot the noise treatment from one day to the next, despite their super strong initial reactions. That kind of diminishing physiological or behavioral response to a noise may increase squids’ susceptibility to predators.”

In the next decade, the offshore wind industry is expected to expand rapidly in the Northeast U.S., causing concern among federal entities and commercial fishermen over how the behavior of commercially important fish and other species will be impacted.

Squid play a key role in the marine food web. Many marine mammals, seabirds, and fish feed off squid, as well as humans, who eat about three million metric tons of squid annually.

The results of the study could help management agencies and those in the offshore wind industry minimize disruptions to important fishery species like squid. The squid fishery on the east coast is valued at about 40 million dollars per year.

“Our results suggest that using longer periods between pile driving activity may discourage this type of long-term

habituation, meaning squid will be more likely to respond to the noise with these alarm responses, and possibly more likely to successfully avoid predators with these responses as well,” Jones says. “This study has given us a first look at how human-made noise can influence natural, ecologically important behaviors of these squid, and we still have much to learn about how these behavioral changes might influence squids’ interactions with predators and with other squid”.

Key takeaways: Squid exhibit anti-predator defense behaviors at the onset of pile driving noise playback. Fast habituation (a decrease in response to a repeated stimuli) may make squid more vulnerable to predation. Response and habituation rates are similar for second exposures after 24-hour rest period. Longer periods between pile driving activity may discourage long-term habituation. Squids’ alarm responses to pile driving noises suggest a disruption to their essential communication behaviors.

This work was funded in part by the U.S. Department of the Interior, Bureau of Ocean Energy Management Environmental Studies Program through Interagency Agreement Number M17PG00029 with the U.S. Department of Commerce, National Oceanic and Atmospheric Administration. This material is based upon work supported by the National Science Foundation Graduate Research Fellowship Program under Grant No. 2388357.

How Microbes Effect the Health of Coral Reefs

Microorganisms play important roles in the health and protection of coral reefs, yet exploring these connections can be difficult due to the lack of unspoiled reef systems throughout the global ocean. A **collaborative study** led by scientists at the Woods Hole Oceanographic Institution (WHOI) and the Centro de Investigaciones Marinas - Universidad de La Habana (CIM-UH) compared seawater from 25 reefs in Cuba and the U.S. Florida Keys varying in human impact and protection, and found that those with higher microbial diversity and lower concentrations of nutrients and organic carbon—primarily caused by human activities—were markedly healthier.

“Human impacts such as overfishing and pollution lead to changes in reef structure,” says WHOI graduate student Laura Weber, lead author of the paper. A healthy reef provides home to a diverse group of marine animals, including herbivores that in turn help control algal growth. “Removal of algae grazers such as herbivorous fish and sea urchins leads to increases in macroalgae, which then leads to increased organic carbon, contributing to the degradation of coral reefs,” Weber adds.

Researchers sampled seawater from each site and measured nutrients as well as a suite of parameters that offer insights into the

microbial community. They found a notable difference between the heavily protected offshore reefs in Cuba and the more impacted nearshore ones in the Florida Keys.

Jardines de la Reina (Gardens of the Queen), the largest protected area in the Caribbean, is a complex ecosystem of small islands, mangrove forests, and coral reefs located about 50 miles off the southern coast of Cuba. These highly-protected offshore reefs provide habitat and feeding grounds for large numbers of fish, including top predators like sharks and groupers. Here, researchers found low concentrations of nutrients, and a high abundance of *Prochlorococcus*—a photosynthetic bacterium that thrives in low nutrient waters.

“Cuba does not have large-scale industrialized agriculture or extensive development along most of its coastline,” says Patricia González-Díaz, Director of CIM-UH and co-author of the study. “So there is not a lot of nutrient run-off and sedimentation flowing on to the reefs.” Additionally, the reefs of Jardines de la Reina may be further buffered from impacts by the mangroves and seagrass meadows that lie between the island of Cuba and the reef system of Jardines de la Reina.

Conversely, seawater from the more accessible reefs of Los Canarreos, Cuba—which are more impacted by humans through subsistence and illegal fishing, tourism, and the diving industry—and the nearshore reefs in the Florida Keys both contained higher organic carbon and nitrogen concentrations.

The study demonstrates that protected and healthier offshore Cuban reefs have lower nutrient and carbon levels, and microbial communities that are more diverse with abundant photosynthetic microbes compared to the more impacted, nearshore reefs of Florida. This work suggests that the offshore nature and highly protected status of reefs in Jardines de la Reina have played a role in keeping these reefs healthy by being far from or minimizing human impacts. These findings may aid resource managers in decision making to protect and restore Caribbean coral reefs in the face of habitat and climate-based change.

The study was published in the journal *Environmental Microbiology* on December 13. Co-authors of the paper include colleagues from CIM-UH, Universidad Nacional Autónoma de México, Phillip and Patricia Frost Museum of Science, Mote Marine Laboratory, and the University of California, Santa Barbara. For more information, visit **Amy Apprill’s lab**.

Funding for this work was provided by **OceanX** and the **National Science Foundation**.

WHOI underwater robot takes first known automated sample from ocean

A hybrid remotely operated vehicle
Continued on Page 22.

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CORY ESPOSITO OF...

Continued from Page 5.

Three or four years ago I bought the building off him. I finally took the plunge, which is a good thing because I would not have been able to do that job for Dark Harbor, had I not had the whole building.”

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Robert Witherill Passed Over the Bar

**Robert Witherill
(1925-2019)**

Former Penobscot Bay Compass Adjuster, Robert "Bob" Witherill died on October 31 at Waldo County Hospital in Belfast. He was born on March 22, 1925 in Waterville. He attended Colby College, the Navy V-12 program at Bates, then Colombia midshipman school and served as an Ensign in the Navy in WW II in the Pacific. Returning home in 1946, he graduated from Colby in 1947 and later earned two Masters degrees from University of Maine.

In 1947, Bob met Jean Thompson of Bedford, Mass in the summer community of Bayside in Northport, ME and they married on December 26, 1950. It was also in Bayside that he developed a love of sailing

and boating of all types. He was a charter member of the Northport Yacht Club (at age 14!), and in 1953 served as Commodore. He cruised and raced for many years including the Retired Skippers Race out of Castine with a crew of sons and grandsons. In 2014 he was named Commodore Emeritus of the Yacht Club for his years of dedicated service.

For most of his life Bob was a college professor of business and economics. He taught at New England College in Henniker, NH, Nason College in Springvale, ME, and the University of Southern Maine in Portland and Gorham. He served as Boy Scout Committee Chairman in Sanford and was a Mason in Springvale Lodge No. 190. While in Springvale he and Jean raised two sons.

Cruises with family aboard his sailboat were highlights in the 70s, with one trip up the St. John River in NB and another down the Intracoastal Waterway to Sarasota, FL. In the early 80s he retired from teaching and moved to Northport with Jean. He established Penobscot Compass Service, and adjusted compasses on vessels all over Penobscot Bay. One of his proudest accomplishments was the direction of "Steamboat Fever" in 1998, a historical review of the steamboats that called at Northport and other Penobscot Bay ports. This was followed by publication in 2015 of Steamboat Memories. Bob and Jean moved to Penobscot Shores in Belfast in 2005 and have enjoyed the camaraderie and friendship that it offers, including the opportunity for Bob to share his love of a good joke!

Throughout the years, Bob's greatest joy was spending time with family. Bob is survived by Jean, his loving wife of 69 years, son David and wife Gail of Cumberland, ME and son Donald and wife Donna of Readfield, ME as well as four grandchildren and two great grandchildren.



Bob Witherill at the helm.

Mystic Seaport Museum President Steve White Announces Retirement

Board of Trustees to begin presidential search in January 2020

MYSTIC, CT— Stephen C. White announced in December he plans to retire as President and CEO of Mystic Seaport Museum. White, who has served as President and CEO since 2009, will continue in that role until his successor has been named.

"I'm honored to have worked alongside the talented, passionate, and dedicated staff and volunteers who every day strive to inspire an enduring connection to the American maritime experience," says White. "I came here with the goal of guiding the institution to reimagine the interchange between maritime heritage and broader contemporary culture. I'm proud of all we have achieved in the last decade and that the Museum is poised to achieve more great things as it enters its 90th year in 2020."

Under White's leadership, the Museum strengthened its role as a leader in America's maritime heritage community while simultaneously adapting to new visions of what a museum must be in the 21st century. It restored and sailed the 1841 whaleship *Charles W. Morgan* on its 38th Voyage in 2014. The north end of the campus was reconfigured into the McGraw Gallery Quadrangle, a comprehensive renovation and expansion of the Museum's indoor exhibition spaces, which included the construction of the award-winning Thompson Exhibition Building. The Museum is poised to conclude funding of its \$6-million Era of Exhibitions campaign. The campaign was launched in 2017 to fund exhibitions of world-class quality, innovation, and scholar-

Continued on Page 22.

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U. S. COAST GUARD NEWS

12 December

Coast Guard returns majority of New York Waterway ferries to service, increases frequency of inspections

NEW YORK — The Coast Guard has returned all but five of 23 New York Waterway ferries to service that had been initially suspended for a series of safety concerns in the week leading up to the Thanksgiving Holiday. In order to ensure continued compliance with safety standards, the Coast Guard will be indefinitely increasing inspections across the entire New York Waterway fleet.

“The safety of the passengers that ride these ferries is our top priority,” said Capt. Jason Tama, commander of Coast Guard Sector New York. “We expect passenger vessels to be in compliance with safety standards and ready for inspection at all times. We know many people rely on these ferries for their daily commutes, and we will continue to work with New York Waterway to ensure sustained compliance with Coast Guard safety requirements. As part of this effort, we will be increasing both scheduled and unannounced inspections of their fleet moving forward.”

Coast Guard Sector New York marine inspectors determined the impacted ferries had damage or discrepancies significant enough to warrant suspension of operations.

Findings included inoperable fixed fire extinguishing systems and bilge alarms; expired lifesaving equipment; and structural damage affecting watertight integrity.

Coast Guard Sector New York oversees approximately 200 ferries operating within the greater New York City area. The region’s multiple ferry systems carry tens of millions of passengers annually, making it one of the busiest ferry networks in the world. Passenger vessels are required to undergo at least one annual safety inspection, as well as an out of water hull inspection at least every two years to ensure the integrity of the hull and other critical components. In addition to these scheduled inspections, Coast Guard personnel also conduct unannounced and post-casualty response inspections to ensure compliance with safety standards.

For more information, contact Dan Henry, Sector New York Public Affairs Officer, at (718) 354-2359.

30 December

Coast Guard responds to deadly Sandy Hook harbor pilot accident

SANDY HOOK, N.J. – The Coast Guard responded with units from the New York Fire Department and New York Police Department Harbor Police to an incident where a Sandy Hook Harbor pilot fell while boarding

the merchant vessel Maersk Kensington at 4:30 this morning.

The pilot, who was transported to a hospital on Staten Island by a Sandy Hook pilot vessel, eventually succumbed to injuries received in the fall. The name of the deceased is being withheld until 24 hours after the next of kin have been notified.

The Coast Guard has begun an ongoing investigation into the circumstance surrounding the fall.

10 January

HOUSTON — The Coast Guard held a commissioning ceremony for the Coast Guard Cutter Daniel Tarr, the service’s 36th fast response cutter, at Sector Field Office Galveston, Texas, Friday.

Vice Adm. Scott Buschman, Coast Guard Atlantic Area commander, presided over the ceremony, along with Rear Adm. John Nadeau, Eighth Coast Guard District commander, and Lt. Nicholas Martin, Coast Guard Cutter Daniel Tarr commanding officer.

Daniel Tarr, the cutter’s namesake, was one of four Coast Guard coxswains who served with the Marines during the amphibious invasion of Tulagi, Solomon Islands, in August 1942. Tarr enlisted as a surfman and later became coxswain of USS McKean’s Boat Number 1 prior to the invasion. On Aug. 7, 1942, Tarr, along with the other three coxswains, landed the first wave of the Marine Corps’ Raider Battalion on the beaches of Tulagi; in the following three days, they also delivered vitally needed equipment, ammunition and supplies. For their role in the landing of the Marines’ first wave, and capture of Tulagi, the four coxswains were awarded the Silver Star Medal. They were the first enlisted men in the Coast Guard to

receive the Silver Star Medal.

The Coast Guard Cutter Daniel Tarr’s patrol area will encompass 900 miles of coastline for the Coast Guard’s Eighth District, from Carrabelle, Florida, to Brownsville, Texas. Fast response cutters are named after Coast Guard enlisted heroes and will replace the service’s 110-foot patrol boats. These vessels feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment.

Coast Guard rescues 3 from sinking tugboat 6 miles northeast of Andros Island

ANDROS ISLAND, Bahamas — The Coast Guard rescued three crewmembers from the sinking 62-foot tugboat, Gulf Man, Thursday approximately 6 miles northeast of Andros Island.

Rescued were Noel Maycock, 66, Seth Daughtery, 32, and James Orr, 51.

A Coast Guard Air Station Clearwater MH-60 Jayhawk helicopter crew arrived on scene, reported the tugboat was taking on water, hoisted all three crewmembers and transported them to Nassau, Bahamas with no reported injuries.

Coast Guard 7th District watchstanders received an emergency position indicating radio beacon (EPIRB) alert for the Gulf Man at approximately 6:20 p.m. and directed the launch of the helicopter crew.

“Thanks to the proper utilization of an EPIRB, we were able to get on scene and rescue three people from a very dangerous situation,” said Lt. Andrew Connell, operations officer at Air Station Clearwater. “Always properly prepare yourself with safety and communications equipment before taking to the sea. Flares, EPIRBs and VHF radios can be game changers.”



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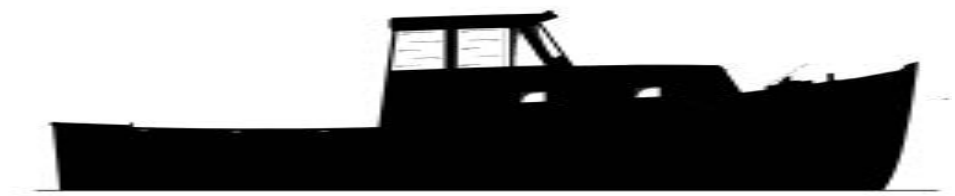
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U. S. NAVY NEWS

Navy Scientists Brief Top Tech to U.K. Navy Leaders, Reaffirm Collaboration

From NSWCDD Public Affairs
DAHLGREN, Va. (NNS) -- U.S. Navy officials briefed U.K. Royal Navy Rear Admiral Hugh Beard and his delegation on current and emerging technological programs during a tour of Naval Surface Warfare Center Dahlgren Division (NSWCDD) Dec. 3.

The timing of Beard's NSWCDD visit – in the wake of a trilateral cooperation agreement signed by top leaders of the U.S., U.K. and Japanese Navies aboard Royal Navy aircraft carrier HMS Queen Elizabeth (R08) – was perfect according to U.K. Royal Navy Lt. Cmdr. Rich Bowen, the NSWCDD U.K. Personnel Exchange Program (PEP) officer.

“The strategic narrative for closer collaboration was reaffirmed on Nov. 20, 2019, aboard HMS Queen Elizabeth anchored off the coast of Annapolis, Maryland, with the chief of naval operations (CNO) and the first sea lord signing a trilateral cooperation agreement, committing to increased collaboration and cooperation,” Bowen said. “As part of these collaboration efforts Rear Admiral Hugh Beard, the United Kingdom Assistant Chief of the Naval Staff (Capability) visited NSWC Dahlgren Division.”

The strategy for closer collaboration began in 2013 when the CNO and U.K. first sea lord signed a combined strategic narrative articulating a shared vision for deeper cooperation between the U.S. and Royal Navies.

The narrative, built on past collaborative efforts, included five initiatives that characterize the Royal Navy and U.S. Navy partnership moving forward – interoperability and mutual technology investment; combined aircraft carrier operations; force and capability planning; officer exchanges; and collaborative force management.

“Royal Navy and U.S. Navy collaboration was evident as NSWC Dahlgren engineers focused their briefs on electric weapons and integration, hypervelocity projectile, directed energy weapons and the weaponization of unmanned surface vessels,” said Bowen. “It directly supported our shared strategic narrative and Admiral Beard is uniquely placed in the U.K. to heavily influence U.K. investment in maritime technology and information sharing.”

High energy laser weapons systems and the electromagnetic railgun were among the directed energy programs that NSWCDD subject matter experts briefed Beard and his delegation of Royal Navy officers.

The development, testing, and transition of the Dahlgren-developed Laser Weapon System and other directed energy technologies transitioning to naval capabilities is offering more options to warfighters. In addition to kinetic weapons such as guns and bombs, directed energy and electric weapons enable warfighters to engage a myriad of targets with more precision and variable effects.

At the Electromagnetic Railgun facility, the U.K. Naval delegation saw prototype launchers that NSWCDD engineers are testing. The railgun is a long-range naval weapon that fires projectiles using electricity instead of traditional gun propellants such as explosive chemicals. Magnetic fields created by high electrical currents accelerate a sliding metal conductor, or armature, between two rails to launch projectiles at 4,500 to 5,600 miles per hour.

As assistant chief of the Naval Staff (Capability), Beard is responsible and accountable for planning and delivering the larger part of the U.K.'s future maritime effectiveness. “In many ways Admiral Beard is equivalent to the U.S. Navy's chief of

naval research,” said Bowen.

While at NSWCDD, Beard and his delegation interacted with scientists and engineers who are engaged in shaping the future of surface warfare by expanding the U.S. Navy's ability to rapidly introduce new technology into complex warfighting systems. This capability evolved from the interplay of the command's longstanding competencies in science and technology, research and development, and test and evaluation.

Throughout the visit, NSWCDD Commanding Officer Capt. Casey Plew and the command's leading technical experts gave Beard and his delegation additional information, insight, and background on various technical programs, technologies, and initiatives.

“In an increasingly interconnected world, partnerships and alliances such as this are vital for protecting the freedoms of the international community,” said First Sea Lord, U.K. Royal Navy Adm. Tony Radakin upon signing the Trilateral Head of Navy Joint Statement. “I look forward to continuing to learn from one another, sharing our experiences and exploring where we can pursue our common aims together.”

CNO Adm. Mike Gilday expressed his gratitude to his counterparts aboard HMS Queen Elizabeth and said he looks forward to expanding cooperation at sea, which remains a foundation for security, stability, and prosperity.

NSWCDD has a rich history of cooperation and collaboration with the U.K. that includes many topics from short term tasks to a 54-year-old missile agreement the command continues to support.

In fact, A U.K. submarine-launched ballistic missile (SLBM) civilian liaison is stationed at the command. SLBM collaboration between the U.K. and U.S. at Dahlgren has been ongoing since April 1963 when U.S. President John F. Kennedy and British Prime Minister Harold Macmillan signed the Polaris Sales Agreement.

As a U.K. PEP officer, Bowen is involved with hundreds of different technical capabilities at NSWCDD – a premier research and development center that serves as a specialty site for weapon system integration.

Dahlgren has been hosting a U.K. Personnel Exchange Program officer for more than 30 years. PEP, formalized in the 1970s to develop closer ties between the U.S. Navy and foreign services, enhances inter-service relationships, encouraging mutual confidence and understanding, and prepares officer and enlisted personnel for future assignments involving multinational operations.

“The United States Navy and the Royal Navy have shared a common naval heritage and legacy of collaboration since the first half of the 19th century,” said Bowen. “The U.S. and the U.K. rely on our navies to project power in critical regions and to protect the freedom of navigation that underpins the global economy.”

Navy Accepts Delivery of USNS Puerto Rico

From PEO Ships Public Affairs
MOBILE, Ala. (NNS) -- The Navy accepted delivery of its 11th Expeditionary Fast Transport (EPF) vessel, the future USNS Puerto Rico (T-EPF 11), from Austal USA Dec. 10.

Delivery marks the official transfer of the ship from the shipbuilder to the Navy. EPF 11 will be owned and operated by Military Sealift Command.

EPFs are shallow-draft, all-aluminum, commercial-based catamarans that are ca-



MOBILE, Ala (Aug. 22, 2019) The expeditionary fast-transport ship USNS Puerto Rico (EPF 11) successfully completed the first integrated sea trials for an expeditionary fast transport ship Aug. 22. Integrated Trials combine Builder's and Acceptance Trials, allowing for the shipyard to demonstrate to the Navy's Board of Inspection and Survey the operational capability and mission readiness of all the ship's systems during a single underway period.

(U.S. Navy photo courtesy of Austal USA Navy/Released)

pable of intra-theater personnel and cargo transport, which provide combatant commanders high-speed sealift mobility. EPFs enable rapid projection, agile maneuver and transport of personnel, equipment and supplies over operational distances with access to austere and degraded offload points.

As versatile, non-combatant vessels, EPFs provide increased operational flexibility for a wide range of activities including maneuver and sustainment, relief operations, and flexible logistics support. These vessels are capable of interfacing with roll-on/roll-off discharge facilities, and on/off-loading a combat-loaded Abrams Main Battle Tank. EPFs include a flight deck to support day and night aircraft launch and recovery operations and airline-style seating for 312 embarked forces, with fixed berthing for 104.

Austal USA is also currently in production on the future USNS Newport (EPF 12) and USNS Apalachicola (EPF 13), and is under contract to build the future USNS Cody (EPF 14).

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 special warfare craft.

Carroll Inducted Into Naval Oceanography Hall of Fame

By Kaley Turfitt, Naval Meteorology and Oceanography Command Public Affairs
STENNIS SPACE CENTER, Miss. (NNS) -- Naval Oceanography is the U.S. Navy's

Continued on Page 22.

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Commercial Fishing News

Maine DMR News

Maine Submits Right Whale Proposal to NMFS

AUGUSTA - In response to requirements under the Marine Mammal Protection Act (MMPA) and the Endangered Species Act (ESA), the Maine Department of Marine Resources (DMR) has submitted a proposal for regulatory changes to the National Marine Fisheries Service (NMFS) in advance of federal rule making.

The proposal includes measures which reduce the presumed risk of an entanglement by North Atlantic right whales in lobster gear from occurring and minimize the potential of serious injury and mortality in the rare event an entanglement occurs. The proposal also includes measures that improve the data collected about the Maine lobster fishery which will enable regulators to develop more targeted, effective measures in the future. The proposal includes a provision which allows Maine the flexibility to develop regional measures that achieve conservation benefits equivalent to those in the plan. This was included in recognition of the unique fishing practices, differing oceanographic conditions, and safety concerns along Maine's coast.

DMR sought input from industry in ten public meetings over the summer. With this input, and further analysis of the data, DMR concluded that the original advisory plan proposed by the Take Reduction Team (TRT) in April would have placed the largest burden on inshore waters where whales rarely venture. The impact of the TRTs advisory plan would have created significant safety issues as well as economic hardship for Maines inshore fishermen while providing minimal benefits to right whales. Given analysis indicated risk increases with distance from shore, with most risk occurring outside state waters, the Department focused management measures, including vertical line reductions, offshore.

The elements of the plan include:

Vertical Line Reductions

Shore to Exemption Line - Status quo

Established in 2007, the Maine exemption line, which encompasses approximately 70 percent of state waters, designates inshore waters where right whale sightings are extremely rare. The department cited concerns for fishermen safety and the economic impact of trawling up requirements on small boats that fish inside the exemption line.

Exempted Waters Line to Three Miles from Shore - Minimum trawl length of three traps per single endline

A three-trap trawl considers safety concerns of small boat, state-waters fishermen with the goal of reducing the number of endlines and the associated risk to right

whales.

Three Miles to Six Miles from Shore - Minimum trawl length of eight traps per two endlines, or four traps per single endline.

Longer trawls recognize higher whale sightings in federal waters while the flexibility to fish four versus eight traps supports diversity of fishing practices and ensures equivalent conservation value.

Six Miles to Twelve Miles from Shore - Minimum trawl length of fifteen traps per two endlines, or eight traps per single endline.

Flexibility in trawl configuration provide increased whale protection and considers fishermen safety and boat capacity, as some fishing operations can not safely haul and stow fifteen traps on a boat.

Twelve Miles from Shore to the Lobster Management Area 1/3 Boundary - Minimum trawl length of twenty-five traps per two endlines

Twenty-five-trap trawl length recognizes the increased risk posed by vertical lines offshore as well as the limits on the capacity of fishing vessels in the area. This trawl length is also enforceable since it would be nearly impossible for Maines Marine Patrol to safely haul longer trawls.

1,700-Pound Weak Points - Studies show that rope that breaks at 1,700 pounds of pressure will allow an entangled whale to break free. Including a weak point in exempted waters ensures that, in the rare event a right whale enters exempted waters and gets entangled, the encounter will not result in a serious injury or mortality.

State Waters - A single 1,700-pound weak point will be required half way down vertical lines in the Maine lobster fishery.

3-mile line out to 12 miles - Two 1,700-pound weak points will be required in the top half of all vertical lines

Federal Waters (outside 12 miles) - One 1,700-pound weak point one-third of the way down the vertical line in the Maine lobster fishery outside 12 miles from shore.

Gear Marking - At present, all Northeast trap/pot gear is identified by a red mark. Maines adoption of a state-specific mark will help managers more accurately determine the origin of gear involved in entanglement and develop more targeted protection measures.

Exempt Waters (shoreward of the exemption line) - A purple Maine-only gear mark is required at the top, middle, and bottom of the vertical line. The top mark is 36" in length and must be in the top two fathoms of the line. The middle and bottom marks are 12 in length.

Non-exempt waters - A purple Maine-only gear mark replaces the existing 12-inch red marks at the top, middle,

and bottom of the vertical line. In addition, a 6 green mark and a 36 purple mark, in the top two fathoms of the line will be required.

Gear mark requirements within exempt waters and non-exempt state waters have been finalized by the adoption of state regulations.

Harvester Reporting

All Maine Commercial Lobster License Holders - Move the Maine lobster fishery to 100 percent harvester reporting

Currently 10 percent of Maine lobster license holders are required to complete harvester reporting which provides precise estimates of catch; however, it does not provide the level of information on fishing effort or location needed for current right whale discussions. Increased harvester reporting will close this data gap and provide a complete picture of activity in the Maine lobster fishery.

Electronic Tracking on Federal Vessels

Maine recognizes that more work needs to be done regarding vessel tracking and is recommending that NOAA work with industry to understand and address fishermen concerns around tracking technologies and costs.

Request for Conservation Equivalency and an Individual Safety Program

A keystone to Maine's proposal is for the allowance of conservation equivalency within the proposed rule. The provision would allow the states lobster management zones to use their authority to implement measures that achieve equivalent conservation outcomes. This would enable zones to consider the diversity of the fleet and address safety issues that arise when trawling up and using weak points in vertical lines.

Maine is also asking for the flexibility to address safety concerns arising from the federal regulations on an individual basis. For example, some fishermen will not have a boat large enough to safely comply with the new trawling-up requirements, so Maine is requesting the flexibility to develop an individual plan to achieve the same risk reduction at a lower trawling-up scenario.



Marine Patrol Colonel Jay Carroll (left) is pictured with Keegan Nelligan (center) and Evan Whidden (right) after recent swearing in ceremonies.

New Marine Patrol Officers to Serve in Machias and Boothbay Harbor After Academy

Maine Department of Marine Resources Commissioner Patrick Keliher swore in two future Marine Patrol Officers recently.

Keegan Nelligan of Abington, Massachusetts and Evan Whidden of Harpswell will begin serving after completing the Maine Criminal Justice Academy in May.

A 2018 graduate of Unity College with a Bachelor of Science degree in Conservation Law Enforcement, Nelligan will serve in the Machias patrol. Nelligan has served as a Natural Resources Assistant for the Town of Plymouth, Massachusetts, a Coastal Natural Resource Officer and Endangered Species Officer for the Town of Duxbury, Massachusetts, and as a Deputy Game Warden for the Maine Warden Service.

Whidden earned a Bachelor of Science degree in Wildlife Ecology from the University of Maine in Orono in 2017. Whidden worked as a member of the Maine Department of Inland Fisheries and Wildlife's bear research crew from 2016 to 2019. A commercial lobster fisherman since 2010, Whidden holds a 25-ton Captains License and is scheduled to serve as Boat Specialist on the Patrol Vessel Monitor out of Boothbay Harbor after graduating and completing the Marine Patrols Field Officer Training Program.

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

From the Director -

Well here we are in 2020, Happy New Year everybody! We will move forward in our industry and try to do the best that we can to get through all of the issues that we are facing. The Zone Meetings are going on right now, with the update of the Whale Rules on the agenda, as well as nominations from our industry to be part of the Board for the Maine Lobster Marketing Collaborative. There are seats on the Collaborative for Harvesters that make it very important for our representation.

The first Zone Meeting of the round was Zone C, which was held at the Deer Isle/Stonington High School in Deer Isle. The gear markings were a big part of the agenda. As it was already stated, purple is the color that represents Maine. Offshore, the color is purple with green markings. The D.M.R. passed out paperwork that clearly shows how the gear should be rigged to meet the requirements for the Whale Rule. The biggest concern at this meeting was Safety and the fact that no one has really seen whales in our area. In my notes, some of the questions that were brought up were: when will they take effect? September 2020. What are the other states doing for markings? What can the markings be? The same as the red was, tape, paint, twine...

It was suggested that the fishermen form a sub-committee before the next round of Zone Meetings to make further suggestions for the Whale Rule and report it back at the next meetings. "This is not a done deal yet." All of the Zones should form a sub-committee for this purpose. We still have a strong say in the outcome of our own destiny.

Representative Genevieve McDonald gave an update of the current lobster related bills that are coming up in the Maine Legislature. There are no real controversial bills at this time, but we need to pay attention to the schedule of events. One of the Bills is LD 28 which is dealing with the transport of lobster between interstate and intrastate and asking for the exemption of lobster as a commodity much the same as agriculture. Please stay tuned for further information on the Legislative Schedule and the results of the hearings.

The Lobster Advisory Council update, which was given by Zone C Representative, David Tarr, told that the Zone lines were originally set-up using magnetic North to set the boundaries. These lines are going West, over time. We need to discuss how we are going to handle the natural moving of the lines, as some zones will lose area and others will gain area. This is in Rule Making at this time and needs our attention with the issue.

Some suggested to take the gap and make it a grey zone between the zones. Please take a look at this and give it your attention for further discussion.

Coming up this month is the Canadian/US Town Meeting hosted by the Lobster Institute. It is set for January 24-25, 2020 with the title: "Lobsters Without Borders: Forging Our Futures Together." Friday, January 24, 9 am to 4 pm and Seafood/Cash Bar Reception at 5pm. Saturday, January 25, 8 - 11:30 am at the Crowne Plaza Motel, Moncton, NB Canada. To register online, go to lobsterinstitute.org. or call conference services at 207-581-1443. FYI, DELA is on the Board of Directors for the Lobster Institute. We encourage as many as possible to attend and bring us feed back!

DELA's next scheduled meeting is set for Thursday, February 13th at Pat's Pizza in Ellsworth @ 6:00 pm. Commissioner Pat Keliher and Sarah Cotnoir of DMR is going to be there to update us on the Industry. If you have questions for the Commissioner, please feel free to attend this meeting. We generally order from the menu and enjoy the good food and service or you are welcome to simply come and attend the meeting. You do not need to dine if you want to just attend the meeting. Our main concern is that you are welcome to attend as we all have a lot to be involved with this year. We can also bring our suggestions to this meeting much like the sub-committees that have been asked to discuss the Whale Rule. The Commissioner will welcome your suggestions and add

them to their notes. Please put this date on your calendar!

The Massachusetts Lobstermen's Association's Annual Weekend has changed their date in anticipation of better weather than their previous January schedule. It will be held April 17-19, 2020 at Resort and Conference Center at Hyannis- 35 Scudder Avenue, Hyannis, MA. Their page for information is: www.lobstermen.com. If you would like the registration form mail to you directly please call the MLA office and speak with Tracey at 781-545-6984 xt.2. This is just the beginning of the schedule coming up: The Maine Fishermen's Forum is March 5th thru March 7th, 2020 at the Samoset Resort in Rockport, Maine. Please put this all on your calendar! We have the forms for the Forum Scholarship Fund. If you have a student that is graduating high school this year, the Forum has a great Scholarship Fund and applications that are provided for you. To contact the Forum: www.maine fishermen's-forum.org. DELA also has a Scholarship Fund if you are interested in contacting us. This is all in preparation for looking to the future for our next generation. Our website is up and running, so feel free to contact us at www.downeastlobstermen.org and our telephone contact is 207 322-1924, which will put you through to me. This is all a great start to the New Year and I hope you have a chance to participate along with us. We'd love to see you!

See you around, Sheila

Fishing From One Generation to Another

By Sheila Dassatt

So many things have changed, yet some things haven't changed at all. The love of the ocean and mystery of the sea stays the same, no matter how old you are. The old saying, "the ocean is so big and my boat is so small" is another scenario that does not change.

A large gang of traps was considered around one hundred to one hundred and fifty which were also constructed of wood and hand knit heads. The fisherman knit the heads himself with his wife helping him if she knew how to knit. He also spent a fair amount of time constructing the traps himself, even bending the bows for the traditional half-round traps. The buoys were all hand constructed out of wood and then painted with their trademark colors with basic oil based paint.

I can remember the smell of tar pots, linseed oil, pine tar, turpentine, and seeing big chunks of bees wax, all with preparing the ropes and buoys in mind. It was quite a process and not usually done single handed. The average fisherman had family that were able to give a helping hand, as well as the sternman (if he had one).

The "sounder" was a long length of line with a lead sinker on the end. The GPS was a compass and the knowledge of solar navigation. Yes, you really needed to know navigation and understand how to read the

signs of the clouds and weather, plus the direction of the wind. This was very crucial to know because back then, we did not have a television with the Weather Channel on it. My first recollection was to listen to the NOAA Marine forecast on the VHF radio. I can hear it now, repeating itself in my mind's memory bank. We also had to keep track of our trap strings manually, with a piece of paper and a pencil. Oh, by the way, there were no lobster bands, either. They were pegs of wood that the fisherman had to make himself. How tedious that must have been!

Even the boots from back then were typically hip boots that were folded down with neat handles on them halfway down, once they were properly folded for everyday walking. They still make them, but they are not commonly worn by the lobstermen now, mostly the worm diggers and clambers wear them now. My brother, Glenn's first pair were bought at Friedman's Store in Stonington, where all of the "little guys" got their first pair of fishing boots. It was quite a tradition! Nothing in that store changed much, it had an inventory that pretty much had what you needed when you had to have it. I loved going in there just to find things like aprons and hair nets when we picked crab meat.

Continued on Page 19.

DOMETIC TRAINING

Dometic has offered to host a Marine CW School at Front Street Shipyard in Belfast this March. They would like to invite boatyard staff from around New England free of charge. Will you join us?

The school will incorporate factory recommended installation procedures for new builds and retro-fit.

Also to include training on the Dometic PLC/VARC control platform, installation and operation.

School is intended to last up to 2-3 days dependent upon scheduling and availability.

We're trying to get an accurate count of prospective students who are interested in attending. Anyone who would like to join this training please contact Korey Lapointe by email at KLapointe@frontstreetshipyard.com.



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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Joint ASMFC/MAFMC
Meeting Summary
Sustainable and Cooperative Manage-
ment of Atlantic Coastal Fisheries
Annapolis, MD, 10-11 December 2019

ASMFC SUMMER FLOUNDER, SCUP
AND BLACK SEA BASS MANAGE-
MENT BOARD & MAFMC
Meeting Summary

The Atlantic States Marine Fisheries Commission’s Summer Flounder, Scup, and Black Sea Bass Board (Board) met jointly with the Mid-Atlantic Fishery Management Council (Council) to set recreational management measures for summer flounder, scup, and black sea bass for 2020, discuss Council involvement in considering changes to black sea bass commercial state shares, and consider approval of the Public Information Document for the joint Summer Flounder, Scup, and Black Sea Bass Commercial/Recreational Allocation Amendment.

Summer Flounder
The Board approved status quo measures for the 2020 recreational summer flounder fishery to achieve, but not exceed, the 2020 recreational harvest limit (RHL) of 7.69 million pounds. States may make minor adjustments to their seasons’ start and end dates but all other measures will remain the same in 2020. Any changes will be considered by the Board in early 2020 through an email ballot.

The Board and Council maintained the status quo non-preferred coastwide measures in federal waters, which will be waived in favor of state regulations once conservation equivalency is approved by NOAA Fisheries. The coastwide measures include a 4-fish possession limit, a 19-inch total length minimum size, and an open season of May 15 – September 15. The Board and Council also made no changes to the current precautionary default measures (i.e., a 2-fish possession limit, a 20-inch total length minimum size, and an open season of July 1 – August 31), which would be implemented in any state or region that does not adopt measures consistent with the conservation equivalency guidelines.

The Board and Council considered but did not adopt the staff recommendation to implement a coastwide slot limit in the summer flounder recreational fishery (allowing harvest of summer flounder only between 17-20 inches total length). Instead, they accepted the Monitoring Committee’s recommendation to perform additional analyses that more thoroughly evaluate the

potential impacts of slot limits on summer flounder before considering the measure for use in management.
Scup

The Board and Council reviewed recent recreational fishery performance and recommendations from staff, the Monitoring Committee (MC), and the Advisory Panel (AP) for 2020 recreational management measures. Consistent with the recommendations of the MC and AP, the Board and Council maintained status quo recreational management measures in state and federal waters in 2020. For state waters, recreational measures will remain unchanged from 2019 measures. Federal waters measures include a 9inch total length minimum fish size, a 50 fish possession limit, and open season of January 1 - December 31.

Maintaining status quo management measures may result in an overage of the RHL. The Board and Council agreed the potential overage is unlikely to negatively impact the stock given that biomass is approximately twice the target level. They emphasized this is a short-term approach to allow more time for both bodies to consider how management should adapt to the revised recreational harvest estimates.
Black Sea Bass

The Board and Council reviewed recent recreational fishery performance and recommendations from staff, the MC, and AP for 2020 recreational black sea bass management measures. Consistent with the MC and AP recommendations, the Board and Council maintained status quo recreational management measures in state and federal waters in 2020. In federal waters, this includes a 12.5-inch total length minimum fish size, a 15 fish possession limit, and open seasons of February 1-28 and May 15-December 31. The Board agreed states should not modify their 2020 management measures, with the exception of states participating in the optional February recreational fishery. Virginia is the only state which indicated an interest in participating in 2020, therefore, Virginia may need to adjust its measures later in the year to account for February 2020 harvest.

The Board and Council discussed the possibility that maintaining status quo management measures may result in an overage of the RHL, but agreed these measures are unlikely to negatively impact the stock. As biomass is approximately 2.4 times the target level, the Council and Board found there is little justification for restricting management measures in 2020. However, the Board and Council emphasized this is

a shortterm approach to allow more time to consider how management should adapt to the revised recreational harvest estimates.
Black Sea Bass Commercial Allocation Addendum/Amendment

In October 2019, the Board initiated a Board-only addendum to consider modifications to the state shares of the black sea bass commercial quota. During the December 2019 joint meeting, the Council concluded this should be a joint action to allow the Council to have a voting role in any potential changes to the state allocations, and to consider including them in the Council’s FMP. The Council voted to move forward with an amendment to complement the Board’s addendum.

Summer Flounder, Scup, and Black Sea Bass Commercial/Recreational Allocation Amendment The Council and Board reviewed and approved a scoping document for a joint amendment to reconsider allocations between the commercial and recreational sectors for summer flounder, scup, and black sea bass. The scoping document provides background information on each fishery and seeks public input on potential management strategies. Scoping hearings will be scheduled for early 2020 and a revised scoping document will be posted once available at: <http://www.mafmc.org/actions/sfsbsb-allocation-amendment>.

For more information on summer flounder and scup, please contact Dustin Colson Leaning, Fishery Management Plan Coordinator, at dleaning@asmfc.org. For more information on black sea bass, please contact Caitlin Starks, Fishery Management Plan Coordinator, at cstarks@asmfc.org.

Motions

Summer Flounder

Move to adopt conservation equivalency for 2020 summer flounder recreational management, with non-preferred coastwide measures including a 19-inch minimum size, 4 fish possession limit, and open season from May 15-September 15. In addition, the precautionary default measures would include a 20inch minimum size, 2 fish possession limit, and open season from July 1-August 31.

Board: Motion made by Mr. Clark and seconded by Mr. Borden. Motion passes without objection. (Roll Call: In favor – MA, RI, CT, NY, NJ, DE, MD, PRFC, VA, NC, NOAA Fisheries). Council: Motion made by

Mr. Cimino and seconded by Mr. Batsavage. Motion passes. 18-0-1abs.

Main Motion

Move to adopt a 40 fish bag limit, 9-inch minimum size, and open season for January 1 to December 31 in federal waters in 2020

Council: Motion made by Mr. Nolan and seconded by Mr. DiLernia. Board: Motion made by Mr. Borden and seconded by Mr. Kane.

Motion to Substitute

Move to substitute, recommend status quo in state and federal waters for the scup recreational fishery in 2020

Board: Motion made by Dr. McNamee and seconded by Dr. Davis. Motion passes without objection. (Roll Call: In favor – MA, RI, CT, NY, NJ, DE, MD, VA, NC; Abstentions – NOAA Fisheries, PRFC).

Council: Motion made by Mr. Heins and seconded by Mr. Hughes. Motion passes 14-3-1abs.

Main Motion as Substituted

Move to recommend status quo in state and federal waters for the scup recreational fishery in 2020 Board: Motion passes without objection. (Roll Call: In favor – MA, RI, CT, NJ, DE, MD, VA, NC; Abstentions – NOAA Fisheries, PRFC; Null – NY).

Council: Motion passes. 18-0-1abs.
Black Sea Bass

Move to maintain status quo state and federal waters recreational measures for black sea bass in 2020, including a federal waters minimum size limit of 12.5 inches, a 15 fish federal waters possession limit, and open federal waters seasons of Feb 1-28 and May 15-Dec 31.

Board: Davis/McNamee - Motion carries without objection and with 1 abstention from NOAA Fisheries Council: Cimino/Heins (19/0/1)

Motion carries

Summer Founder, Scup, and Black Sea Bass

Move to approve the scoping/public information document for the summer flounder, scup, and black sea bass commercial/recreational allocation amendment as modified today. Council: DiLernia/deFur - Motion carries by consent

Board: Clark/Allen - Motion carries by consent

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Council and Commission Recommend Recreational Bluefish Management Measures



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MISCELLANEOUS COMMERCIAL FISHING NEWS

for 2020

Last week, the Mid-Atlantic Fishery Management Council (Council) recommended and the Atlantic States Marine Fisheries Commission (Commission) approved new recreational fishing regulations for the 2020 Atlantic bluefish fishery from Florida to Maine. These measures, which include a 3-fish bag limit for private anglers and shore-based fishermen and a 5-fish bag limit for for-hire fishermen, represent a substantial reduction compared to the federal 15-fish bag limit that has been in place since 2000. The Commission's actions are final and apply to state waters (0-3 miles from shore), while the Council will forward its recommendation for federal waters (3 – 200 miles from shore) to the NOAA Fisheries Greater Atlantic Regional Fisheries Administrator for final approval.

The most recent operational assessment of the Atlantic bluefish stock concluded that the stock is overfished but not experiencing overfishing. During their joint meeting in October, the Council and Commission adopted a recreational harvest limit (RHL) of 9.48 million pounds for 2020 and 2021, which is an 18% decrease compared to the 2019 RHL. Using the current regulations, the recreational sector is projected to land 13.27 million pounds, which will exceed the RHL by 28.56%. Therefore, the Council and Commission met last week to approve new recreational management measures to constrain harvest to the reduced RHL.

The Council and Commission considered several combinations of bag limits and minimum size limits, including options to set a single set of regulations for all fishing modes or different regulations for shore/private modes and the for-hire mode. Although the Council's Bluefish Monitoring Committee recommended a coastwide 3-fish bag limit, the majority of comments from the public and Bluefish Advisory Panel (AP) members expressed opposition to this option, noting that it would have severe economic consequences for the for-hire sector, which was only responsible for 3.6% of coastwide landings from 2016 to 2018. Additionally, AP members and the public emphasized that these proposed reductions come at a challenging time for for-hire stakeholders as they are also facing new restrictions on striped bass, black sea bass, summer flounder, and scup.

After an extensive discussion and thor-

ough consideration of public comments, the Council recommended and Commission approved a 3-fish bag limit for private and shore modes and a 5-fish bag limit for the for-hire mode. No restrictions were made to minimum fish size or seasons.

"For many years, bluefish has been one of our most abundant recreational fisheries," said Council Chairman and ASMFC Board member Mike Luisi. "The Council and Commission are fully committed to the effective conservation and management of this stock, but we also recognize that a sudden change in regulations could have severe socioeconomic consequences for some stakeholders. After evaluating a wide range of options and considering numerous comments from the public, we feel that this approach is the most fair and effective way to achieve the necessary reduction in harvest next year."

The Council and Commission are continuing to work on development of a rebuilding plan as part of the Bluefish Allocation and Rebuilding Amendment. Additional information and updates on this action are available at <http://www.mafmc.org/actions/bluefish-allocation-amendment>

Motions

Main Motion

Move to adopt 2020 coastwide recreational bluefish management measures with a 3-fish bag limit for the shore and private mode and a 5-fish bag limit for the for-hire mode.

Board: Motion made by Dr. Davis and seconded by Mr. Maniscalco.

Council: Motion made by Mr. Heins and seconded by Mr. Davidson.

Motion to Amend

Move to amend a 5-fish bag limit for the for-hire uninspected boat (6 or less passengers), a 10-fish bag limit for the inspected for-hire boat (7+ passengers), and 16" minimum size (TL) limit for all for-hire vessels.

Council: Motion made by Mr. DiLernia and seconded by Mr. deFur. Motion fails 4-14-1abs-0. Board: Motion made by Mr. Hasbrouck and seconded by Mr. Clark.

Motion to Amend

Move to amend: 3-fish for private/rental and shore, 5-fish for uninspected (6 or less passengers) for-hire vessels, and a 7-fish limits for inspected (7+ passengers) for-hire vessels.

Board: Motion made by Mr. Hasbrouck and seconded by Ms. Hart. Motion fails 5-5.

Council: Motion made by Mr. DiLernia and seconded by Mr. Nowalsky.

Main Motion

Move to adopt 2020 coastwide recreational bluefish management measures with a 3-fish bag limit for the shore and private mode and a 5-fish bag limit for the for-hire mode.

Board: Motion passes (7 in favor, 3 opposed, 2 abstentions). Roll call: In favor – MA, RI, CT, NY, DE, MD, VA; Opposed – NJ, PRFC, FL.; Abstentions – NC, NOAA Fisheries). Council: Motion passes 9-8-2abs

Mid-Atlantic Council to Hold Supplemental Scoping Hearings for Bluefish Allocation and Rebuilding Amendment

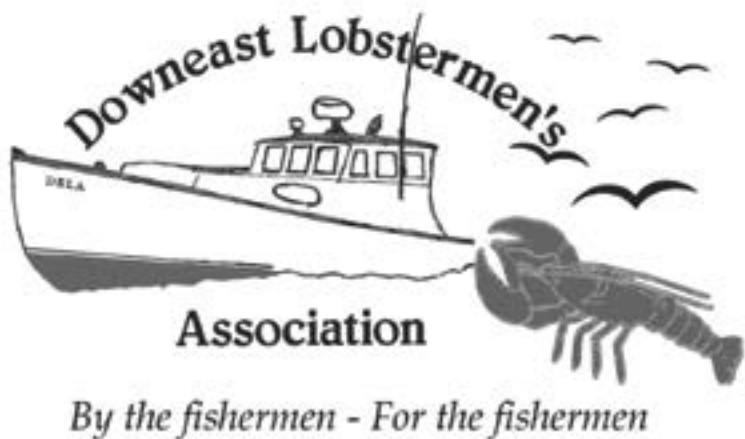
The Mid-Atlantic Fishery Management Council will hold eleven supplemental scoping hearings to gather public input for the Bluefish Allocation and Rebuilding Amendment. The Council is developing this action in cooperation with the Atlantic States Marine Fisheries Commission in order to (1) update the goals and objectives of the Bluefish Fishery Management Plan (FMP); (2) perform a comprehensive review of the bluefish sector allocations, commercial allocations to the states, and transfer processes; and (3) initiate a bluefish rebuilding plan. Scoping hearings will be held between February 13 and March 4, 2020. Written

comments will be accepted through March 17, 2020.

An initial round of scoping was conducted in the summer of 2018 to gauge public interest in the development of an amendment. Since then, recalibrated Marine Recreational Information Program (MRIP) estimates became available and were incorporated into the 2019 bluefish operational assessment. The assessment concluded that the stock was overfished but not experiencing overfishing. The Council and Commission subsequently recommended including the rebuilding plan into this ongoing amendment. Because the additional issue modifies the scope of the amendment, the Council is holding additional hearings to provide the public ample opportunities to comment on the expanded scope of the amendment.

Public comments during scoping will help the Council address issues of public concern in a thorough and appropriate manner. Some management questions for consideration in this amendment include: Are the existing goals and objectives appropriate for managing the bluefish fishery? Is the existing allocation between the commercial and recreational sectors based on the annual catch limit appropriate for managing the bluefish fishery?

Continued on Page 18.



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Boat And Ship Yard News



At Farrin’s Boat Shop in Walpole they have this Wayne Beal 36, which is being finished off as a pleasure boat for a customer from California.



At Brooklin Boat Yard in Brooklin work is progressing well on the 39-foot Wheeler pleasure boat in the middle and the Jim Taylor designed 50-footer, which you can see they are putting the layers down on her cold moulded hull.

**Farrin’s Boat Shop
Walpole**

As usual the bays are full at Farrin’s Boat Shop as they work on finishing out two hulls, one commercial and the other pleasure.

Back in mid-summer they put over their biggest project ever, a Lowell 43 finished out as a well-appointed cruiser for a

customer from Southern Maine. By August her owners were cruising the coast and next year after cruising the coast some more they will head to Florida for the winter. The hull arrived with just stringers and Farrin’s built a custom top for her. This boat has a queen-sized double berth in the forward stateroom with hanging lockers port and starboard. The bulkhead has a swinging door and on

the starboard side there is a guest stateroom with upper and lower berths and to port is a head with an enclosed shower tempered glass doors. Going up the companionway to the main salon on the port side is a companion seat and behind this is a U-shaped settee with a nice dinette, which can drop down and make a double berth. On the starboard side is the main helm unit with a full galley behind it. The galley contains a freezer/refrigerator, pull out drawers, black Corian countertops all trimmed in Mahogany. She also sports a flybridge, which is large enough to entertain several couples. She is fitted with solar panels to keep the batteries topped off when she is on the hook, not enough to run the boat, but enough to keep everything up to snuff.

She is powered with a 1,200-hp MAN diesel, and has an 11kW Northern Lights genset, bow and stern thruster and windlass.

In one bay they have a Young Brothers 45, which they are finishing out as an offshore lobster boat for a local fisherman. Down below she has just a V-berth with a work bench and she is powered with a 750-hp John Deere. This boat will be going over late winter.

In the front bay they have a Wayne Beal 36, which is being finished out as a pleasure cruiser for a customer from California. Down below she will have a stateroom forward, a guest stateroom with a single berth, head/shower combo, upper galley with a propane stove, electric refrigerator and a small generator just enough to back up batteries. They are working on the items

under the platform before they begin putting the interior in. They are hoping to have this one done mid-summer.

In the other building they have the CMP boat HIGH VOLTAGE, which is a 38 Wesmac. She is in for general maintenance, which will include checking all her systems and new electronics.

Next up will be a Holland 32 coming in to be repower and a lot of deck work and house work done.

If you are looking to have a new boat finished or just the old one redone, they have some slots available, however be quick as they already have people talking.

Kittery Point Yacht Yard Eliot and Kittery Point

Like all the yards on the coast there is plenty of work to keep them busy this winter and spring.

In one bay they have a Marine Trader in for some fiberglass and gelcoat work related to some moisture issues. She had penetration points in the overhead that was allowing the water to get in. All the core effected was removed and new core was put in and they sealed the penetration points, which caused the problem. Now she is going back together.

There was a little Acadia in, which had the engine pulled and new mounts installed.

T. Jason 28, used for lobstering, is in and has had the engine pulled and they are doing several upgrades before re-installing the Isuzu diesel engine. They are addressing his engine, transmission, exhaust, steering and hydraulics system. They also have a little rot in the platform floor to deal with.

A Duffy 35 sport cruiser from Boothbay Harbor, which is now owned by the son of the owner, and she is getting some upgrades. They are going to soda blast the bottom and one of the upgrades will be custom dinghy davits from Edson for his inflatable.

There is a Duffy in coming in next month. Marshall Farnham added, “DEBORAH LEE is an original 35 Duffy, low sheer and I think she has a 2008 mechanical Cummins. A guy in New Jersey had it, she sat around and this guy finished the boat for himself. It took years as he picked away and when he got it done and he passed away. The family had to sell it. These two guys found it online and drove down that night, made an offer and got it. You can’t find that style Duffy with a mechanical motor that is basically new. If you can appreciate what it is, it’s a rare find. She is going to be a sport-fisherman so we are going to add a tuna door, all new windows, and potentially electronics upgrade.

Over at the Kittery yard in the paint bay is a Wilbur 34. Several years ago, she had the after end of her cabin modified at



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HODGDON SPLASHES FIRST IN A NEW LINE OF TENDERS



SOUTHPORT - Hodgdon Tenders, the Superyacht tender division of Hodgdon, announced that they launched a new 8.0 meter (26’3”) open tender, which is the first in their new Crossover line.

The Crossover line’s naval architecture and styling is by Philippe Cabon and Cyril Le Sourd and the engineering is by Hodgdon Tenders’ in-house team. It has numerous unique features including a folding helm console, retractable carbon fiber t-top, custom wrap-around fender, and water jet drive. Ideal for beach landing, it also includes a bow that opens and folds out to become a platform step for easy beach access. The tender has capacity for 12 guests on board and is powered by single Volvo D3-220 engine.

“We’re very enthusiastic about the new Crossover line with its contemporary styling and modern look,” said Audrey Hodgdon, Director of Sales & Marketing. “It allows us the opportunity to offer more to the market, as we remain committed to our classic Venetian line which continues to be very successful with orders currently under construction.”

The Crossover line includes Open, Beachlander, and Limousine tenders ranging from 8.0 meters to 11 meters.


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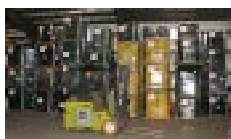
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Boat And Ship Yard News



A view looking forward showing the stern post, which has been replaced along with a number of frames and planks on the Rock-land schooner STEPHEN TABER.

Continued from Page 14.

the Eliot yard for her last owner. She is now back under new ownership and he is adding a bow thruster, a sliding window at the helm station, some different hardware added and her brightwork redone. She is in the paint bay having one side repainted.

They also have a Catalina 36 sailboat in that had gone on the rocks on the North Shore of Massachusetts during one of the storms in October. She suffered some minor keel damage; her starboard side is scratched up and her rigging needs to be redone. They will also replace the rudder.

Next month there will be a larger Duffy coming in for some major structural work. This will be a great project.

They have some commercial fishermen coming in. One wants to add a fish hold, another wants to replace his platform and

there is some repower work.

Like many yards they are already gearing up for the spring, making sure that they can get all the needed work done before commissioning begins in April.

Anyone looking for work to be done on their boat this winter better get their requests in now because if you wait until March or April it more then likely cannot be done this spring.

Strout's Point Wharf Company South Freeport

Over at Brewer's South Freeport Marine in the paint booth they had an older (2005) runabout in. They had repaired the hull damage and she had just been Awlgripped. The owner also wanted all the interior vinyl seating redone, which when everything is done will make this boat look brand new.

In one shed they are refastening a Concordia below the waterline, which was done 30 years ago. They also have a couple of planks that need to be replaced.

Another Concordia is in to have her cabin top redone. They are going to laminate a thin layer of marine plywood down with epoxy and glass and then Awlgrip it. To do this project they will have to remove the cabin sides, hatches, and the companionway.

An International 210 will becoming in to have her plywood decks replaced. Again, they will cover the wood with epoxy and glass and then Awlgrip.

They store about 95 percent wood and this generates a lot of great and interesting projects every year. Over and above the work already mentioned they have some other paint projects and a couple of repowers.

MISC. COMMERCIAL FISHING NEWS

Continued from Page 13.

Are the existing commercial state allocations appropriate for managing the bluefish fishery?

Are the existing transfer processes appropriate for managing the bluefish fishery?

What is the appropriate approach to take for rebuilding?

Learn More

The **Supplemental Scoping and Public Information Document** contains background information on bluefish management and on issues that may be addressed in the amendment. This document, along with additional information and updates on development of this amendment, is available on the Council's website at <http://www.mafmc.org/actions/bluefish-allocation-amendment>.

Please direct any questions about the amendment to Matt Seeley, (302) 526-5262, mseeley@mafmc.org.
Hearing Schedule

February 13, 2020, 7:30-9:00 PM – Massachusetts Maritime Academy, Admiral's Hall, 101 Academy Drive, Buzzards Bay, MA 02532

February 18, 2020, 6:00-8:00 PM – Ocean County Administration Building – Room 119, 101 Hooper Avenue, Toms River, New Jersey 08753

February 19, 2020, 7:00-8:00 PM – Delaware Dept. of Natural Resources & Environmental Control Auditorium Richardson & Robbins Building, 89 Kings Highway, Dover, Delaware 19901

February 25, 2020, 4:45-6:00 PM – Berlin Library, 13 Harrison Ave. Berlin, MD 21811

February 26, 2020, 7:30-9:00 PM – University of Rhode Island Bay Campus, Corless Auditorium, South Ferry Road, Narragansett, Rhode Island 02882

February 26, 2020, 8:00-9:00 PM – Connecticut Dept. of Energy and Environmental Protection Marine Headquarters Boating Education Center (Rear Building), 333 Ferry Road, Old Lyme, CT 06371

February 27, 2020, 6:00-7:30 PM – NC Division of Marine Fisheries Central District Office, 5285 Highway 70 West, Morehead City, North Carolina 28557

February 27, 2020, 7:30-9:00 PM – Stony Brook University, School of Marine and Atmospheric Sciences, Room 120 Endeavour Hall, Stony Brook, NY 11794

March 2, 2020, 6:00-8:00 PM – Merritt Island Service Center Complex, 2575 N. Courtenay Pkwy #205, Merritt Island, FL 32953

March 2, 2020, 6:00-7:00 PM – Virginia Marine Resources Commission, 380 Fenwick Road Bldg 96 Fort Monroe, VA 23651

March 4, 2020, 6:00-7:30 PM – Internet webinar: http://mafmc.adobeconnect.com/bf_allocation_rebuilding_scoping/, For audio-only access, dial 800-830-0736 and enter room number 5068609.

Please note that some hearings will be held immediately before or after scoping hearings for an ongoing Summer Flounder, Scup, and Black Sea Bass Commercial/Recreational Allocation Amendment. A schedule for those hearings is available here.

Written Comments

In addition to providing comments at any of the scheduled public hearings, you may submit written comments by 11:59 pm EDT on **Tuesday, March 17, 2020**. Written comments may be sent by any of the following methods:

ONLINE: <http://www.mafmc.org/comments/bluefish-allocation-rebuilding-amendment>

EMAIL: mseeley@mafmc.org

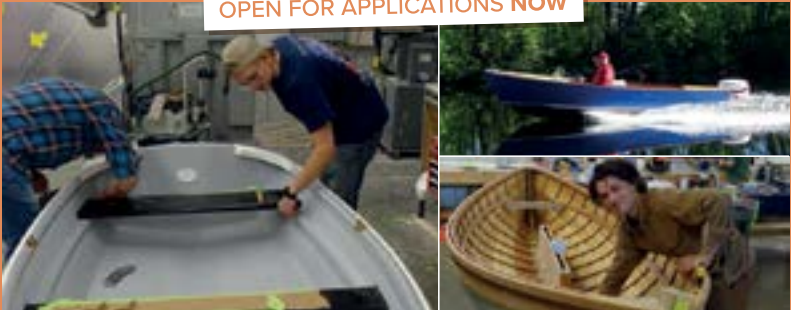
MAIL or FAX: Dr. Christopher Moore, Executive Director, Mid-Atlantic Fishery Management Council, 800 North State Street, Suite 201, Dover, DE 19901, FAX: 302.674.5399

Please include "Bluefish Scoping Comments" in the subject line if using email or fax, or on the outside of the envelope if submitting written comments. All comments, regardless of submission method, will be compiled into a single document for review and consideration by both the Council and Commission.

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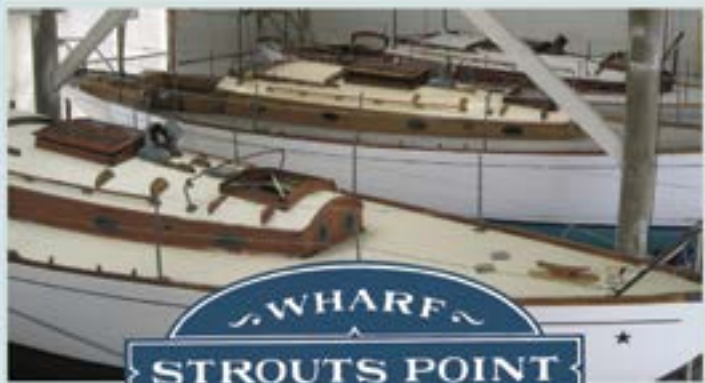


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IMOCA News

The Vendée Globe poster: the identity is conserved and the dynamic is updated

The Vendée Globe Visual, designed by the Désigne and Pulp agencies, has been unveiled. A dreamlike identity in which are the very essence of the race's main themes are conserved, the planet's oceans, the emblematic colours of the race, red and blue, and the solo skipper at bow of the boat. The all gives a dreamlike vision of what can be the Vendée Globe.

One thing which is new for this 2020 edition reflects the technical evolution of the boats, the presence of the foils is incorporated now.

Seeking to evoke the identifiable elements of the event, the creators opted for an interpretation which plays with the codes of realism, highlighting the human adventure, the magnitude of the course and,

by extension the actual scale of the physical and mental challenge, as well as the actual performances which should rise correspondingly with this new generation of boats.

The historic partners of the race are highlighted: the department of the Vendée region who are, of course, the title partner, Sodebo are the major partner and also the two official partners the town of Les Sables d'Olonne and the Pays de la Loire region.

Finally, this poster is a direct invitation to come and watch the start and to experience the exceptional moments that are the exodus of the Chenal des Sables.

As of this week the visual will be available on all documents and communication media, further contributing to the reputation of an edition which already promises to break all records.

Fishing From One Generation to Another

Continued from Page 11.

They also used them at the local sardine plant because they also picked crab meat there.

Now we have sponges buoys and ready made float and sinking rope. We can still build our traps, but most likely they come from a trap builder due to the fact that a large gang now is at least eight hundred. They have pretty much gone to shrimp mesh heads due to the large production and time they save from having them hand knit. As time goes on, less and less people know how to knit trap heads. We try to keep with tradition and Mike knits his own trap heads as much as possible.

We now have GPS, radar, sounders that show the ocean bottom, fiberglass boats that are getting larger every day and buoys that are plastic that you don't have to paint, just put tape around it of your choice of color! Some even have stereo radios that are signed into Sirius radio or satellite connection for our tunes. Imagine!

Nevertheless, whether we were part of the old school or enjoying the advances of today's technology, we all have one thing in common, and that is SAFETY. We are facing new rules that are forcing us to trawl up more traps that are really uncomfortable for the rail of a smaller boat, which forces one to go with a larger boat to accommodate the change in rules. To go offshore now, a smaller boat is virtually taking risks just considering the amount of weight on the side board when the trawl is coming in over the side. We have already had reports of fishermen losing fingers, throwing their shoulders out and virtually getting caught in the trawl when it is re-set. Those trawls are a lot of weight, so you don't want to go down with one by error.

Safety means more than one thing, meaning not just considering the changes in the Whale Rules, but also honoring the placards that are posted on the boat by Federal Law, not just the laws of the State of Maine. We do not want to be putting our loved ones in the hands of an impaired operator or crew member. Even though the State of Maine has changed a few laws concerning medical cards, it doesn't change the Federal law. All Federally documented vessels must adhere to the stricter law which in this case is the Federal law stating "no illegal drugs." I have been told that if a person has any form of marijuana on them when on board, the U.S.C.G. can confiscate your vessel. Now I may be right or I may be wrong, but I will stand corrected if it is not so. Personally, I do not want to take that chance with our fishing vessel or with members of the crew that are working on her. Safety means that we want to be well focused and aware of our surroundings at all times. These accidents can happen so fast, that you don't even know what happened until it is too late. It's not like we can hit automatic rewind and start that moment over again....it is a moment in time. Every member of the crew should know how to run the boat if need be and be able to take

it out of gear or put her in reverse if a crew member should fall overboard. I personally have had this experience with a happier ending because I knew what to do. We have also taken a safety course that is required for the apprentices. Everyone should take the course, regardless of your status on the boat. It is so valuable to know. Mike and I took our course with John McMillan with McMillan's Survival Training. If you take the course, you will not regret it for sure.

So, from one generation to another, we want to continue our legacy and tradition. We are facing a lot of "red tape" this year that is aimed at the fishermen. We will survive this storm, I'm sure, but let's do what is best for all of us and look out for one another. We are also the "Endangered Species" and frankly, I don't want to give in to bureaucracy. I want to be able to pass our knowledge on to our children and grandchildren for generations to come.

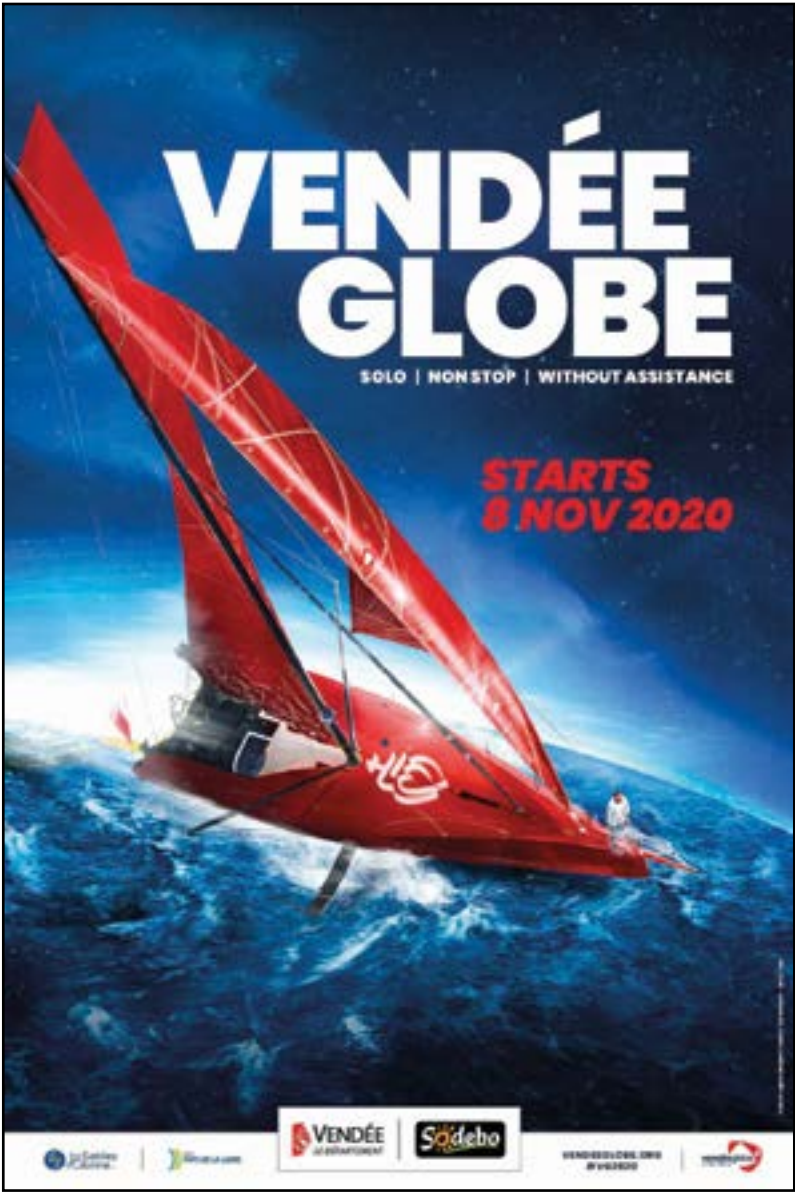


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Port Safety Forum Meeting Minutes

Continued from Page 1.

a five-year process to end traditional paper nautical chart production. While NOAA is sunseting its traditional nautical chart products, it is undertaking a major effort to improve the data consistency and provide larger scale coverage within its electronic navigational chart (NOAA ENC®) product suite. Over the next five years, NOAA will work to ease the transition to ENC-based products, such as providing access to paper chart products based on ENC data. The online NOAA Custom Chart prototype application enables users to create their own charts from the latest NOAA ENC data. Users may define the scale and paper size of custom-made nautical charts centered on a position of their choosing. Users may then download, view, and print the output. The application is an easy way to create a paper or digital backup for electronic chart systems.

NOAA will present a webcast to provide an overview of the sunseting process and a live demonstration of the NOAA Custom Chart prototype, including a discussion of the improvements that are planned for the prototype.

Date and time: Thursday, January 9, 2020, at 2 p.m. (EST)

How to register: <https://attendee.gotowebinar.com/register/7410207397804043779>

Army Corps of Engineers Update

Bill Kavanaugh, ACOE
Mr. Kavanaugh briefed the Forum on

current and planned Army Corps of Engineer projects in the region including:

Isles of Shoals – The Corps is planning a breakwater project to repair damage to 3 breakwaters, with contractor solicitation expected next fiscal year.

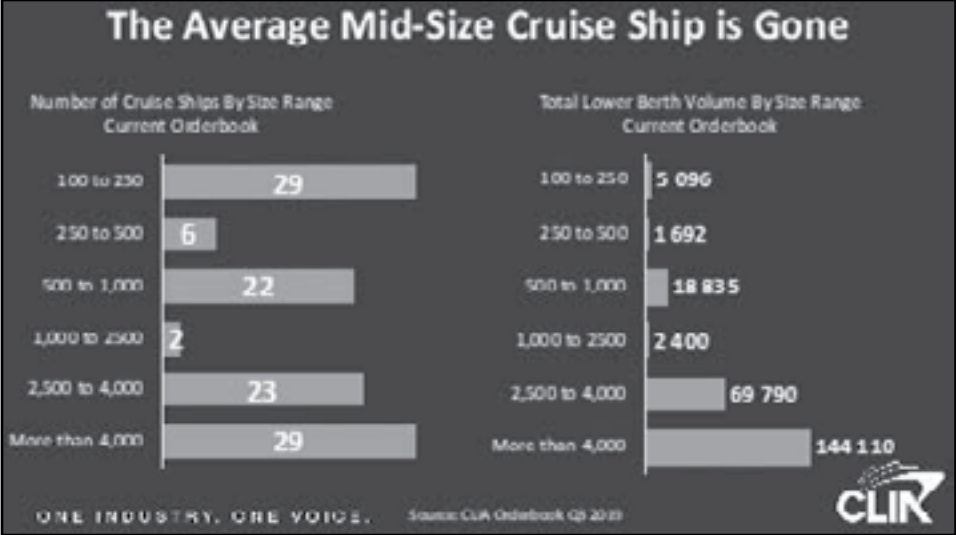
Kennebunk – The Corps is planning repairs to damaged East & West Jetties and retaining wall with contractor solicitation expected this fiscal year.

Cape Porpoise, Kennebunkport – The Corps is finishing a dredging project that was scheduled between November 2019 and 15 March 2020. As of December 11, the project had removed about 34,000 cubic yards of material and is near completion.

Wood Island Harbor, Biddeford Pool – The Corps is planning a dredging project to remove (48,000 cubic yards of material between an anticipated window of 01 November 2019 – 31 March 2020. The dredged sand will be placed nearshore Camp Ellis; with silt taken to Saco Bay Disposal. This project has a significant eelgrass impact.

Kennebec River – The Corps is conducting dredging on the Kennebec River in support of U.S. Navy needs for access to Bath Iron Works. The project is planned to run for about 2-4 weeks in a window between December 2019- March 2020. This project is part of a 3 year dredging cycle.

Kennebunk – The Corps is planning to address severe shoaling at the entrance of the Kennebunk channel and is expected to remove approximately 15,000 cubic yards of material. The project is anticipated to start in early January 2020; finish in 2-3 weeks (working 24hrs).



Cruise Industry Presentation

CruiseMaine - Sarah Flink, Director,
CruiseMaine

CruiseMaine promotes the State of Maine as a whole to the cruise ship industry. The organization is run by the Maine Office of Tourism and is affiliated with the Maine Port Authority. Cruising is growing as an industry. By 2030, experts expect that number to be 50 million cruisers / year. World-wide the cruise ship fleet expansion between 2017-2026 is estimated to be over 100 vessels.

Maine’s Cruise ship arrivals continue to trend upward with a 5-10% growth. In 2019 Maine hosted 408 distinct cruise ship arrivals which disembarked approximately 423,000 passengers throughout the state (mainly in Portland and Bar Harbor). 58 of the arrivals originated in foreign ports. The market accounts for an approximate 5-10% annual cancellation rate due to weather and other operational reasons. In 2020 Maine is forecasted to host 458 distinct cruise ship arrivals which will disembark approximately 499,000 passengers throughout the state.

The global outlook on cruising is strong with cruise ship construction continuing in most ship classes, noting 115 ships ordered for construction in 2019. As a market, it appears that mid-size ships (1,000-2,500 passengers) are trending downward with companies capitalizing on smaller “bou-

tique” cruise ships (100-1,000 passengers) or very large cruise ships (2,500-4,000+ passengers).

Cyber Security

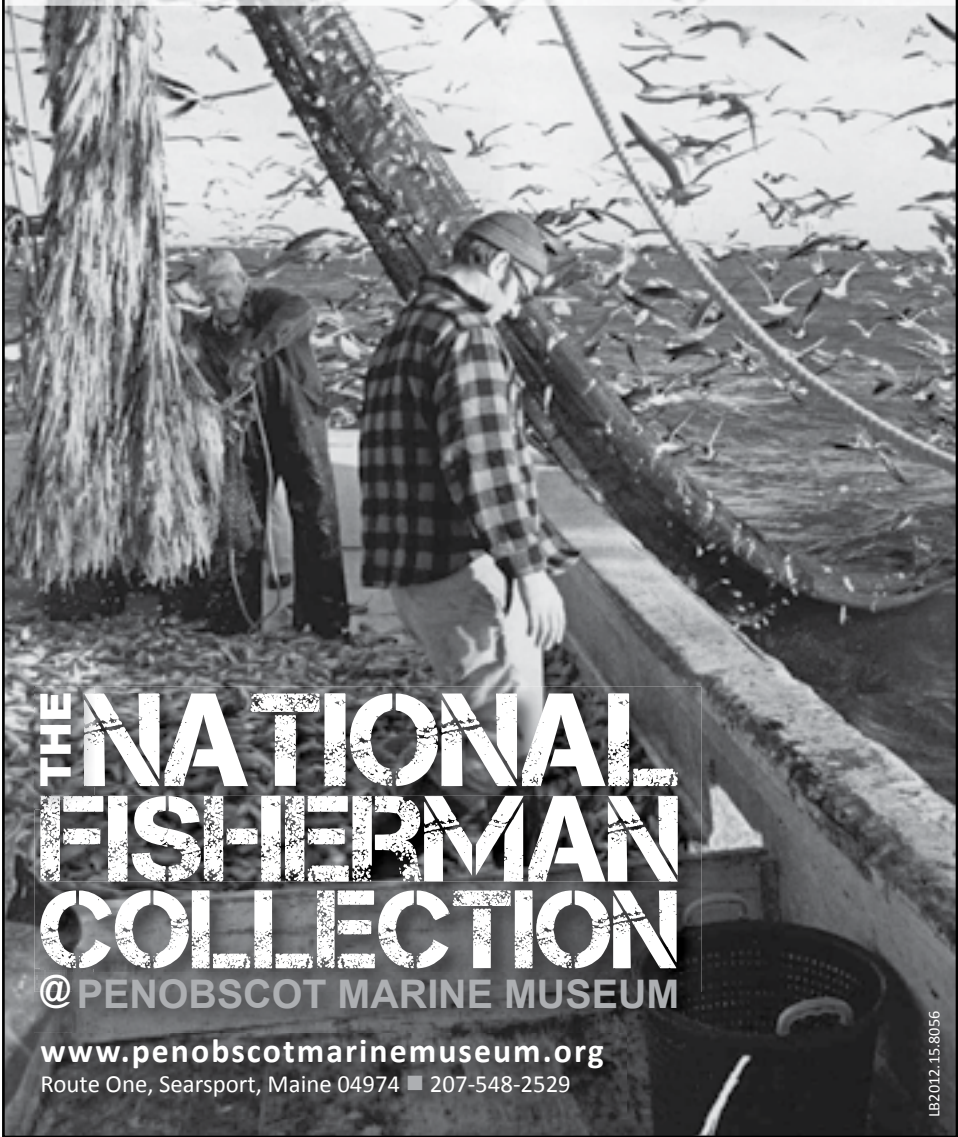
ABS Group - Admiral Roy Nash USCG
(Ret)

Admiral Nash, as a contractor with American Bureau of Shipping Group, provided a detailed presentation regarding cyber-security. In order to achieve business goals and assure success, employees and network users must have secure and reliable access to mission essential systems, networks, and information resources. He referenced a growing reliance on information systems and the vulnerability of electronic data as evidenced by the 2017 Maersk Shipping cyber attack/data breach. He also referenced a recent cyber attack on an MTSA regulated facility which was chronicled in Marine Safety Bulletin 10-19 (December 16, 2019). The presentation reflected guidance offered by the National Institute of Standards and Technology (NIST) Cybersecurity Framework which aligns with the Coast Guard’s draft Navigation and Vessel Inspection Circular 5-17 *Guidelines for Addressing Cyber Risks at Maritime Transportation Security Act (MTSA) Regulated Facilities*. The NIST model follows a basic foundation from which to build a cyber-security plan:

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Port Safety Forum Meeting Minutes



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USCG Sector Northern New England Update
Sector Northern New England - Captain Brian LeFebvre, USCG (COTP)
Captain LeFebvre, Captain of the Port, provided a general overview of Coast Guard operations followed by topic specific briefings as follows:

S/V Dove Sector NNE responded to a scanty mid-November 911 call from the vessel which was said at the time to be about 20 miles off Mount Desert Island. The nature of emergency wasn't fully clear but necessitated the launching of a significant search which involved assets from both the U.S. and Canadian Coast Guards. The search continued for several days with no results. Eventually the vessel was located in a safe haven on Long Island (NY), when it was confirmed that there had not been an initial distress situation. The vessel again sought Coast Guard assistance days later when it suffered a broken mast off the coast of Virginia. The Coast Guard coordinated a rescue utilizing a cargo ship to evacuate the three occupants safely into port.

Hoax Calls Captain LeFebvre reiterated the dangers of hoax calls in that each call received by the Coast Guard requires a

vigorous response. Hoax calls tax agency resources and put people and assets at risk. He urged anyone with knowledge of hoax calls to report them to the Coast Guard.

Port Security Grants Sector NNE had eight Investment Justifications (or grant requests) in 2019 of which funding for two were approved. The two grants that were fully funded, both came from New Hampshire Port Authority (Portsmouth Harbors Division).

Waterways Analysis and Management System (WAMS) study
Sector Northern New England recently conducted a WAMS study in collaboration with various port partners in Portsmouth and Seacoast New Hampshire. WAMS is a tool the CG uses to plan and implement Aids to Navigation Program (ATON) and better manage the waterway. WAMS are conducted periodically on each Federally designated "Navigable Waterway." The USCG seeks to identify what may be done to enhance the safe navigation upon a waterway and secondly, they use the data to anticipate and plan the navigation safety budgeting process, at both the regional and national levels. In conducting a WAMS, the Coast Guard's Waterways Management Division partners with local agencies and waterway users to complete the study. The report detailed several recommendations

including light and buoy modifications. The Coast Guard has already started to execute the modification plan starting with the removal of an old Coast Guard mooring buoy.
Eagle Visit – In recognition of Maine's 200th anniversary of statehood, the Coast Guard Cutter Eagle, has slated multiple Maine ports on its 2020 training operations itinerary, although specific ports of call have not yet been announced. Also known as America's Tall Ship, the cutter is used to train future officers of the United States Coast Guard.

Reestablishment of the PSF Charter & Membership
Maine Port Authority - Jon Nass, CEO, Maine Port Authority
The Forum is structured as an umbrella organization with an interest in all aspects of port and waterway safety and environmental protection in and near the coastal waters of Maine and New Hampshire.

It is meant to act as the approving body for resolutions and recommendations forwarded to it by its working groups and sub-committees. The Forum provides an open and cooperative process to identify, measure and monitor risk of loss from, and response to, events and contingencies in the marine and coastal environment of Maine and New Hampshire. The Forum shall recommend actions to mitigate or eliminate risk and improve response capability in order to enhance safety, support industry, and preserve the environment.

In addition to the executive committee, which is formed through the Forum's charter, the group also includes voting members representing all facets of the regional maritime industry and interests. In order to include the State's submerged lands interests, Mr. Nass also appointed Mr. John Noll, of

the Maine Bureau of Parks and Lands (Submerged Lands Program). Voting member, nominees were elected by the Executive Committee at this meeting as follows:

- Shipping Agent – Sean Petty, Moran Shipping
- Environmental Organization – Ivy Frignoca, Friends of Casco Bay
- Pilot (Representing Midcoast and Downeast Maine) – David Gelinaz, Penobscot Bay Pilot
- Pilot (Representing Casco Bay and Portsmouth) – Dick Holt, Portsmouth Pilot
- Terminal Operator (Representing Midcoast and Downeast Maine) – Tim Winters, Sprague
- Terminal Operator (Representing Casco Bay) – Nick Mavodones, Casco Bay Lines
- Terminal Operator (Portsmouth) – Grant Nichols, NH Port Authority
- Towing and Tug Operators – Mark Morrissey, Winslow Towing
- Spill Response Organization – Eric Wyman, MSRC
- Recreational Boating / Marina Operators / Marine Trades Industry – Bill Morang, Yachting Solutions
- Commercial Fishing – Laurin Brooks
- Public Seat #1 – Sarah Flink, Cruise-Maine
- Public Seat #2 – Dennis Damon, Maine Port Authority (Board of Directors)
- Reserved MEMA – Peter Roger, Acting MEMA Director
- Reserved Maritime Law Enforcement – Sgt. Matt Sinclair, Maine DMR

IMT Tour
Jon Nass and Mike Carter, MPA.

Old Business/New Business
None.

International Maritime Library

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Presently we have a listing of just over 54,000 vessels, mostly compiled from the "List of Merchant Vessels of the United States" (MVUS) for the years 1867 to 1885. A couple of other lists have been added to this. These include: WPA Custom House records for Bath, Maine; Frenchman's Bay, Maine; Marshfield, Oregon; New Bedford, Massachusetts, and New Orleans, Louisiana; The Record of Canadian Shipping; Robert Applebee's notes; and notes compiled on New England shipwrecks by noted shipwreck diver, Bradford Luther, Jr. Currently working on 'Version 2' after adding more lists and now updating and correcting errors and removing duplicates, which should expand the number of vessels to between 75,000 to 100,000 vessels. This new Version should be up the end of March.
CHECK IT AND LET US KNOW WHAT YOU THINK!

ON-GOING PROJECTS INCLUDE:
Creating an encyclopedia and a chronological history of events.
Also, transcribing maritime articles from: Maine Industrial Journal (1880 to 1918); Bangor Whig & Courier (1836-1899); Republican Journal (1829 to present); and various others including Eastern Argus (Portland), Bath Daily Times, Eastport Sentinel, Ellsworth American, New Bedford Mercury, Salem Gazette and Boston Evening Transcript.
Transcribing: WPA Ship Documents, especially ones not published.

There is a massive amount of work to be done to accomplish these goals. To make this happen we need support, please help us do more!

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U. S. NAVY NEWS

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leader in unmanned maritime systems operations by piloting a fleet of 150 ocean gliders, conducting daily autonomous underwater vehicle operations from six survey ships and collecting oceanographic and bathymetric observations across thousands of square miles across the world’s oceans since the 1990s. The enterprise can trace this enormous success directly to Mr. Jerry Carroll, who was inducted into the Naval Oceanography Hall of Fame during a ceremony on Dec. 12, 2019.

“Mr. Carroll is a recognized and trusted expert in undersea warfare and when you dig deep into what he built, it is truly inspiring.” said Commander, Naval Meteorology and Oceanography Command (CNMOC) Rear Adm. John Okon. “He provided leadership in operational decision-making for oceanographic technology, search and survey, data collection, international partnerships and product development.”

Mr. Carroll graduated from Oklahoma State University with a degree in geophysics in 1958. He began working in Washington D.C., at the Naval Oceanographic Office (NAVOCEANO) in support of the Fleet Ballistic Missile program.

In 1963, he helped develop systems used to map the wreckage of nuclear-powered attack submarine, USS Thresher (SSN-593) and a major wreck off the Aleutian Islands that could possibly detonate a nuclear explosion.

When NAVOCEANO moved from Washington, D.C., to the Mississippi Gulf Coast in 1978, Carroll moved to Picayune, Miss. In 1981, he became director of NAVOCEANO’s Oceanographic Department overseeing 650 civilians, 100 military personnel and a fleet of oceanographic ships and aircraft.

Naval Oceanography leadership selected Mr. Carroll in recognition of his dedication to the U.S. Navy while serving as the commander’s special adviser for undersea warfare from 1996 until 2008. For two decades, his profound leadership and technical expertise ensured the safety and security of present and future Theater Antisubmarine Warfare operations by leading the largest and most successful bilateral agreement for ocean survey mapping in the history of Naval Oceanography.

Today, he helps organize oceanographic conferences in South America, Asia and Europe. He also serves on the IEEE USA Energy Policy Committee in Washington,

D.C., and the University of Mississippi Gas Hydrate Consortium as their advisory committee for Mineral Resources.

“On behalf of everyone here and the more than 2,500 naval oceanographers, Sailors and civilians around the world who follow in your footsteps, I want to let you know your legacy lives on in us and we are humbled you are with us today,” said Rear Adm. Okon.

Joint Artificial Intelligence Center Director Tells Naval War College Audience to ‘Dive In’ on AI

By Jeanette Steele, U.S. Naval War College Public Affairs

NEWPORT, R.I. (NNS) -- Saying the most important thing to do is just dive in, Lt. Gen. Jack Shanahan, director of the Department of Defense Joint Artificial Intelligence Center, talked to U.S. Naval War College students and faculty on Dec. 12 about the challenges and opportunities of fielding artificial intelligence technology in the U.S. military.

“On one side of the emerging tech equation, we need far more national security professionals who understand what this technology can do or, equally important, what it cannot do,” Shanahan told his audi-

ence in the college’s Mahan Reading Room.

“On the other side of the equation, we desperately need more people who grasp the societal implications of new technology, who are capable of looking at this new data-driven world through geopolitical, international relations, humanitarian and even philosophical lenses,” he said.

At the Joint AI Center, established in 2018 at the Pentagon, Shanahan is responsible for accelerating the Defense Department’s adoption and integration of AI in order to quickly affect national security operations at the largest possible scale.

He told the Naval War College audience that the most valuable contribution of AI to U.S. defense will be how it helps human beings to make better, faster and more precise decisions, especially during high-consequence operations.

“AI is like electricity or computers. Like electricity, AI is a transformative, general-purpose enabling technology capable of being used for good or for evil – but not a thing unto itself. It is not a weapons system, a gadget or a widget,” said the Air Force general whose prior position was director of Project Maven, a Defense Department program using machine learning to autonomously extract objects of interest from

Woods Hole Oceanographic Institute News

Continued from Page 6.

developed by Woods Hole Oceanographic Institution (WHOI) took the first known automated sample performed by a robotic arm in the ocean. Last month, an international team of researchers used one of WHOI’s underwater robots, *Nereid Under Ice (NUI)*, to explore Kolumbo volcano, an active submarine volcano off Greece’s famed Santorini island.

“For a vehicle to take a sample without

a pilot driving it was a huge step forward,” says Rich Camilli, an associate scientist at WHOI leading the development of automation technology as part of **NASA’s Planetary Science and Technology from Analog Research (PSTAR)** interdisciplinary research program. “One of our goals was to toss out the joystick, and we were able to do just that.”

As with self-driving cars, handing the wheel over to a computer algorithm can be unsettling. The same goes for ocean robots,

especially when they need to work in tricky and hazardous environments. Camilli was part of an international team of researchers on an expedition aimed at learning about life in the harsh, chemical-laden environment of Kolumbo, and also exploring the extent to which scientists can hand over the controls to ocean robots and allow them to explore without human intervention.

Slightly smaller than a Smart Car, *NUI* was equipped with Artificial Intelligence (AI)-based automated planning software—including a planner named ‘Spock’—that enabled the ROV to decide which sites to visit in the volcano and take samples autonomously.

Gideon Billings, a guest student from the University of Michigan whose thesis research focuses on automated technologies, got the honors of using his code to collect the very first automated sample, which was of a patch of sediment from Kolumbo’s mineral-rich seafloor. He issued a command to the autonomous manipulator and, moments later, a slurp-sample hose attached to the robotic arm extended down to the precise sample location and sucked up the dirt.

Billings says this level of automation will be important for NASA as they look toward developing technologies to explore ocean worlds beyond our solar system. “If we have this grand vision of sending robots to places like Europa and Enceladus [the moons of Jupiter and Saturn, respectively], they will ultimately need to work independently like this and without the assis-


tance of a pilot,” he says.

Moving forward, Camilli will continue working with Billings and colleagues at the **University of Michigan**, as well as researchers from the **Australian Centre for Field Robotics**, **Massachusetts Institute of Technology**, and the **Toyota Technological Institute** at Chicago to push the automation technology forward. The work will include training ocean robots to see like ROV pilots using “gaze tracking” technology, and building a robust human-language interface so scientists can talk directly to robots without a pilot go-between.

“We can eventually see having a network of cognitive ocean robots where there’s a shared intelligence spanning an entire fleet, with each vehicle working cooperatively like bees in a hive,” Camilli says. “It will go well beyond losing the joystick.”

Funding for this project was provided by a NASA PSTAR Grant #NNX16AL08 and a National Science Foundation National Robotics Initiative grant #IIS-1830500.

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



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Mystic Seaport Museum President Steve White Announces Retirement

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ship such as the present show *J.M.W. Turner: Watercolors from Tate*, the most comprehensive collection of Turner watercolors ever displayed in this country.

White served as the president of the International Congress of Maritime Museums from 2015 to 2019, and Gov. Dannel Malloy named White Connecticut’s Tourism Leader of the Year in 2015.

“Steve’s impact on Mystic Seaport Museum is best seen in the strong sense of

community he fostered, both inside the Museum and in its external relationships with the world at large,” says Michael S. Hudner, chairman of the Board of Trustees. “We are grateful for his steady, confident leadership and for the zeal and imagination with which he advanced the Museum’s mission.”

The Board of Trustees of Mystic Seaport Museum will establish a search committee headed by former Board chairman Barclay Collins in January 2020 to find White’s successor.

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photos or video.

“If I have learned anything over the past three years, it’s that there’s a chasm between thinking, writing and talking about AI, and doing it,” Shanahan said.

“There is no substitute whatsoever for rolling up one’s sleeves and diving in an AI project,” he said.

Shanahan said adapting the Department of Defense to the AI world will be a multigenerational journey, requiring both urgency and patience.

He compared this moment in history to the period between World War I and World War II, when new ideas led to an explosion not just in military innovation but in technology advancement that eventually helped create Silicon Valley.

Now, the private sector is leading the way on AI, which leaves the Defense Department playing catch-up, Shanahan said. However, he added that he sees the U.S. military’s efforts running at a tempo comparable to commercial industry in five years from now.

China, he said, sees AI as a way to leapfrog over the current U.S. defense advantages.

“The Chinese military has identified intelligent-ization as a military revolution on par with mechanization from the internal combustion engine,” Shanahan said. “They are sprinting to incorporate AI technology in all aspects of their military, and the Chinese commercial industry is more than willing to help.”

After the speech, in an interview, Shanahan said AI isn’t an arms race, but it is a strategic competition.

“Regardless of what China does or does not do in AI, we have to accelerate our adoption of it. It’s that important to our future,” he said.

For example, Shanahan said, in 15 years, what if China has a fully AI-enabled military force, and the United States does not.

“To me that scenario brings us an unacceptably high risk of failure – because of the speed of the fight in the future, which we have not been prepared for as a result of fighting in the Middle East for 20-some years,” he said. “That, to me, is the best stark

example of why we have to move in this direction.”

Looking at the importance of military higher education in the effort, Shanahan said the role of institutions such as the Naval War College is to make a place for the military’s rising stars to think about new ways to harness AI.

“What you are here to do is think strategy, the strategic and societal implications of using emerging and disruptive technology,” he said.

The Joint AI Center director said another role for military higher-education institutions is research on practical applications of AI.

“It’s the thinking about grand strategy and technology together that may be as important to the future of operating concepts as anything else,” he said.

Construction Starts on Future USNS Harvey Milk

From PEO Ships Public Affairs
SAN DIEGO (NNS) -- Construction on the Navy’s future USNS Harvey Milk (T-AO 206) was marked by a ceremony held at the General Dynamics-National Steel and Shipbuilding Company (GD-NASSCO) shipyard, Dec. 13.

Start of construction is the first major milestone in a shipbuilding program and represents that the first 100 tons of steel for the ship have been cut.

“This ship will have significant contributions as part of our Combat Logistics Force, serving as the primary fuel pipeline from resupply ports to ships at sea,” said Mike Kosar, Support Ships, Boats and Craft program manager, Program Executive Office, Ships. “Today’s ceremony marks an important milestone as our Navy works to recapitalize our aging fleet replenishment capabilities, ensuring our warfighters have the resources they need to keep them combat year for years to come.”

The John Lewis-class ships are based on commercial design standards and will recapitalize the current T-AO 187 Class Fleet Replenishment Oilers to provide underway replenishment of fuel to U.S. Navy ships and jet fuel for aircraft assigned to aircraft carriers. These ships are part of the Navy’s

Combat Logistics Force and will become the backbone of the fuel delivery system.

Harvey Milk will be operated by the Navy’s Military Sealift Command and is the first ship named after the Navy veteran and civil and human rights leader who became the first openly gay elected official in California when he won a seat on the San Francisco Board of Supervisors in 1977.

GD NASSCO is also in production on the first-in-class Fleet Replenishment Oiler, the future USNS John Lewis (T-AO 205) and is contracted for ships T-AO 207 – 210 as well as the Expeditionary Sea Base platforms (ESB 6-8).

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

Future USS St. Louis (LCS 19) Completes Acceptance Trial

From PEO Unmanned and Small Combatants Public Affairs
MARINETTE, Wis. (NNS) -- The future USS St. Louis (LCS 19) successfully concluded its acceptance trial Dec. 13 after completing a series of graded in-port and underway demonstrations on the Great Lakes for the Navy’s Board of Inspection and Survey.

The acceptance trial is the last significant milestone before delivery of the ship to the Navy, which is planned for this spring. During the trial, the Navy conducted comprehensive tests of the littoral combat ship (LCS) intended to demonstrate the performance of the propulsion plant, ship handling and auxiliary systems.

“The strong performance during this Acceptance Trial is an important milestone in the life of the future USS St. Louis,” said LCS program manager Capt. Mike Taylor. “St. Louis will be an exceptional addition to the LCS fleet.”

Following delivery and commissioning, LCS 19 will sail to Florida to be homeported in Mayport with sister ships USS Milwaukee (LCS 5), USS Detroit (LCS 7),

USS Little Rock (LCS 9), USS Sioux City (LCS 11), USS Wichita (LCS 13), USS Billings (LCS 15) and USS Indianapolis (LCS 17).

Several more Freedom-variant ships are under construction at Fincantieri Marinette Marine Corp. in Marinette, Wisconsin. The future USS Minneapolis-Saint Paul (LCS 21) was christened in June and Cooperstown (LCS 23) is the next Freedom-variant ship to be christened in 2020. Additional ships in the production phase include the future USS Marinette (LCS 25), Nantucket (LCS 27) and Beloit (LCS 29), and Cleveland (LCS 31) in the pre-production phase.

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

LCS is now the second-largest surface ship class in production. In 2019, three LCSs were delivered to the fleet and three will be delivered in 2020.

CNO & Congressional Delegation Visit Portsmouth Naval Shipyard

From Chief of Naval Operations Public Affairs

KITTERY, Maine (NNS) -- Chief of Naval Operations (CNO) Adm. Mike Gilday visited Portsmouth Naval Shipyard (PNSY), Dec. 20, alongside Senators Jeanne Shaheen, Angus King, Maggie Hassan, and representatives from Senator Susan Collins’ office.

This visit to the shipyard follows Gilday’s recent trip to General Dynamics Electric Boat in Quonset Point, R.I. where he saw the manufacturing, modular construction, and outfitting of future Virginia and Columbia class submarines.

“Today’s visit was an important opportunity for Admiral Gilday to witness firsthand the indispensable contributions made

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KITTERY, Maine (Dec. 20, 2019) Chief of Naval Operations (CNO) Adm. Mike Gilday along with U.S. Senators Jeanne Shaheen, Angus King, and Maggie Hassan; a representative from Senator Susan Collins’ office; and U.S. Navy leadership participated in a ceremonial ground-breaking to commemorate the new Dry Dock #1 super flood basin and portal crane rail extension at Portsmouth Naval Shipyard (PSNY). The shipyard employs approximately 8,000 civilian employees and approximately 1,000 naval officers and enlisted personnel. PNSY™s primary mission is the overhaul, repair and modernization of Los Angeles-class submarines.
(U.S. Navy photo by Lt. Mary Sanford/Released)

Continued from Page 23.

by the Portsmouth Naval Shipyard to keep our Navy’s attack submarine fleet operational,” said Senator Shaheen, a senior member of the Senate Armed Services Committee. “I appreciate that the Admiral took the time to visit this holiday season, and I will continue to advocate for the important role of the Shipyard and its dedicated workforce to our national security.”

The oldest continuously operating Navy shipyard in the United States, PNSY’s primary mission is the overhaul, repair, modernization, and defueling of Los Angeles and Virginia Class submarines.

“Portsmouth Naval Shipyard has a storied history as a top-notch facility for the United States Navy, and it plays a vital role in both the region’s economy and the nation’s defense,” said Senator King. “Today was a great day to watch the team in action and thank the servicemembers and civilians for all they do. The work done here makes sure that America’s submarine force is fully prepared to fulfill their critical mission; I’m proud that PNSY calls Maine home.”

PNSY provides a full spectrum of in-house support—from engineering services and production shops, to unique capabilities and facilities to off-site support—all of which service the multifaceted assortment of fleet requirements.

“The Portsmouth Naval Shipyard plays a vital role in keeping the Navy’s attack submarine fleet ready for action, and I was glad to welcome Admiral Gilday to the Shipyard so he could meet its world-renowned workforce and see firsthand the remarkable job that they do each and every day,” Senator Hassan said. “Ensuring that the Shipyard’s workforce have the resources that they need is one of my top priorities, and I will continue working across the aisle to support their vital mission and help keep our country safe, secure, and free.”

Gilday concluded his visit by joining the Sailors of the Year for a lunch in recognition of their accomplishments.

“Your leadership, expertise, and commitment to readiness is absolutely critical for us to sustain mastery of the undersea domain today and far into the future,” said Gilday.

Sub Tender Frank Cable Completes Sea Trials

By Mass Communication Specialist 1st Class Derek Harkins, USS Frank Cable

Public Affairs
POLARIS POINT, Guam (NNS) -- The submarine tender USS Frank Cable (AS 40) returned to Guam after completing sea trials Dec. 19.

The crew, comprising uniformed Sailors and Military Sealift Command civilian mariners, participated in more than three days of events and operations at sea to test the readiness of the ship.

Frank Cable completed extensive boiler repairs and testing prior to leaving Guam. After getting underway, the crew participated in abandon ship drills, man overboard drills, engineering exercises, damage control training and countermeasure wash-down testing.

“December has been a very busy and productive month for our team,” said Capt. Jeff Bierley, commanding officer of Frank Cable.

According to Bierley, sea trials were a great way to conclude a very eventful year for the crew. Earlier in 2019, the ship underwent extensive maintenance and preservation work before relieving the submarine tender Emory S. Land (AS 39) as lead maintenance activity on the Guam waterfront.

“As we approach the end of the year, it is truly amazing to look back on all we have accomplished as a combined U.S. Navy-MSC team,” said Bierley. “The outstanding work we have done this year in support of our primary mission of waterfront submarine support, as well as repairs and upgrades we have completed on our ship, is a direct result of the dedication of everyone on our team.”

Frank Cable, forward deployed to the island of Guam, repairs, rearms, and re-provisions submarines and surface vessels in the Indo-Pacific region.

Navy Museum Receives National Recognition

By Mass Communication Specialist 2nd Class Mutis A. Capizzi, Naval History and Heritage Command Public Affairs
WASHINGTON (NNS) -- Naval History and Heritage Command (NHHC) hosted a ceremony at the National Museum of the U.S. Navy Dec. 17, honoring the museum for its reaccreditation by the American Alliance of Museums (AAM), joining the ranks of museums such as the Smithsonian American Art Museum and the White House Office of the Curator.

Chief of Naval Operations Adm. Michael Gilday acknowledged the achieve-

ment by NMUSN in a tweet last week, stating that it is a significant accomplishment.

“Bravo Zulu to the National Museum of the United States Navy on their recent accreditation,” Gilday said. “Based on a rigorous peer review, accreditation means the NMUSN meets the highest standards and best practices for museums in the U.S.”

During the ceremony, Mark Weber, managing director at the museum, shared that the museum was singled out for exemplary practices in long-range planning, as well as its educational outreach programs and guided tours.

“The process involves a very detailed self-study and report, followed by a site visit,” Weber said. “I would like to thank Mr. Jeff Barta of the Navy Museums division, an AAM peer reviewer, for his expert guidance during our reaccreditation process. I would also like to thank everyone at NHHC who played a role in this process, particularly Rear Admiral Cox, Pat Burns, Dave Adams as well as the support of the Naval Historical Foundation.”

“When you think of accreditation you think of Smithsonian standard,” said Barta, assistant director for NHHC’s Navy Museums division. “NHHC is the Navy’s only history organization and we are the keepers of the Navy’s history and heritage. These museums are the property of the American people and we want to make sure we are taking care of our priceless heritage assets using the best practices possible.”

According to AAM, accreditation brings national recognition to a museum for its commitment to excellence, accountability, high professional standards and continued institutional improvement.

Developed and sustained by museum professionals for over 45 years, the Alliance’s museum accreditation program is the field’s primary vehicle for quality assurance, self-regulation and public accountability. It strengthens the museum profession by promoting practices that enable leaders to make informed decisions, allocate resources wisely, and remain financially and ethically accountable in order to provide the best possible service to the public.

“Accredited museums are a community of institutions that have chosen to hold themselves publicly accountable to excellence,” said Laura L. Lott, AAM president and CEO. “Accreditation is clearly a significant achievement, of which both the institutions and the communities they serve can be extremely proud.”

Established in 1961 and opened to the public in 1963, the National Museum of the U.S. Navy is the only naval museum to chronicle the history of the U.S. Navy from its creation to the present. Artifacts like USS Constitution’s fighting top, the world’s deepest diving submersible, Trieste, and the khaki uniform of former Fleet Admiral Chester W. Nimitz make NMUSN collection second to none.

Naval History and Heritage Command, located at the Washington Navy Yard, is responsible for the preservation, analysis, and dissemination of U.S. naval history and heritage. It provides the knowledge foundation for the Navy by maintaining historically relevant resources and products that reflect the Navy’s unique and enduring contributions through our nation’s history, and supports the fleet by assisting with and delivering professional research, analysis, and interpretive services. NHHC is composed of many activities including the Navy Department Library, the Navy Operational Archives, the Navy art and artifact collections, underwater archeology, Navy histories, nine museums, USS Constitution repair facility and the historic ship Nautilus.

Acting SECNAV Convenes ‘Make FORD Ready’ Leadership Summit

From Acting Secretary of the Navy Public Affairs

WASHINGTON (NNS) -- As part of his “Make FORD Ready” initiative, Acting Secretary of the Navy Thomas B. Modly convened a summit Jan. 9, to harness the collective expertise of senior Navy and shipbuilding industry leaders to transition CVN 78 into Fleet operations as quickly and effectively as possible.

“While this is an ‘all hands on deck’ priority that can only be accomplished through the dedicated efforts of the Ford team, it will also require broad, department-wide encouragement, enthusiasm, and support for our shipmates and industry partners who will be heads down on the tasks at hand,” said Modly. “We all have a stake in the success of this effort—for the future of our Navy, our national security, and security of the world.”

Modly first called for the summit last month in one of his weekly memos to the integrated Navy and Marine Corps team. The “make Ford ready” memoranda clarified his focus and direction on achieving critical Navy-wide objectives for the Ford team. In his memo, Modly stressed that, under his watch, the Navy is going to make ready CVN 78, employing all hands on deck and working as “one team, relentlessly focused” on achieving core tasks under rigid timelines.

“I’m extremely bullish on FORD -- and our Navy should be too,” said Chief of Naval Operations Adm. Mike Gilday. “The FORD-class carrier is the future. It is a phenomenal ship designed to deliver increased capability for the carrier air wing of tomorrow. While good progress has been made over the past several months, together we must keep FORD headed in the right direction – and get her where she needs to be – operating forward at sea to reassure allies, deter adversaries, and protect our national interests around the world.”

During the summit Rear Adm. Roy J. Kelley, Commander, Naval Air Forces Atlantic (CNAL) and Rear Adm. James P. Downey, Program Executive Officer Aircraft Carriers, led the briefing to Modly and Gilday.

Speaking before more than 50 stakeholders, Downey and Kelley briefed progress to date and the path forward to achieve full ship functionality, training and certifying the crew, ensuring ship material readiness, and exercising the full spectrum of Air Wing operations to successfully transition CVN 78 into Fleet operations.

Collaboration at the “Make FORD Ready” Summit offered a unique opportunity to ensure alignment among more than a dozen military and shipbuilding stakeholders—both in terms of meeting Department of Defense (DoD) strategic objectives and program system integration requirements, from an operational, “on the deck plates” perspective.

Since completing its Post-Shakedown Availability/Selected Restricted Availability (PSA/SRA) in late October 2019, USS *Gerald R. Ford* (CVN 78) has performed exceptionally well, during two successful underway test and training evolutions. At-sea periods for this first-in-class aircraft carrier are part of a current 18-month phase of operations known as Post-Delivery Test and Trials (PDT&T), scheduled to continue through mid-2021. During this PDT&T, the crew will certify fuel systems, conduct aircraft compatibility testing, exercises the flight deck, and conduct tests to on-board combat systems.

MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

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FROM THE HUB OF THE UNIVERSE.
City of Boston Burying an Electric Railroad.—A Huge Paper-pulp Boiler weighing forty-one tons from the works of Harrison Loring.—Scenes off Boston Light and the Unprecedented Rough Weather.—Trans-Atlantic Steamer Gossip.—How they look on arriveng here.—Will the New Gunboats built in Bath or East Boston?

(Correspondence of The Journal).
Here's a pretty how d'ye do!
It's usually the best policy to live up to an agreement that is made, and it isn't much use to try to do any of the bluffing business, especially if the fellow you are trying to bluff is bigger than you are.

All this the Boston & Revere Electric Railroad Company are fully aware of, and to their sorrow. Last season, for the first time, the road had its electric cars running from Winthrop Junction to Revere Beach. It was charming, to sit in the open cars at the close of a hot summer day, and gradually ascend to the summit of Orient Heights, then pitch over, describe sharp dip in the road, rise a little, poise for a moment upon a second rise, and then go dashing off across the long trestle at a two minute rate, seaward, with the fresh breeze blowing in your face. When the company received its charter one of the revisions therein was, that the company should build a street beside its rails. This they neglected to do. Some time ago, a man, supposing that the road was still, s it was before the electric road was constructed, a public thoroughfare, drove along the road, and severally injured his horse and carriage, as well as himself also He at once entered a complaint to the city; and now the city of Boston has men and carts at work making a public thoroughfare out of the roadbed of the Boston & Revere Electric Railroad

Company, from Saratoga street up the hill to Orient Heights to Winthrop Junction, and are covering the rails over with eighteen inches of earth.

I saw at the station of the New York & New England Railroad depot the other night an immense boiler. It was a monster paper pulp boiler, built by the Harrison Loring Boiler Works of South Boston, for the Fall Mountain Paper Company, of Bellows Falls, Vt. It is a missive piece of machinery. The boiler was on a cradle and was moved on rollers. It weighed 41 tons. The iron shell covers a lining of lead, which is proof against the chemicals used in pulp-making. The boiler was 40 feet long, 12 feet in diameter, and shaped very much like a buoy flattened at each end.

Now a few words about the rough weather of late, and the damage and apprehension it has caused. All along the Massachusetts coast the sea is one immense boiling cauldron. Not a vessel has dared to attempt to work northward from here. Several vessels last seen off Boston Light have disappeared, and are supposed to have been blown off into the open sea beyond. "The vicinity about Boston Light is one raging mass of foam, and at high tide the breakers dash half way over the tower. Many steamers due here are very much overdue, and serious fears are entertained for their safety.

The Stockholm City, of the Furness line, is 20 days out from London, and not here yet. The Istraian is 17 days out from Liverpool. The Martellom of the Wilson line, 21 days out from Hull, has just arrived. I sailed up beside her Friday morning, and could see several examples of what wind and water can do. She is an iron steamer of medium size, painted black above and red below her water line. She is a staunch craft. Nevertheless, as our steam tug ran in beside her I could see that her huge iron rail, and her davits were twisted as one might twist a hairpin. The captain tells me that this was

caused by the huge waves that struck here during the series of gales through which the steamer passed. Thus far the Martello has fared better than any trans-Atlantic steamer that has arrived here for a week. The Scythia, of the Cunard line is in a much worse condition.

Among the bids sent in to the Navy Department for the construction of three new vessels for the navy, two 1000-ton gunboats and one 800-ton practice vessel for the naval academy, I notice the following:--The Bath, (Me.) Iron Works, one gunboat, \$327,000; two gunboats, \$637,000. The Atlantic Works, East Boston, one gunboat \$344,000; the other gunboat, \$344,000. The decision will be announced in about a week.

On Saturday, January 25, there was an interesting demonstration of the capabilities

of the Johnston electric train signal, before a part of fifty or sixty gentlemen well known in railroad and commercial circles and THE INDUSTRIAL JOURNAL correspondent. The test was made on the Revere Beach & Lynn Railroad, where the signal is in use. The new signal consists of a series of wires woven into one cable and attached to the terret or hung in the centre of the car. This cable is tapped at intervals and push button attached which spans the cable. The button is impervious to water, dust or corrosion, being covered with rubber and the points of contact kept constantly clean and bright. Between the crs, the cable is coupled with a wood-fibre composition, thus making a continuous cable to the extremes of the train. By it the conductor deeps up a complete communication with the engineer, form all



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Samoset Resort in Rockland

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Wind Energy Development in the Gulf of Maine - preregistration required * Shellfish Focus Day

Friday, March 6

Groundfish Monitoring * MLA Annual Meeting * Overview Atlantic Herring Fishery * Maine Lobster Marketing Report * Emolt * Federal Scallop Fishery Update * Eastern Maine Skippers Program * Maine Fisheries Data Since 1607 * Open Forum NOAA Leadership * Funding Sources for your Business *

Saturday, March 7

Maine Lobster Boat Races * Lifejackets for Lobstermen * Electronic Landings Reporting Options * Reconsideration Atlantic Cod Stock Structure * Alewife Harvesters Meeting * Food Guys - Strive for Five (Ingredients) * Maine DMR Lobster Science * Management Strategy - A Bridge, Not a Trap * Practical Approach to Scallop Farming * Update on Right Whales * Northern Ocean Data Portal and Fisheries Mapping * Aquaculture Training Opportunities * Less Shrink, More Profits in Lobster Supply Chain * Working Waterfronts & Commercial Fishing

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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

parts of the train, and in response to a code of signals there is not a second's delay. By the use of the signal cable on freight trains, the moment a break occurs in the train, the bells of the engine ring automatically, thus making it impossible for the engineer to be unaware of a detachment. After the test, the party sat down to a dinner at Young's.

The International Maritime Exhibition, (John W. Ryckman and William V. Christie), owes about \$49,265. The assets consist of piping, lumber, globes, etc., left over from the Exhibition. Mr. Ryckman has personal debts amounting to \$1400, and Mr. Christie has personal debts amounting to about \$6600. Neither of them have any personal assets.

ALLAN ERIC, Boston, Jan. 24, 1890.

THE NIAGARA SHIP CANAL PROJECT.

A Design of far-reaching Importance and value to The Internal Commerce of the United States.

A bill introduced by Representative Payne of New York in the present session of Congress, will command the united support of New England, if it is properly urged, and the Northwest should rally unbroken behind it. The design is of such far-reaching importance and value to the transcontinental commerce of the whole country, indeed, that no serious or extended opposition need be apprehended from any quarter, but as it chiefly concerns the commerce of the North it is to the North that its promoters must look for the most active support. It provides for a patent and a great and growing and it may well be, an imperative need, an adequate and secure American waterway connection between Lake Erie and Ontario.

How inadequate the present connection through the Welland canal is to the demand of the day grows daily more apparent. With a depth of only fourteen feet it fails to accommodate the most economical transport service of the lakes and this insufficiency is growing yearly with the growing increase in the tonnage of the lake freight carriers. True, Canada may deepen her canal to meet the pressing call for such accommodation, but, at the best, this waterway will afford only an insecure and partial thoroughfare for the transcontinental commerce of our Northern States, and even now in days of international concord, her unconcealed discrimination in favor of her own transport service has practically barred the way to the American ports on Lake Ontario. For with the heavy tolls of twenty cents a ton on the cargo and two and a half cents a ton on the vessel, transports cannot afford to run to American ports in face of the rebate allowed to cargoes and vessels bound for Canadian ports.

It is high time for us to be up and moving to secure an independent waterway connection of our own and this need has been seen and met in the bill introduced by Congressman Payne. For the proposed Niagara ship canal a number of routes have already been carefully prepared, passing down the Niagara river to the point of turning above the Falls and cutting across almost directly in the lake Ontario shore. From thence there is an open lake course to Oswego, whence the waterway will pass on the line of the Oswego canal to a junction with the Erie at Syracuse. The project includes furthermore the deepening of the St. Clair Flats canal to corresponding depth of 20 feet and the assured provision of an adequate natural waterway from one end of the great lakes to the other with an open choice of passages to the Atlantic.

It is a grand and timely enterprise and should be pushed to completion by every commercial body in the North and the

united action of all our Representatives in Congress. To the press of the Northwest its promoters look with reason for the most hearty and persistent advocacy and the awakening of an irresistible popular demand for its execution by the national government. Shall we see the spending by Canada, a country with not a tithe of our resources, of \$75,000,000 on her trans-continental lake and river water-way system, and her proposed expenditure of many millions more, and then fail pettily to measuring up the cost of a corresponding system of our own with dubious head-shaking and short-sighted parsimony.

Never was there a sounder investment by this country than the few millions put in at the Sault, already returned a hundred times over in reduced rates of transport, and the Niagara ship canal, it cost the nation thrice the expert estimate, will still be an undertaking of the incomparable profit to the people of this country in the form of the cheapening of all the products that flow inter changeable East and West from ocean to ocean. Moreover, it is a safeguard which the nation cannot afford in common prudence to do without. Rally behind it. [Duluth, Vis., Evening Herald]

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COMMERCE AND TRADE.

The value of exports from Portland last week was \$226,803. They consisted of 338,227 ft. lumber, 17,369 bushels wheat, 18,112 bushels peas, 1568 bushels buckwheat, 646,210 lbs. bacon, 700,960 lbs. cheese, 3725 sacks flour, 6273 bbls. of apples, 475 cases canned goods, 750 cases splints, 28 cases organs, 12 cases spools, 3 cases splints, 78 cases leather, 7 trunks of samples. The imports were 187 boxes oranges, 55 bbls. grapes, 1 cask seeds, 9 cases mdse., 25 cases glass.

Among recent charters are the following: ship Elizabeth, to Cork ? O. :United Kingdom, Havre or Antwerp, 33s; ship George Skolfield, 48,000 cases refined to Hong Kong, 30 cents; ship Alexander Gibson (to arrive); New York to San Francisco, general cargo, basis about \$9.50 per ton, dead weight capacity; brig Kilva, Portland to West Coast Africa, \$2.00 and port charges; bk. C. P. Dixon, New York to Havana, coal, \$1.50; brig Maria W. Norwood, Pensacola to Matanzas, lumber, \$7; schooner Maud Snare, New York to Demerara, general cargo, \$1,500; bk. John Swan, New York to Matanzas, hds, 75 cts; bk. Wandering Jew, New York to Havana, coal, \$1.50; schooner W. J. Jordan, from Boothbay to New York, ice, \$1; schooner Lucy E. Friend, Horse Island, Me., to New York, ice. \$1; schooners Lizzie Young, and Jas. Rothwell, from Gun Point, Me., to New York, ice, \$1; schooner Mabel Jordan, Boston to Matanzas, hds. 80 cts; brig Rochemont, Redona Island to Boothbay, phosphate, \$3.50; schooner Mary McCann, from Bucksville to Rockport, lumber, \$9; schooner Maggie Ellen, from Hrmont's Harbor to New York, ice, \$1.25; schooner Lending Breeze, Boothbay to Providence, phosphate, \$1.50 and loaded; schooner Chas. A. Briggs, Norfolk to Portland, coal, p. t.; schooner J. Nickerson, Portland to New York, lumber, \$2.75; schs. Cox & Green and A. B. Sherman, Clark's cove to Norfolk, ice, \$1; schooner Betha Dean, Dingley's Island to New York, ice, \$1; schooner Prescott W. Hazeltine general cargo, Portland to Point-a-Pitre, lumber, \$1,500; schooner Alice Archer, Sabine Pass to Portland, lumber, \$8.75; schooner Stella Le, New York to Boston, mahogany, 5½ cts.

The ocean freight market has this week been comparatively quiet in all departments. A limited available supply of the medium

and large classes of sail tonnage, however, has served to maintain rates upon a fairly steady basis for the more distant voyages. Petroleum freights are still in a waiting attitude, with rates nominally steady, both for barrels and cases, because of the small number of suitable vessels on hand. The fixtures for cases include a ship from New York to Hong Kong at 20 cents, one for Macassar or Java, 32 ½ @ 34 ½ as to ports and another to Japan, supposed 34 @ 35. Tonnage suitable for general cargo for South America, Australia, South Africa, etc. continues in small supply, and though the enquiry at the moment is not brisk, last week's quotations are obtainable for those in the right position. A ship to arrive soon obtained the equivalent of 30s per 40 cubic feet, New York to Melbourne or Sydney. Timber and deal freights partake of the prevailing apathy. From the Gulf to the United Kingdom or Continent L5. 10 @ 5. 15 are the nominal quotations, whilst from St. John N. B. to West Coast of England 53 @ 55s are going rates. Naval store freights from the South to Cork for orders remain nominally about 3s and 4s with very little enquiry. The River Plate and Brazil trades show no indications of a revival, but as suitable tonnage is not over-plentiful there is no appreciable change from the rates recently current. West India freights, both outward and homewards, are exceedingly dull and weak for this period. Sailing vessels are accepting low rates for coal, cooperage and lumber to Cuba, in order to avail of return cargoes of sugar and molasses at 12 cents and \$2 @ 2.12 ½ from the North Side to ports north of Hatteras. To the Windward and Leeward Islands freights are dull and easy. Homeward rates for wood, salt, asphalt, etc., are unchanged. Coastwise business of all kinds is very slow. On lumber, rates remain \$8 @ \$8.25 from the Gulf, \$7.25 from Fernandina, and \$7 from Savannah to New York. Owing to the prevailing dullness many coasters are laid up for the winter. The market closes with a degree more of animation and somewhat better feeling for deep water tonnage.

SEA AND PORT.

The Merritt Wrecking Company's tug John D. Jones, which went out to look after the sunken schooner Jamie Carleton of Rockport, off the Capes, has returned to Norfolk being unable to accomplish anything.

Schooner Nellie, built in Belfast in 1870 and partially owned there, has been sold to Captain Frank W. Russell and others at Thomaston. The Nellie is 222 tons and is a good vessel. She is now hauled up at Providence, R. I. It is understood that she will be used in freighting paving.

Schooner Phoebe J. Woodruff, ashore at Boothbay Harbor, is likely to be a total loss. She lies across a flat ledge about a third of her out of water at ebb tide; her mainmast has started about a foot and she is reported to have broken in two. The schooner went ashore while trying to make the wharf of the Maine Ice Company, where she was to load ice.

H. C. Fowler, Secretary of the California Insurance Co., says the report of the loss of the four-masted schooner, Douglas Dearborn, owned by Arthur Sewall & Co., of Bath is unauthentic. Mr. Fowler has seen the captain of the steamer Dolphin the reported source of the information, and he denies having seen any wreck, and tugs from Astoria, Ore., have searched the coast without success. The general belief is that the Dearborn is all right.

The incoming transatlantic steamers report huge icebergs in large numbers off the coast of Newfoundland. The presence of ice so far south at this season of the year is un-

usual but not unprecedented. The process by which the Arctic ice sheet slowly descends from the highlands to the shore until its huge foot enters the sea and breaks up into massive bergs is confined to no season, but is perennial and icebergs would swarm in the North Atlantic's commercial routes almost the year round if the prevailing winds were favorable to their drifting southward in the currents from Greenland and Davis's Strait.

The most difficult undertaking ever attempted in lighthouse building will be inaugurated on the North Carolina coast this summer. Bids will be opened in the office of the Lighthouse Board July 1, for the erection of a lighthouse on the Outer Diamond Shoal, off Cape Hatteras. The total cost of the structure is limited by act of Congress to \$500,000. The Diamond Shoals, which lie southeasterly off Hatteras, have always been dreaded by mariners as the most exposed and dangerous locality on the entire Atlantic coast, and a large number of vessels have been wrecked there annually, involving enormous losses of life and property.

THE FISHERIES.

Seining for smelts and flounders is being actively prosecuted at Sedgwick and some very large catches are made.

Schooner Co. J. H. French, of Gloucester, has arrived in Portland from Georges Banks, with 10,000 pounds of cod and 4000 of halibut.

The fact that no large herring have yet been taken in the vicinity of Eastport for the frozen herring business, makes a rather discouraging outlook for a winters work among the fishermen, especially those of the New Brunswick shore. Usually there have been thousands of dollars put out for frozen herring before this time in the winter, while in the present season not a dollar has changed hands.

The Lubec sardine packers did an unusually large business the past season. Although the catch of fish was small, and to many places the season's packing was much smaller than in previous years, some factories not opening at all, the season's pack at Lubec was far in excess of any in the past. The amount put up by the different firms is as follows: Lubec Packing Co. 20,200 cases; New England Sardine co., 19,400; Parket & Pike, 19,000; Lawrence Packing Co. 25,000; E. W. Brown & Co. 12,000; E. & W. Avery 7,000.

The Gloucester fish market is reported as very active with a good demand for all kinds of dry and pickled fish. Receipts are very light. The shore fleet continue to find but few fish in any direction, and rough weather interferes with haddock fleet, so that fresh fish have been in good demand and brought high prices. There have been 12 cargoes of frozen herring received from Newfoundland. The most of the fleet are reported on the way home, being in harbors along the Nova Scotia coast. The fishing arrivals were 28, receipts 264,000 lbs. of codfish, 148,000 lbs. of fresh halibut, 1,080,000 frozen herring, 9460 lbs. of hake, 47,000 lbs. of haddock and 143 bbls. of salt herring. No. 1 mackerel are quoted at \$25; No. 2s \$21; no. 3s, \$18; Labrador herring, \$6.25; split, \$6.25; Eastport, \$3.50. Large new cured Georges codfish, \$6.40 qtl; small, \$5; large bank, \$4.75; small, \$3.50; shore, \$5; Flemish Cap. \$4.75 Nova Scotia dry cured, \$6.50; hake, \$2.50; haddock, \$3; cusk, \$3.50; pollock, heavy salted, \$2.25; slack salted, \$3.

SHIPBUILDING NOTES.

The small schooner building at McKown's yard, Boothbay, is now all timbered out.

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The schooner Morse Brothers are building in Bath is to be named the Eunice Crocker.

John G. Morse, of “Winnegance, is getting out the timber for the schooner which he is to build and the keel will be laid at once.

Washburn Brothers, Thomaston, will launch their four-masted schooner about the 5th or 6th of next month. She will be rigged on the stocks.

A. & J. P. Hodgdon, of East Boothbay, are to build a schooner of 200 to 300 tons. The frame is to be gotten out by Lewis & Littlefield of Bangor.

Captain D. S. Howard of Parrsboro, N. S., has the contact for building a four-masted schooner for J. B. King & Co., N. Y., to be used in the plaster trade.

Captain V. C. Plummer, of Addison, has completed arrangements for the construction at that place of 450-ton schooner next summer, for a New York firm.

A cargo of 250,000 feet of Southern pine lumber has arrived for George Russell of East Deering, to be used on the 800-ton schooner he is building for J. S. Winslow & Co.

Master builder W. I. Adams of East Boothbay, has superintended the building of more than one hundred fine vessels, and bids fair to superintend the building of many another.

Two of the large construction shops at the Kittery navy yard, with valuable machinery, were destroyed by fire Monday morning, at an estimated loss of \$100,000, with no insurance.

Greighton & Gilcrest, Thomaston, will build a three-masted schooner there the coming spring. The present outlook now is that six or seven schooners will be built in Thomaston next season.

Master builder Dyer has laid the keel on Commercial Street, near the Gait Block, Portland, for the 100-ton schooner yacht he is to build for Mr. Came of Baltimore. Work will be pushed on the vessel, and she will be ready for launching in the spring.

The La France, the largest sailing vessel in the world, has lately been launched on the Clyde. She has five masts, 9,600 tons burthen, with capacity for 6,100 tons of freight. She is about four hundred and sixty-three feet in length by 50 in breadth. She has eight compartments.

The new ship Rappahannock is receiving her ballast, consisting of 800 tons of paving stones, at Houghton Bros. wharf, Bath. She expects to sail Feb. 1st to Philadelphia to take a cargo of oil for Japan. The Rappahannock presents a majestic appearance now her yards are in position and rigging up.

L. Leighton, & Sons, Columbia Falls, are getting out the frames for two vessels which will be built in that place next season, one for Captain Otis Cole, of Harrington, and one for Captain Ellis Look, of Addison. They will be three-masted schooners, about four hundred tons. The former will be built in the yard of Isaac Carlton, and the latter in the yard of John H. Crandon.

In a late issue of the Shipping World a diagram is published showing the tonnage of ships built in Great Britain since 1851. In that year the total production was 1,000,000 tons. In 1883 it was 1,200,000. It gradually fell off until 1886, when the total production was only 400,000. It then began to increase again and in 1888 has reached 900,000, and in 1889 a great bound was made to 1,300,000 tons.

The new schooner, John H. Platt, just built by Wm. Crosley at Madison, Conn., for Frank W. Benedict and others, of New Haven, Conn., to be commanded by Captain F. G. French, of Rockland, was launched recently. Her dimensions are: 193 feet keel;

beam, 40 feet; lower hold, 12 feet; between decks, 6 feet; upper decks, 3 ½ feet. She has four masts, and her net tonnage will be 1,113 tons. She has steam for hoisting anchors and for other purposes.

Shipbuilding bids fair to be very active in Camden the coming season. The Camden Herald says that in addition to the building of vessels in the shipyards of H. M., Bean at Camden village and of Carleton, Norwood & Co. at Rockport village, Captains Isaac Coombs and J. T. Conant have made arrangements with Johnson Knight, to obtain on liberal terms the use of the Dailey shipyard, at the head of Camden Harbor, owned by him, for the building and repairing of vessels. Mr. Knight is to build a wharf 60 feet wide and 100 in length for the enlargement and convenience of the yard. When completed according to the design of Captains Coombs and Conant, this will be one of the best sheltered and most convenient decks for the repair of vessels to be found in the State.

7 February
Page 1.

Captain Frank Arey is soon to erect a building on Wilson street, Brewer, near the ferryway, which will be used as a paint factory.

Washburn Bros., Thomaston, are establishing a steam mill supplied with the most modern machinery for sawing ship timber at Port Clyde, to be used in connection with their ship-building business.

Captain N. H. Higgins and Howard W. Dunn, of Ellsworth, have entered into a co-partnership for the purpose of carrying on the granite and marble business in that city. They will give special attention to cemetery work.

The work begun last fall by Captain Hodgett of converting the old Steel Works building on Indian Point, Bucksport, into a tannery, has steadily progressed. In a few weeks all will be in readiness to commence the tanning of sheep skins, and a large crew will be given employment.

Sargent & Co., of New York, who have leased the Oak Hill granite quarry in Belfast, have a contract to furnish 1,000,000 paving blocks for New York, and will put on a crew of 300 men as soon as they can be procured. They intend to ship 500,000 blocks as soon as possible. In addition to paving they will get out building stone and blocks for monumental work.

The great granite quarries on Dix Island, long famous for the superior quality of the stone produced, have recently been sold to a big New York syndicate. A large force will be set to work at once and the quarries which have lain idle since the last contract was completed some fifteen years ago, will resume their old time activity. The company propose to do a large wholesale business and will at once commence to push the sale of the granite throughout the country.

The Portland Company, Portland, recently shipped to the Montpeller & Wells River railroad a double end snow plow to be used on their Barre branch which is a switch back road. The company has in course of erection a Russell elevator snow plow for the Central New England and Western railroad. This is the largest type of push plows used, and is the first one to be built in the United States, although there are seventeen already in use in Canada and the British Provinces. Its weight when finished will be about thirty-three tons. The company will soon deliver to the Winsor & Annapolis Railroad, Nova Scotia, a forty ton freight locomotive.

Page 2.

FROM THE HUB OF THE UNIVERSE.



The three masted schooner ALICE MURPHY, x-MILISSA A. WILLEY, built at Thomaston in 1874.

Description of a New and Unique Lighthouse off Boston Harbor.—None like it on the Massachusetts Coast and but few like it in the World.—Death of Captain Jesse Freman, a Massachusetts Fish Inspector and Manager of the Boston Fruit Company.—Sketch of his life with personal reminiscences.—The Adams Hous and “Oliver Optic.”—Steam Fitters Organize.

(Correspondence of The Journal.)
Last Saturday night, for the first time, the new light on Deer Island illuminated the

waters of Bread Sound. For months past, this new lighthouse has been in process of construction, and now that it is finished, those interested, who are unable to visit it, can best see how it looks by glancing at the above cut, which is an excellent one, for the use of which I am indebted to the never-failing courtesy of the Boston Daily Globe. The structure is unique, there being but few like it in the world, no others like in on the coast of Massachusetts, and I believe not in the United States.

The light is shown from a black lantern

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Gal. tandem axle trailer, Loaded electronics; upgraded in 2016, fishing gear, etc.	

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MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

surmounting a brown conical iron tower standing on a black cylindrical foundation pier; and as will be seen in the above cut, a gallery covered by a roof surrounds the base of the tower. This is for the protection of the light keepers and assistants, while making observations, and is a unique feature of the structure, in itself. The light is thus described by the lighthouse board:--“A fixed white light of the first order, varied by a red flash every 30 seconds, exhibited from the structure recently erected in six feet of water on the southern extremity of the spit making out on the southward from Deer Island. The light will illuminate 237 ½ degrees of the horizon between S. W. by W. 7-8 W., through eastward and southward to S. E. by E. (bearings from seawards.) The focal plane is 57 feet above mean sea level, and the light should be seen in clear weather from the deck of a vessel 15 feet above the sea, about 13 nautical miles.”

“The approximate geographical position of the lighthouse as taken from the charts of the United States coast and geodetic survey is as follows: Latitude 42 deg. 20 min. 24 sec. North, longitude 70 deg. 57 mi. 18 sec. West. Magnetic bearings and distances of prominent objects are approximately as follows: Boston lighthouse S. E. by E. 5-8 E., nearly three nautical miles; Long Island Head lighthouse, S. W. by W. 7-8 W., nearly 5-8 nautical miles: Great Fawn far beacon, N. E. by 1-8 N., one nautical mile; Nix’s mate beacon, S. E. by E. 3-4 E., 5-8 nautical mile; S. E. end of lower middle buoy, W. 3-4 N., nearly 1 1-2 nautical miles. The light must be left on the starboard hand in entering Boston harbor.

Many people in Maine, and in Bangor, who have been in Boston, have seen that palatial hotel on Washington street, the Adams House. It is particularly noticeable for its polished round granite columns in front. They are lofty and magnificent, and reflect the electric lights in front like corner mirrors. The Adams House is as magnificent in its interior as on its exterior; but the point I am making is this: the Adams House was once owned by, and received its name from a Mr. Adams, the father of William T. Adams,)

Oliver Optic) who now resides in a beautiful place on Dorchester Avenue, Dorchester, District, Boston.

The Boston Steam Fitter’s Protective Union has been organized this week, as a proper labor body to advance the craft in all matters appertaining to the material and social interest of its members. It is pledged to teach, advocate and work for an abridgement of the hours of labor to eight hours per day, and the establishment of a standard minimum rate of wages. The following officers have been elected: President, M. J. Crowley; Vice President, Charles M. Clancy; Financial and Corresponding Secretary, Burt E. Stone; Treasurer, Fred W. Schneider; Recording Secretary, Harry Mannion.

Captain Jesse H. Freeman, a Massachusetts Fish Inspector and General Manager of the Boston Fruit Company, which has immense banana and cocoanut plantations near Port Antonio, Jamaica, and runs several steamers back and forth between this port and Jamaica, importing the products of the plantations, died at his home in Brookstone on Wednesday morning from a stroke of paralysis, at the age of 63 years, 5 months and 11 days. Captain Freeman had been unwell since Christmas, but on one of his friends had any idea that his end was so near by a good many years, for he was an unusually strong and robust man. Accordingly when the new of his death came it was a great shock to his many friends, for few men in Massachusetts are better known or more highly respected than was Captain Freeman. As soon as I learned of his death, I went to the office of the Boston Fruit Company on Long Wharf in order to confirm the report, and then went directly to the office of Potter & Wrightington to inform M. C. W. Wrightington of the death of Captain Freeman. The two gentlemen were warm friends, and Captain Freman was greatly esteemed by Mr. Wrightington who was painfully affected by the news.

Captain Jesse H. Freeman was born in Wellfleet, Mass., in 1826, and went through the schools of that place. When he had completed his education he went to sea, and followed that life for 19 years, when

he assumed charge of Mercantile wharf, Wellfleet, which position he occupied for 14 years. He was very successful in this business, but five years ago he let it to accept the position of general manager of the Boston Fruit Company, moving his home to Brookline. Captain Freeman was highly respected by the people of Wellfleet, and occupied positions in several of its institutions, being trustee and director of the Wellfleet Savings Bank, and director of the Wellfleet Marine Insurance Company. He was also a member of the Boston Chamber of Commerce. He possessed a wonderful business fact and far-seeing ability, was a man of the most rigid integrity, and had been very successful all his business ventures.

The death of Captain Freeman is a particularly sad shock to your correspondent who enjoyed his utmost confidence, and for whom Captain Freeman had spoken many kind words and had aided in many ways. Sitting in his private office, I have talked with him for hours, all told. Last April I dropped in to see him one evening, and he urged me to go to Jamaica on a trip on the steamer Lorenzo D. Baker, burned at sea last summer, and se the country, go over their plantations and I could do them a lot of good, by what I would write, he said, as the Company was young. “The trip will do you good,” he urged, “and we have plenty of horses down there that your can have at any time by simply going to the stable after the, and ride about over the plantation—and it won’t cost you much” he added, with a twinkle in his eyes, which meant that the whole trip would be as free as the see air I would breathe. But I have never had the leisure to accept his kind offer, though I intended to sometime. He has, of late, been building an elegant residence on Beacon street, and was looking forward eagerly to moving into it, and he did not live to enjoy it. Farewell, to one of the biggest, noblest hearted men that ever lived.

Good for Bath, if the new cruisers are to be constructed there. It will cause things to boom in Bah, and I expect to see the hulls of the ocean greyhounds rising from the shores of old Kennebec River when I pass by next summer.

The steamer “Ocean” has arrived, as

I close my letter. The steamer was 40 days from Dantzic, Germany, with a cargo of sugar. She was compelled to put into English ports twice on her way, once into Hull and again into Portland, Eng., form which port she was 31 days, to Boston. She encountered terrific gales all the way across the Atlantic; and when about one day’s sail from here, although she had taken over 600 tons of coal in England, her supply ran short, and for twenty-four hours or so her fuel consisted solely of a combination of spars, coal and sugar; she being compelled to broach her cargo. She burned about 12 tons of sugar. Messrs. Gill & Lootz of this city are her agents, and she is owned by Adolph Meyer, Guttenburg, Sweden.

ALLAN ERIC.
Boston, Jan. 31, 1890.

Page 4.

The present indications are that the winter of 1889-90 will be the greatest ice season ever known in this State, in point of quantity stored. A superior quality of ice is now assured and the season was so far advanced in more southerly latitudes before cold weather came, that good prices are quite certain for this year’s harvest. Ice will probably never be sold for the high figure it once was as the enormous capacity of the immense buildings that line the Kennebec and Penobscot, insures a harvest sufficient to meet all probable demands. A cold wave of long duration in New York state would cut down to some extent the profits of the Maine operations, as there is plenty of time yet for the Hudson river and ponds adjoining to freeze and give a good crop of ice, but it is safe to say that every ice house in this State will be filled to the brim before spring, for there never was a better freeze, or better ice to harvest. The cost of getting the ice this year is very little compared with the expense in seasons past, one veteran in the business stating that fifteen cents per ton covers the present expense of putting ice into the houses. All the conditions for ice cutting are very favorable. There have been no heavy falls of snow to remove from the fields planing is necessary in but few places, and the cold product for which Maine if noted is in every way in prime condition.



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Lightweight, high strength, and low maintenance corrosion resistant fiberglass-reinforced shapes.

Search# SGW-



FM FREEMAN MARINE EQUIPMENT

Commercial Hatches

Cast aluminum with trim ring. Easy lift out. Flush, watertight, rugged, low maintenance.

Size	Part#	Order#	Price
15" x 24"	FMN-2433-0002	754527	\$884⁹⁹ ea
24" x 24"	FMN-2424-0002	754529	\$1659⁹⁹ ea



LD Hardshell Low Drag Buoys

6" x 13" or 7.25" x 22". Available in Green, Orange, Pink, Red, White or Yellow.

Search# HML-BUOYL

Starting At
\$4⁹⁹ ea



Polyform U.S.

Low Drag Buoys

8.6" x 19", 11.5" x 24", or 13.5" x 29", available in White, Red, Orange, Green, or Yellow.

Search# POL-LD

Starting At
\$28⁶⁹ ea



Fish Baskets

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

\$19⁹⁹ ea

Orange
Order# 118243

Green
Order# 763280



Hamilton Marine Lobster Buoy Paint

Water based, extra tough and long lasting, flexible coating, UV/Weather resistant, low odor, fast drying, soap and water cleanup. Available in Red, Orange, Yellow, Green, Blue, Black or White.

Search# HM-LBP

\$14⁹⁹ qt **\$49⁹⁹** gal

SCAN THIS QR CODE!

Scan to see just how TOUGH our buoy paint is!



Aquaculture Supplies & More!

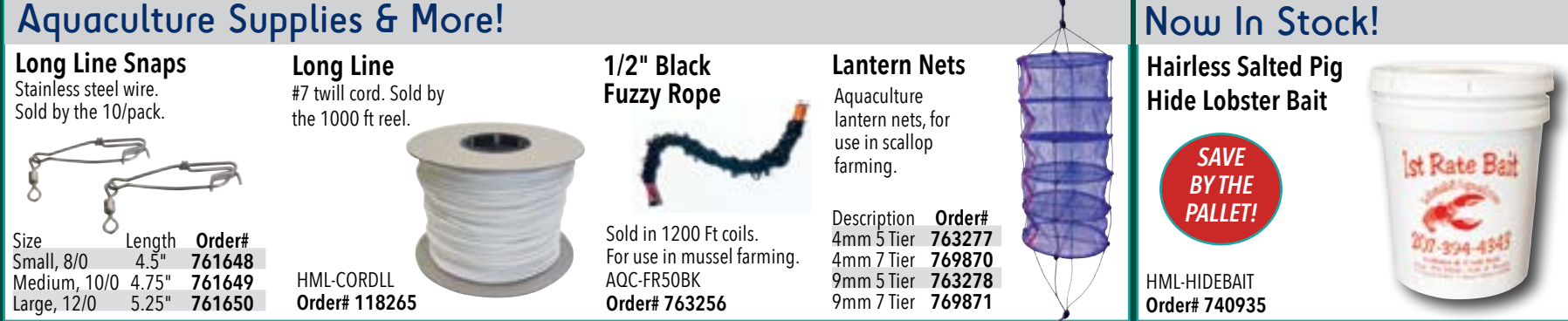
Product	Description	Order#	Price
Long Line Snaps	Stainless steel wire. Sold by the 10/pack.	761648	
Long Line	#7 twill cord. Sold by the 1000 ft reel.	118265	
1/2" Black Fuzzy Rope	Sold in 1200 Ft coils. For use in mussel farming.	763256	
Lantern Nets	Aquaculture lantern nets, for use in scallop farming.	763277	
		769870	
		763278	
		769871	

Now In Stock!

Hairless Salted Pig Hide Lobster Bait

SAVE BY THE PALLET!

HML-HIDEBAIT
Order# 740935



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All discounts apply to current store prices. Typographical errors are unintentional and subject to correction.