

Maine Coastal News

Volume 33 Issue 3

March 2020

FREE



Toppin's Diesel & Marine of Columbia Falls has loaded this Wesmac 50 at Boricua Custom Boats in Gouldsboro for her trip to Harrington where she was launched on 27 January.

Boricua Custom Boats
Gouldsboro

On the morning of 27 January, a major boat hauling job took place from Boricua Custom Boats to His Cove in Harrington. They had just finished a new lobster boat, named ISLA & GRAYSON, and Toppin's Diesel's truck had her on the trailer and ready to head down the road escorted by a police car from Milbridge and trailed by a procession of vehicles.

The boat on the trailer was a Wesmac 50, which was finished out as a split-wheel-house lobster boat powered with a 900-hp Scania was for Travis Perry of Harrington. Moises Ortiz, owner of Boricua Custom Boats, said, "She's one of a kind. Everything is custom. On the hull I did an extra set of chines and added a bow thruster. Down forward is simple, she has just four bunks and a closet for the head. Under the platform she fits 38 crates in three lobster tanks and 1,200-gallons of fuel. For a galley, there is a little sink, stove and a microwave. She was built strong and everywhere you look its smooth.

Travis Perry had an Osmond 50 powered with a 1,650-hp diesel engine and then he got a ride on Trevor Hooper's Wesmac 50. He explained, "She was wicked dry. We went out on a day that was blowing 30 easterly, going 29 knots into it and the next day I went up and put a deposit down on one. I thought bigger power would run easier, burn

less fuel and be a little easier on the motor. I was told not to do it, but I did not listen. I mean it was good, you had plenty of power, but the fuel burn was high. It wasn't that big of deal."

Travis builds his boats to be comfortable so he can stay out overnight. This allows him to haul until dark, get up in the morning, haul for another four hours and be done. When asked how the new boat went, he said, "She did 25 knots and was burning about 44 gallons. She will cruise 19 knots at 27 gallons an hour. Dry, holy cow is that thing dry."

Before the Osmond 50 Travis had an Osmond 47 named RATTLESNAKE, which was built for Derek Feeney by H&H Marine in Steuben in 2008. Before that he had the plug for the Wayne Beal 36, which was named PROVIDER.

This is not the first Wesmac Moises has done. He did the one for Trevor Hooper, another for Mike Hunt and before these he worked on one for Dana Rice. He was modifying a Wesmac top to fit, which Wesmac did not think was doable. Wesmac was so impressed that they came down and took measurements and created a mould for their larger models. He added, "It was a lot of work, but it takes a young guy like Trevor to come up with a crazy idea and the money. Then me who wants to do it."

Next Moises is finishing a Mitchell Cove 35 as a lobster boat for Tim Toppins



Moises Orellana Ortiz, owner of Boricua Custom Boats of Gouldsboro.

of Columbia Falls. He has modified the top saying, "I raised the top four inches. The windshield comes straight on them so I got three windows on this one and moved it ahead. Kind of do my own thing. My own look. She will be a plain Jane."

Down below she has nothing and will be powered with an 800-hp Scania. Moises is hoping to have her done early this spring. Next her is a Mussel Ridge 46, which

will be finished out as a sportfisherman for a customer from New York City. This is going to be his first sportfisherman and it is going to be well-appointed. He was not sure how long this will take to complete. Out in the yard is an Osmond 44, which will be coming in to be finished off as a lobster boat for a local fisherman.

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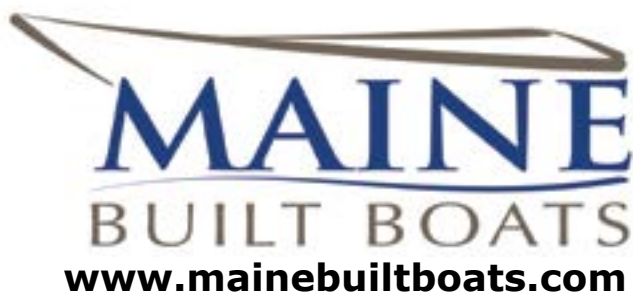
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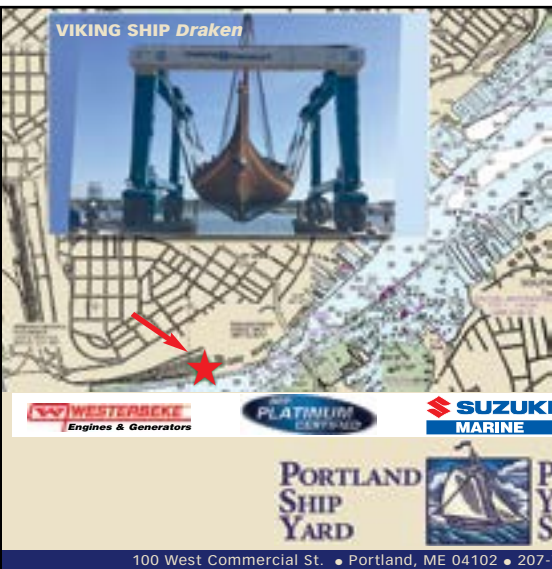
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Publisher
Editor-in-Chief

Jon B. Johansen
Rachel Elward

Advertising Deadlines: The deadline for the April issue is March 6.
The deadline for the May issue is April 10.

Publisher's Note

Yes, it is still the same old thing: run the coast, get the paper out, gather information and take photographs for articles and then run home to work on “Version 2” of the vessel database. I was working in the Sawyer Public Library in Gloucester the first week of February and met a historian from Rockport, MA who asked about the schooner HATTIE PAIGE. So, I went to the online database for the International Maritime Library on my cellphone and there she was, which was a real good feeling. Then Saturday someone else asked about the schooner FRANCIS E. WATERS and again up came the information. The only issue with both vessels was that they had been lost and that information was not there, so on we go finding more information and entering it in “Version 2.” Right now, I am going through the 20,000+ Maine-built vessels adding information and removing the duplicates from the several lists already crashed into “Version 1.” I will put the new version up the end of March and then begin “Version 3.”

On Saturday I was made a Trustee of the Penobscot Marine Museum in Searsport, which is something I dodged for several years due to time constraints and other commitments. More than a year ago the Museum hired a new Director, Karen Smith, and this has created a very positive change. Back last summer she wanted to see some of the coast so we jumped into the GMC and headed for Beals Island and Jonesport. This is the first director I know that wanted to learn what was going on from inside the trenches. We have also planned other trips so she can get an idea of what goes on and how important every aspect of the maritime world is and why it needs to be told at the Museum.

The Penobscot Marine Museum has an incredible collection, some of it on display

and some not due to space limitations. Most have heard about the Photo Archives, which is not surprising as they have amassed more than 350,000 images, mostly of the Maine coast. They have spoke at many of the historical societies around the state and sent out exhibits to varies places. If you have a maritime interest and have not visited the Museum you are missing out on what this Museum has to offer. I do not know how many times I have heard someone say that they have driven by the Museum for years, but never stopped in. Many probably realize it is in their back yard and they will do it next time by, but next time rarely comes. However, when it does, they are pleasantly surprised with what they find and wished they had stopped when they first went by.

The biggest question for any museum in today’s world is what does their future look like? How do they position themselves so that they can survive in 10, 20 or 50 years? It is an extremely difficult question as the younger generation has a very different way in what they do and support. For the last 75 years maritime museums have survived because there was a family tie or simply someone loved the romance of the sea. The more research one does you will find that going to sea was anything but romantic. It was an extremely hard life, just read “Two Years Before the Mast” and tell me if you would like to climb a mast to furl sails in freezing condition during a storm off Cape Horn? However, keeping this and other maritime history preserved is important. Museums must find the key that tells the story in a very interesting way, either with exhibits or in the digital world.

Spring is just around the corner, so mark your calendar so you do not miss stopping by the Museum this year!

MCN's Calendar of Waterfront Events

On-going Exhibits Capt. Paul Cuffe: His Work, Vision and Living Legacy New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	Streamlined: From Hull to Home Mystic Seaport Mystic, CT Info: mysticseaport.org	MAY 4-7 ASMFC Spring Meeting Westin Crystal City Arlington, VA	26 Harpswell Lobster Boat Races Harpswell Info: Amanda Peacock (207) 756-3104 Kristina York (207) 449-7571
After Ryder – Photographs by Nicholas Whitman New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	FEBRUARY 22 Maine Ships in the Arctic Charles Lagerbom Maine Maritime Museum Bath Info: (207) 443-1316	JUNE 20 Boothbay Lobster Boat Races Boothbay Harbor Info: Ashlee Lowrey (207) 808-9230	29 Castine Classic Yacht Symposium Maine Maritime Academy Castine
Enlightened Encounters: The Two Nations of Manjiro Nakahama New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	MARCH 5 The Effect of Climate Change on Maine’s Infamous Winters 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	30 Castine Classic Yacht Race Castine Yacht Club Castine
Thou’ Shall Knot: Clifford W. Ashley New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	5-7 Maine Fishermen’s Forum Samoset Resort Rockport Info: mainefishermensforum.org	28 Bass Harbor Lobster Boat Races Bass Harbor Info: Colyn Rich (207) 479-7288	AUGUST 8 Winter Harbor Lobster Boat Races Town Dock Winter Harbor Info: Chris Byers, (207) 963-7139
“The SPRAY will Come Back”: Sole Circumnavigator Captain Joshua Slocum New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	20-22 Maine Boatbuilder’s Show Portland Sports Complex Portland Info: (207) 774-1067	JULY 4 Moosabec Reach Lobster Boat Races U. S. Coast Guard Station Jonesport Info: Jay Mills (207) 598-6347	16 M. Brackett Lobster Boat Races State Park Restaurant Pemaquid Info: Brent Fogg (207) 350-7163/563-6720 Sheila McLain (207) 677-2100
Voyaging in the Wake of the Whalers Mystic Seaport Mystic, CT Info: mysticseaport.org	APRIL 9 Schooner BOWDOIN from Arctic Explorer to Maritime Teacher Eric Jergensen Maine Maritime Museum Bath Info: (207) 443-1316	12 Stonington Lobster Boat Races Town Dock Stonington Info: Cory McDonald (207) 664-4525 Genevieve McDonald (207) 266-5113	15 Long Island Lobster Boat Races Ferry Dock Long Island Info: Lisa Kimball (207) 332-3968 Amy Tierney (207) 317-1576
Death in the Ice: The Mystery of the Franklin Expedition Mystic Seaport Mystic, CT Info: mysticseaport.org	14-16 NEFMC Meeting Hilton Hotel Mystic, CT	19 Friendship Lobster Boat Races Town Dock Friendship Info: Robin Reed (207) 975-9821	16 MS Harborfest Lobster Boat Races Portland Yacht Services Portland Info: Katie Werner (207) 807-1832

BERNARD 'BENNY' BEAL OF JONESPORT

JONESPORT – There is probably not a better-known fisherman on the coast of Maine than Benny (Bernard) Beal of Jonesport. For those that did not know him from his career fishing around New England, they knew him as one of the top lobster boat racers. Benny was a hard fisherman, a hard racer, a hard businessman and this translated into success.

One aspect of Benny’s life that few know is that he also knows how to build boats. Benny’s father was Elihu Ellis Beal, who was born in Jonesport in 1914. He served in the U. S. Coast Guard and came home to lobster and build boats with his father Riley. Riley, was born William Riley Beal on Beals on 13 February 1890. He would passed away at Milbridge on 9 May 1979. After World War I, Riley lobstered, but soon he was building boats on the northern end of Beals Island. Later the shop would be moved to Jonesport. Also involved in this enterprise was Riley’s two sons, Elihu and Adrian Velton Beal.

Benny added, “Grandfather learned out of state, the drafting and stuff. Grandmother had a goiter I believe and they had to go out of state for the surgery and they lived out of state quite a while. My grandfather could draft boats and build any kind of boat. In fact, he ran a shipyard during the war in Stonington. He did all the drafting, and they came out so near perfect that they were the best on the coast. The Government wanted him to go to the different yards to inspect the boats and stuff and he could take his wife with him but they wouldn’t guarantee him not to send him out of the country, so he didn’t take it. He worked in a shipyard out of state, but I don’t know which one. Anytime that someone wanted to build a dragger he’d go and draft it out for them. Other boat builders from Jonesport weren’t capable of drafting.”

Over the years I have numerous stories about the boatbuilders of Beals-Jonesport going to Stonington to work at what is now Billing’s Diesel & Marine building boats for the war effort. The Downeast builders built the skeg model and the ones from Mount Desert and around Brooklin-Deer Isle built the built-down model. The old builders always said the conversation would be quite lively as to which one was the better model.

Benny was born in 1932 and can remember his grandfather before he was building boats, saying that at that time he was just fishing.

The shop in Jonesport was just to the west of where Benny’s current dock is. This was built by Alton Rogers, who built numerous boats in Jonesport before World War II. Benny added, “We had a mill separate from the shop and the mill was about 60 feet long. There were big planers that you could run keels through and there were big band saws and joiners, everything to work with in there. Then the big boat shop, it was huge. You know an ordinary shop they had to tip a boat. Well, this one the floor of the shop lowered down. There were two big winches on each side to lower the floor. We hauled sardine carriers, 64 to 65 feet

and then we built a boat on each side of her. That is what really ruined us cause my uncle took the orders and he didn’t get enough for them. We had a carrier in the middle and I think there was a 38-footer on each side, twin screw with two big Oldsmobiles in each one of them. Well this ran into a lot of more money than he figured. It took a lot of work but we built those two on each side plus the big one in the middle and there was still a lot of room. That is where I built the STELLA was on one side there. Then there was the loft where smaller boats, row boats and pods, could be built.”

Before he went fishing, he said, “I was driving plugs in boats. I was probably 6 or 7 and that was before we had the big shop, we bought that afterwards. They didn’t teach you just watched and learned. We all worked the big shop together, five of us bought it: my father, grandfather, Lester and my uncle Adrian. Elihu and Adrian were the ones that built the carriers and stuff outdoors to start with. There was no money in building boats at that time. You were competing with Canadian cheap boats.”

When they were building on Beals they built four large boats: the smack ARTHUR S. WOODWARD, and the sardine carriers BETSEY & SALLY, BIFISCO and MAINE QUEEN. Unfortunately, there is no complete list of the boats built by Riley or his two sons,

Benny started like most fishermen in Beals and Jonesport going out with his father learning what to do before getting their own small boat. He said, “I started in an outboard boat then I bought, from Harold Gower, about 20 or 22-footer. I bored a log, put it by the side of the keel. I put a Crosley motor in it and then after that I had a big air-cooled motor in it. Then I had my cousin, Lester started to build me a boat. He made the stem and stuff and it ended up a 22-footer. When he got ready to put the log in, he kind of gave up, so I bought that and finished it. That was the 22-foot DUMPLIN’ we called her and that was the first one that I built that I fished out of.”

In 1952 in between digging worms and clams Benny and Ellery Merchant, Jr. built the 28-foot STELLA ANN. Ellery clinched the nails and Benny did all the framing and planking. Benny added, “I think Dad helped me set her up, the keel and moulds. Riley sat down at the kitchen table and made the half-model over the way I wanted it. I notched into the moulds and straightened the bottom out the way I wanted it.”

He fished and raced her until the racing stopped for a time on Moosabec Reach. Benny added, “I sold her and I was working out of state and when I came back and tried to buy her. An old fellow in one of the western towns had her and I tried to buy her back for year and couldn’t buy her. When I finally bought her back, she had been hauled out in the woods and turned over and the planks were right off of one side, off the stern all together. I had the model so I made moulds for her and put them in her and set them up like I



Bernard 'Benny' Beal in his office. Note the lobster boat racing trophies, which are all first place finishes.


would for a new boat and then I kept pulling them in with long screws with washers on them. I got her shaped up anyway so she was just like new. Then I used knit fabrics and epoxy resins, which was a real expensive way of doing it. I could do it in my basement, no odor to it at all.”

Before the STELLA ANN made her second appearance on the racing scene, Benny raced the


28-foot Crowley BENNY’S BITCH in the diesel classes and dominated for several years. He said that the reason he sold her was that he wanted to race his own boat, not someone else’s. There was also the racer MEGAN, but we did not see her but once. Benny said, “I told Junior Backman, my

Continued on Page 20.


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Wayne Rich and RICH RETURNS of Bass Harbor

BERNARD – At the end of the lobstering season you pull up your gear and put it on the hard. Then you haul your boat and put it in the shop to make some minor repairs and a give her a coat of paint so she is already for the next season. Well, the couple of weeks job did not go as planned. Just ask Wayne Rich who put his wooden 38-footer in David Schlaefer’s shop in Bernard and three months later she is just starting to go back together.

Wayne added, “About five or six years ago I noticed my wash rails were coming apart. They are cedar on oak and were nailed and of course the nails were letting go and the oak underneath was getting tired so everything was coming apart. I took some 3/8-inch bronze rods, threaded both sides and drilled through the coaming and the guard rail and squeeze everything back together and said, “Oh that will get me by.” It did for five or six years and then I noticed up by the bulkhead forward it was starting to come apart. You would hit a good wave and see it coming through. I have been working for everybody else, putting your own stuff off, but I knew this was the year.”

This is Wayne’s bread and butter boat and one he truly loves. Wayne added, “She was built for Nick Hyora in Chatham, Massachusetts. He was the original owner and I bought it from him. I am not sure if it started out for him, it may have been for Ray Noyes or Bob Griffin. This boat originally was named WILD WOOD. Chummy (Robert Rich) built it. Bobby (Chummy’s father) died in June of ‘81 and this was launched in May of ‘82. This was one of the first projects Chummy did on his own. Just after Colyn was born in 2001, we went and got it. Dad (Walter), Chum and I went, I think it was the day after Thanksgiving or the week after, because it was the 1st of December when we landed here so it would have been the last day. We drove down, spent the night got up five in the morning, wind howling and the owner was going to go with us to Portland but that morning he said, “I am not going.” He had us follow another fisherman out of Chatham harbor and he said just stay behind him and you will be all set and then just turn left.

Once we got up past Provincetown it got really rough and by the time we got home, we knew we had a good boat.”

Once in the shop he removed the guard and toe rails, coamings and then began chasing the rotten wood. “I had to replace the wood behind the coamings,” continued Wayne, “Then I had to replace some more cedar on the wash rails, the main transom frame, both sides as the top corners were rotten. I had to cut that out and splice some new pieces in. Then I got the jack knife out and it got worse up by the port bulkhead so out came the whole side of the house. The water would come to this corner and run down the side. I have been into that about every five or six years and of course that was all gone. I said, “Well we have gone this far so I got the saw out and cut her right off at the windshield and took it to the dump. It weighed 625 pounds. What I have put back is going to be about the same amount of weight. Everything is glass panels. The roof is inch foam, glassed both sides and what I thought was just going to be a really good paint job has turned into quite a project. And thanks to David Schlaefer and Jon Thurston for their help doing some of the glass work.”

The washrails, upper corners of the transom, windshield and shelter are all done and now and Wayne is waiting for the windows. The only difference in appearance will be the window frames used to be wood and now they will have black frames. Wayne figures she will be good to go until he decides to retire as now the entire deck and shelter are glassed over.

Wayne, like most fishermen started in an outboard boat. However first he joined the Navy and worked on F14 Tom Cats. He said, “I was plane captain and metal smith, but I spent more time flight line and plane captain. Of the four years in the service I spent just 27 days at sea on four carriers: FORRESTAL, CORAL SEA, EISENHOWER and AMERICA. I was in VF-101 in Oceana, Virginia and they were a training squadron. We would just go out there and do touch and goes and that was it. We were out there to make sure nothing broke and do the



The lobster boat RICH RETURN getting major repairs this winter.

inspections. When they were done you were out there watching the fish jump.

“I really enjoyed it. I really like the people I met and worked with. They will be lifelong friends. I have got two guys that I keep in touch with quite a lot, one especially. You don’t forget that. To me it was more like a job because I did not live on base, I had a townhouse that we rented so it was more like a job so I wasn’t overseas or anything like that. What they said out of school was you guys all should go to sea first and because usually if you go to shore base first, they say you don’t re-enlist and that was the case. I was in a huge squadron and I felt like I was a number. When it was time to re-enlist no one came knocking on my door to say hey, so I came home.”

When Wayne got home, he fished with his father and got seasick every day. He added, “Chummy was in the boat shop and dad was fishing. Dad was scalloping and lobstering and doing home boat repair, house carpenter and stuff when he wasn’t fishing. He built MY SHARE, which was a 37 Repco, and left the shop in ‘81. When I came home, I worked with dad some and then I got a job for about a year and a half up to the Trenton Airport. Then Chum asked me to come to work with him doing boat transportation so I went and got my CDL license and drove a truck from ‘92 to ‘96 moving a lot of boats and working in the shop. In ‘96 I got married and said I am not going to drive truck and be gone all the time



Wayne Rich

so I bought a 36 Stanley from Wayne Davis. She was the MARGARET E. and then it became JACKIE’S DIAMOND and now she is over to Stonington. I think she is now CRAZY TRAIN.

Continued on Page 22.

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Passed Over the Bar



Roger “Bub” Johnson Jr.

January 10, 1949 - December 21, 2019
WINTERPORT - Roger “Bub” Johnson Jr. was born January 10th 1949. Roger passed away December 21st, 2019 at his home surrounded by family and friends. He was the son of Roger E. Johnson Sr. and Beulah (Bowden) Frazier.

He was a well-known local successful business man. He began Johnson Construction when he was 17 years old. He continued the family tradition of smelting on the river, he was an off shore scallop fisherman in the 80’s and for the last 18 years he has taken great pride in building his legacy, Mid-Coast Marine. He spent his days in the yard with his good friends and customers talking about how he could make the marina better for them. Roger was known for his love of his dogs both past and present.

Roger is survived by his wife Vicki; his mother Beulah; his son Christopher Hamor and his wife Vickey Witham; his daughter Roxanne Johnson and fiancé Jonathon Kinney; stepdaughter Cherish Lang and her husband Dennis Click of Virginia; Stepson Mathew Lang and his wife Dee. Roger was blessed with six granddaughters, Taylor &

Mackenzie Hamor, Madilyn Johnson, Adriana & Mia Lang, and Layne Click. He was also blessed with a great-grandson Braxton Brasslett. One brother Larry Bowden and partner Paula Trask; sisters Alicia Johnson and husband Rick; and Pamela Johnson, brother in-law Michael Frost and wife Joy, and sister in-law Julie Fairbrother-Otting; as well as many nieces, nephews and cousins.

He was predeceased by his father Roger; his sister Sandra Espy; his brother Carl Johnson; and his daughter in-law Michelle Bedard.

A special thanks goes to Mike Trefethen and Tony Ulmer who have been a part of the Mid-Coast Marine family as well as great friends to Roger.

A celebration of life was held December 28th at the Dry Dock Restaurant in the Winterport Winery building, Winterport.

Donations may be made in his memory to The Bangor Humane Society, 693 Mt. Hope Ave, Bangor, Maine.



ARNOLD ALVIN “JOE” NICKERSON IV

Arnold Alvin “Joe” Nickerson IV 60 yrs., a resident of Arundel died tragically on Thursday January 23, 2020 after his boat, the F/V Hayley Ann sank in the Atlantic Ocean

- 50 miles off Portland, Maine.

Joe was born in Saco, Maine on January 7, 1960 the son of Arnold A. Nickerson III and Susan Hanson and graduated from Kennebunk High School, Class of 1978. He attended diving school in California where he received his commercial hard hat scuba diving certification. He was always willing to drop everything to help friends, family, and neighbors.

Joe spent his life on the water. In his early years, he spent time lobstering with his dad out of Cape Porpoise before running a number of fishing vessels out of Portland, Maine and Dutch Harbor, Alaska.

When Joe and his wife had their daughter he purchased his own boat to be home. His vessel the Hayley Ann was named for his daughter and his wife. Joe spend many years fishing off Cape Porpoise and Portland for many years until his final trip.

Joe loved the Ocean and spending time with his family and his beloved grandson, Killian, who he had hoped to one day pass along his knowledge and love of sea. Joe traveled with his wife, daughter and her family annually for many years to his second

home in Aruba.

Joe was elected in 2019 as the chairman of the board of directors for the Maine Coast Fishermen’s Association. He served as vice chair for the previous 7 years and helped build the organization from a volunteer group of fishermen to one of the most respected commercial fishing advocacy organizations in the country.

He is predeceased by his mother Susan Hanson Spiller.

Continued on Page 23.

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U. S. COAST GUARD NEWS



U. S. Coast Guard's heavy icebreaker POLAR STAR at McMurdo.

Coast Guard rescues 3 from sinking tug-boat 6 miles northeast of Andros Island
10 January

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 in the event of an emergency.”

23 January
USCG Northeast

Rescue crews are responding to an EPIRB alert 45 NM southeast of Portland. Fishing vessel HAYLEY ANN reportedly has two people on board. An HC-144 and two MH-60 aircrews launched for Air Station Cape Cod to search. The cutter STEEL-HEAD is also searching.

Air rescue crew in the HC-144 observed a sinking fishing boat and a floating life raft. Approximately 20 minutes later a rescue helicopter arrived on scene and observed two people in the water.

A good Samaritan fishing vessel, ELLA CHRISTINE, arrived on scene and recovered the two persons in the water.

The two fishermen were identified as Joe Nickerson and Chris Pinkham.

Honored Seaman Norman Wood Finch, who served in WWI

The U. S. Coast Guard honored Seaman Norman Wood Finch, who served in WWI, and presented his Great-nephews, Stephen and Bradley, with a Purple Heart for making the ultimate sacrifice on September 26, 1918. Finch enlisted in the U.S. Coast Guard on June 7, 1917, and served as a crewmember aboard the Tampa. Tampa was one of the six Coast Guard Cutters, assigned to the Navy, on convoy duty in European theater

during World War I. The Tampa was torpedoed by a German submarine and sunk with all hands aboard on Sept. 26, 1918, in Bristol Channel, England. Many family, friends and the community helped honor Norman Finch today including U.S. Representative Bill Keating, USCG Station Chatham, U.S. Coast Guard Sector Southeastern New England, Brewster Police Department, Brewster Fire Department, Harwich Police, Harwich Fire Department, & Patriot Guard Riders, Inc.

Coast Guard’s only heavy icebreaker arrives in Antarctica

MCMURDO STATION, Antarctica – The 159 crewmembers of the U.S. Coast Guard Cutter Polar Star (WAGB 10) arrived January 22 at McMurdo Station, following a 58-day transit from the United States. The cutter departed its’ homeport of Seattle on November 26.

This year marks the Polar Star’s 23rd journey to Antarctica in support of Operation Deep Freeze, an annual joint military service mission to resupply the United States Antarctic stations, in support of the National Science Foundation, the lead agency for the United States Antarctic Program.

The 399-foot, 13,000-ton Polar Star arrived after creating a 23 mile channel through the ice to McMurdo Sound, which will enable the offload of over 19.5 million pounds of dry cargo and 7.6 million gallons of fuel from three logistic vessels. Together these three ships carry enough fuel and critical supplies to sustain NSF operations throughout the year until Polar Star returns in 2021.

Each year, the Polar Star crew creates

Continued on Page 22.



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Chase Small Craft	John Lentz Wooden Boats	Minnkota Motors-Johnson	Salty Boats of Maine	Yankee Marina
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U. S. NAVY NEWS

Keel Laid for Future USS John Basilone

From Team Ships Public Affairs
BATH -- The keel of the future USS John Basilone (DDG 122) was ceremoniously laid at General Dynamics Bath Iron Works (BIW) shipyard Jan.10.

Speakers included Capt. Seth Miller, DDG 51 class program manager; Diane Hawkins, niece of the ship’s namesake; and the ship’s sponsors, Amy Looney and Ryan Manion. The ship’s sponsors authenticated the keel by etching their initials into the keel plate, a tradition that symbolically recognizes the joining of modular components and the ceremonial beginning of the ship.

“It’s an honor to celebrate this milestone with Ms. Looney, Ms. Manion, and members of the Basilone family,” Miller said. “Laying the keel for our nation’s 72nd Arleigh Burke destroyer, and building a ship named for a man who embodied the spirit of commitment and strength, this is a truly special occasion.”

The ship’s namesake was a United States Marine Corps gunnery sergeant who was killed in action during the Battle of Iwo Jima in WWII. Basilone received the Medal of Honor for heroism displayed in the Battle of Guadalcanal in 1942, and for conspicuous gallantry displayed in the Battle of Iwo Jima, after he singlehandedly destroyed an enemy blockhouse and led a Marine tank under fire safely through a minefield.

Arleigh Burke class destroyers are multi-mission surface combatants that serve as integral assets in global maritime security, engaging in air, undersea, surface, strike and ballistic missile defense, as well as providing increased capabilities in anti-submarine warfare, command and control, and anti-surface warfare.

As a Flight IIA Arleigh Burke-class destroyer, John Basilone will employ the Aegis Baseline 9 Combat System, which includes Integrated Air and Missile Defense capability, delivers quick reaction time, high firepower, and has increased electronic countermeasures capability for anti-air warfare.

In addition to John Basilone, BIW has four additional Arleigh Burke class destroyers under construction - Daniel Inouye (DDG 118), Carl M. Levin (DDG120), Harvey C. Barnum Jr. (DDG 124) and Patrick Gallagher (DDG 127), as well as the Zumwalt-class destroyer Lyndon B. Johnson (DDG 1002). BIW is under contract for an additional six Arleigh Burke-class destroyers, which will all be built in the Flight III configuration with enhanced Air and Missile Defense capabilities.

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, boats and craft.

Surface Navy Leaders Focus on Readiness, Need to Build Future Fleet

By Mass Communication Specialist 3rd Class Richard Rodgers,
ARLINGTON, Virginia (NNS)—Improving readiness, maintaining the fleet and building the surface fleet of the future were topics Navy leaders, along with speakers from industry and academia, discussed on the third day of the Surface Navy Association’s 32nd National Symposium Jan. 16.

Adm. Christopher W. Grady, commander of U.S. Fleet Forces Command, in his keynote remarks stressed the importance of constant readiness in every aspect of warfare, in order to maintain naval supremacy.

“We live in a dangerous world, so we may be called to fight and win on little

notice,” said Grady, also the commander of U.S. Naval Forces Northern Command. “It is incumbent upon us to treat every day as though it were the last day of peace, and so we have to own the fight today. That is imperative.”

Grady gave a hypothetical scenario in which a future U.S. Navy is charged with helping small forces across the globe fight, as well as helping care for their people. To help the Navy prepare for such possibilities, he urged leaders to shift their mindset from short-term preparedness toward long-term capabilities.

“We need you to own that fight,” Grady said. “We need combat-ready ships and battle-minded crews.

“Being combat-ready means being relentless on readiness,” he continued. “We must dispense with the mindset where we build materiel readiness just in time for the next deployment and instead constantly prepare ourselves for the unknown.”

Navy Names Future Aircraft Carrier Doris Miller During MLK, Jr. Day Ceremony

From Secretary of the Navy Public Affairs
WASHINGTON (NNS) -- Acting Secretary of the Navy Thomas B. Modly named a future aircraft carrier USS Doris Miller (CVN 81) during a Martin Luther King, Jr. Day ceremony honoring African Americans of the Greatest Generation in Pearl Harbor, Hawaii, Jan. 20.

The backdrop for the day’s ceremony paid homage to the beginning and ending of America’s role in World War II and the scene where Doris Miller’s heroic actions cemented him into books of American history.

“It’s an honor to join you today on the birthday celebration of one of our nation’s, and the world’s, greatest spiritual, intellectual and moral leaders,” said Modly. “Seventy-five years ago our nation bound together to secure victory against an existential threat, but also to secure opportunities for broader liberty and justice for the entire world.

But we were not perfect in our own pursuits of these values here at home,” Modly continued. “That contradiction is an undeniable part of our history, one that cannot be glossed over or forgotten.”

Secretary Modly noted that throughout the history of our nation, the finest of every generation have stepped forward to serve the cause of freedom around the world even if they were denied those same freedoms at home simply because of the color of their skin.

On December 7, 1941, Doris Miller did not let the prejudice of others define him, he said.

“Doris Miller was the son of a sharecropper,” said Modly. “And, he was an American Sailor -- so designated by the uniform that he wore -- the same uniform all Sailors wore, and still wear, regardless of race, ethnic background, or political persuasion.”

Congresswoman Eddie Bernice Johnson, U.S. Representative for the 30th Congressional District of Texas, delivered an emotional and moving speech about the influence Miller’s legacy had on her life.

“All of my life I’ve heard about how great Dorie Miller was,” said Johnson. “[He] was my childhood hero. It was the spirit of Dorie Miller that made me appreciate being an American more than anything else because, in the days of real segregation, a black man from my home town had stepped up to help save America. Dorie miller started the civil rights movement and perhaps even gave Martin Luther King, Jr. the spirit to lead us into the era of which he did.”

Johnson said naming CVN 81 in honor of Doris Miller has done so much to recognize and highlight that no matter the color of a person’s skin, they can achieve anything.

Congressman Bill Flores, U.S. Representative for Texas’s 17th Congressional District, which includes Dorie Miller’s hometown of Waco, said it was an honor to pay tribute to one of America’s heroes from the greatest generation.

“[Miller] was a man who exemplified the hearts of our Sailors and the spirit of Reverend Martin Luther King, Jr. who we also recognize today,” said Flores. “Dr. King once said ‘the time is always right to do something right’ and that is what Petty Officer Miller did. His story of bravery is a testament to his courage and commitment to serve both his fellow Sailors and his country.”

For the members of Miller’s family present at the ceremony, it was a moment to reflect on the legacy their family lives to honor with every generation.

“When Uncle Dorie decided that he was going to step up to the machine gun and shoot, it was a ‘why not me?’ moment,” said Henrietta Blednose Miller, a niece of Miller. “As we go through life, we’re all going to be confronted with ‘why not me?’ moments whether they are small or big, but with each one, you will be affecting someone if you take an action at that moment. At the time [Uncle Dorie] did what he did, he did not realize how proud he was going to make this family.”

This will be the second ship named in honor of Miller, and the first aircraft carrier ever named for an African American. This will also be the first aircraft carrier to be named in honor of a Sailor for actions while serving in the enlisted ranks.

The future USS *Dorie Miller* and other Ford-class carriers will be the premier for-

ward asset for crisis response and humanitarian relief, and early decisive striking power in major combat operations. The aircraft carrier and the carrier strike group will provide forward presence, rapid response, endurance on station, and multi-mission capability throughout its 50-year service life.

For more information about Dorie Miller, visit <https://www.history.navy.mil/research/histories/biographies-list/bios-m/miller-doris.html>

Submarine USS Pittsburgh Inactivated After 35 Years

By Petty Officer 1st Class Andrea Perez,
Commander, Submarine Group 9 Public Affairs

KEYPORT, Washington (NNS) -- The crew of the Los Angeles-class fast-attack submarine USS Pittsburgh (SSN 720) held an inactivation ceremony at the U.S. Naval Undersea Museum in Keyport, Washington, Jan. 17, to celebrate the boat’s 35 years of service.

The occasion marked the crew’s final public event before the submarine is officially decommissioned in the controlled industrial area at Puget Sound Naval Shipyard in Bremerton, Washington.

Crew members, Navy League members and supporters, past and present, were on hand to bid farewell to the boat. Dr. Carol H. Sawyer, a professor of organizational leadership at University of La Verne, California, spoke fondly of what it has meant to her to have been the Pittsburgh’s sponsor and a part of the Pittsburgh family since the ship’s commissioning, Dec. 8, 1984.

“It means that every day for 35 years, I have embodied the gratitude of the American people. In my very person, in who I am,

Continued on Page 24.

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Commercial Fishing News

Boats, Trucks and Fishing - Survival

By Sheila Dasset

This topic can be condensed or it can have a vast range of directions to go in. I have been writing about “then and now” with the fishing industry, but I have left out some very important factors for the survival of our fishing industry. Which one comes first? Well, it would seem that we need a boat in order to fish. Then, we need trucks to transport our lobsters from the dock to their destination on land. Years ago, and even now, we also had smack boats to hold and deliver lobsters from the dock to usually Boston for further marketing.

My Dad was working on the lobster smack, Perry B. and Lynn II based in Stonington when my brother and I were born. The boats were primarily used for lobster transport at that time and evolved to using box trucks and tractor-trailer trucks.

The first lobster boats were dories or dories with sails, which goes back a ways. Then, as time went on, we had wooden lobster boats with center console steering and spray hoods for cabins. How many remember the beautiful torpedo stern boats? They did have inboard engines. The outboards didn’t come along until later. A large lobster boat for that time was probably 28 to 30 feet long and 8-½ feet wide. They were very seaworthy and fairly fast for their design. Their engines were car engines, preferably Oldsmobile, Ford, Pontiac, etc. The funny thing is, they usually ran like a sewing machine and were quite economical. They were equipped with a brass bit head, which also had another name that is not acceptable to use...but most of you know the piece of equipment that I am referring to. There were no pot haulers with the plates until later on. From there, wooden cabins were being built for better protection from the weather, with full windshields and a better place for the exhaust pipes.

By the time the seventies rolled along,

there was a big breakthrough for a longer lasting boat with less maintenance. Thus came the fiberglass hulls and deck tops. Dad used to say to Philo Dyer (well known wooden boat builder from Vinalhaven), that he was building his boats backwards, wooden boats were built from the inside-out and painted last, the fiberglass boats were painted first and built from the outside-in. Philo never appreciated Dad’s philosophy! But it is true, a fiberglass boat is painted first in the mold with gelcoat and then layered with fiberglass saturated with resin. Some also have a core that makes them a little lighter and stiffer. It also adds a little more floatation.

Most of the boats have evolved from 30-32 foot boats to 40 to 50 feet in length with a width of 16-20 feet. They also have primarily diesel engines now with wet exhaust instead of the pipes going through the shelter top. The boats are going further out now and are required to fish trawls due to the whale rules. This is much more dangerous for the smaller vessels. It puts too much weight on the side board. Makes them tipsy.

Now, with such large boats, it is much more difficult for them to fish within the three-mile line, because they are too large to maneuver around the rocks and ledges like the smaller boats. Unless they can afford two boats, one for inshore and one for offshore, it is starting to create an inshore and offshore fishery.

I’m going to get to the trucks now. They have evolved over the years as well. The trucks also went from smaller to larger over the years. I remember when a truck was a big scary looking Mack with the bulldog on the hood and a roaring engine to go with it. We got out of their way when we saw them coming down the road! The boxes or trailers were stocked with ice instead of refrigeration units or reefer units. (I guess I can say that now). They hadn’t been created just yet.

Now, by the ‘70’s and ‘80’s, we mostly saw cab over trucks, which looked like boxes going down the road. It was much easier to turn them around in tight places. They were also very efficient but uncomfortable to ride in as they were mostly spring ride instead of air ride and you sat over the engine. Remember B.J. and the Bear! That truck was cool. Then we went to long nose Pete’s, Freightliners or Kenworths with big stacks and lots of lights along the bumper and trailer. We were fortunate enough to be part of that Heyday, with Smokey and the Bandit and Sonny Pruitt. Just a few of many urban cowboys of that time. Everyone had dingo boots and cowboy hats! And of course, a CB radio.

The similarity that I am getting to, is we all needed each other to make our product move and get to market. Most of the fishermen and truckers had a common respect for each other whether it was on the land or on the sea. If someone was broken down, we did not leave them stranded, we helped.

If you really look at the numbers, when Mike and I were involved with trucking, the numbers for the mileage rates are not much different from then and now. There is a lot of

overhead, insurances and sizeable monthly payments. The income revenue to the truck has not kept up with the cost of operation for the owner-operators. This is much like the price of lobsters going up very slowly over the years. They also have been regulated to death much like the fishery. They now have electronic logs much like the VMS systems.

These two industries have a lot in common because they both have a tendency to be strongly regulated by the federal government. Fishermen have conservation measures, (whales, over fishing), as for the trucks, there is electronic logs, drug testing, mileage, fuel taxes, even pollution standards in some states where they are not allowed to go into unless they have special pollution control apparatus. (smog cans).

As a matter of fact, a lot of fishermen are truck drivers during the off-season. This is where the two come together. I’m sure that everyone knows someone that fishes and drives during the off-season! Most of our lobster dealers also have their own trucks and their drivers are also fishermen. As vastly different as the two industries are, they still work hand in hand. Dare I say that this is traditional Old School!

Funding for Wood Island Pier

Council Considers Funding Wood Island Pier Public Hearing Will Need All Supporters

Town Council member and lobsterman Ken Lemont has proposed that Kittery pay for the Wood Island pier! Thank you Ken!

This means that a public hearing will occur, likely March 23, where all Wood Island Station supporters will need to attend and give their support - and bring some friends!

The question for that hearing will be if Council should allow the voters to decide about this funding in June, the next election. There will be a vote to put the question on the ballot or not.

Kittery owns Wood Island, it is their property, but has not paid for any of the \$3.5 million in restoration costs so far. That is because when this project started in 2016 there was far too much risk and spending Town funds would have been crazy. It was entirely uncertain that WILSSA could secure the permits, the funding and figure out the challenging logistics. But all of that has happened and in excellent fashion.

The total project is expected to cost \$5 million. The pier is estimated to be \$500,000 of that total, or only 10%. But what is critical

to understand is that our largest donor wants to follow, not lead. That means with Kittery funding for the pier additional grants to finish the project can follow. Without Kittery paying for the pier the project will be held up. With Kittery funding the pier, the project could be completed and the museum open to the public in the spring of 2021!

The hearing on Monday night at Council didn’t see fault with the Wood Island restoration needing some funding from Kittery. The focus was on how to pay for it and what other competing projects could use the same dollars. But what was never mentioned was positive economic impact for Kittery.

This project has already generated \$3.5 million for the Seacoast area, with more to come when the maritime museum is open. There is no other project relating to Kittery property that can say that. Not even close.

\$500,000 for the pier at Wood Island from Kittery would be an excellent value for taxpayers.

Assuming that Council agrees to put this question on the June ballot, we will need to work hard to turn out the vote needed for approval.

It seems hard to argue that Kittery voters should not have the chance to decide. Let’s have a vote!

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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.

Commercial Fishing News

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

From the Director -

How is everyone weathering this winter so far? It seems that this winter is not as severe as last winter, but it seemed like spring and summer were just the blink of an eye! There has been a lot going on this year, starting with our Whale Rules which have resulted in being the top agenda topic at the most recent round of Zone Meetings. The one item that we do understand is that the color for Maine is Purple. The Department of Marine Resources has very distinctly provided written information telling us where to put the markings on the rope. One of the big questions is, to use paint, dye, purple rope and what is the availability of all of these purple items for this year's season? We have been asked to keep our thinking caps on for further suggestions before this whole session is final. One piece of good news is purple sink rope is now becoming available at Hamilton Marine and Brooks Trap! We thank you for getting this rope in a timely manner to make our lives just a

little bit easier. Our D.E.L.A. meeting is set for Thursday February 13th at Pat's Pizza in Ellsworth at 6:00 pm. Our Commissioner Pat Keliher and Sarah Cotnoir of DMR are scheduled to be at this meeting. We have asked for folks to come along to the meeting and bring their ideas with them. This is all a work in progress. Mike and I met with our Marine Patrol Officer, Rick Derboghosian at Holland's Boat Shop with a rope set-up that Mike put together. We had a gathering for suggestions and opinions of the one that we had with us. It was a very good gathering that told me that we are all trying to work together to make this as safe and livable as possible. No matter how we look at this, it is a lot of extra work! One concern is that our ropes are easy for us to configure and easy for our Marine Patrol to work with from an enforcement point of view. We welcome two new Marine Patrol Officers. Commissioner Pat Keliher swore in Keegan Nelligan of Abington,

Massachusetts and Evan Whidden of Harpswell. They will begin serving after completing the Maine Criminal Justice Academy in May. Evan will be serving in Boothbay on the Patrol Vessel Monitor. Keegan will be serving his patrol in Machias. We offer our sincere condolences to the Family of Ed Blackmore of Stonington who passed away in late December at 92. Ed was a long time President of the Maine Lobstermen's Association who was well liked and highly respected. Ed was the president and executive director from 1974 to 1991. This generation is slowly slipping away from us and will be greatly missed. We also offer our condolences to the families of Arnold "Joe" Nickerson IV of Arundel, ME, and crew member Chris Pinkham of Boothbay Harbor who died January 23 when Nickerson's vessel the Hayley Ann sank about 45 miles off the Portland coast. Joe was the Chairman of the Maine Coast Fishermen's Association. Both men will be greatly missed in our fishing industry. By the time that you receive this paper, we will be well into the Maine Fishermen's Forum. This will be celebrating 45 Years of the Forum! It will be held March 5-7, 2020 at the Samoset Resort in Rockport, Maine. Admission to the Forum is still free, which is very rare nowadays! This is a great way to see friends and family all in one friendly setting. We will have a booth there and look forward to see all of you. They have a web site if you'd like to look up information: www.mainefishermensforum.org.

The Young Family, Mike, Chilloa and Loallee as well as the Board of Directors do a great job putting this all together. In case you didn't know, we all (the directors and our industry) supply and donate the seafood for the Seafood Reception on Thursday night. It is definitely "top of the line" seafood donated with lots of caring and sharing. There is more to the spring line-up of activities. Once again, the MLA is offering those of us in the industry a free trip on March 16 to the Seafood Expo North America. The bus departs from Bangor, Augusta, Portland and Kennebunk and takes you to Boston. The show is hosted by the Maine Lobster Marketing Collaborative. To register call 207 967-4555 or visit www.maine lobstermen.org. This is a great industry adventure! One more feature that you'd like is the Maine Boatbuilder's Show presented by the Portland Yacht Services. It is located on 512 Warren Avenue, Portland 04103, Portland Sports Complex. For further information call 207 774-1067 or www.boatshow.portlandcompany.com. You will see some beautiful Maine Built boats at this show. Well, this should be enough to keep us all busy this spring. They are all great cabin fever relievers. If you have a chance, take some of these opportunities in! We have a great marine industry in Maine as well as the folks that represent it. Take care and see you at the Forum, Sheila

2019 Rolex Yachtsmen & Yachtswoman of the Year

US Sailing Announces 2019 Rolex Yachtsmen and Yachtswoman of the Year Winners Aboard USS Midway

SAN DIEGO, CA – On Thursday night under the stars aboard the historic and storied USS Midway in San Diego at Navy Pier, the best U. S. sailor athletes of 2019 were honored among family, friends, peers, competitors, and contributors to the sport of sailing. International 505 World Champions, Mike Martin (Mill Valley, Calif.) and Adam Lowry (Mill Valley, Calif.) and IKA Formula Kite Class World Champion Daniela Moroz (Lafayette, Calif.) earned this year's special distinction and were celebrated along with the 2019 award finalists who were all participating in the evening program's festivities. In February, the top performing U.S. sailors of the year were shortlisted for US Sailing's 2019 Rolex Yachtsman and

Yachtswoman of the Year awards. The annual determination of this year's awards represented a wide range of accomplished sailors from various disciplines in the sport. The winners were presented with US Sailing's Rolex® Yachtsman and Yachtswoman of the Year award trophy along with specially engraved Rolex® timepieces. These honorees join an elite group of notable national sailors. The 2019 finalists were listed on a ballot and presented to panels of past award winners and sailing media journalists who voted for the winners. In an exciting twist to this year's process, the fans had an opportunity to be part of the selection process and vote online for the 2019 winners. Votes from the three voting groups, including the sailing media, past award winners, and the fans counted equally towards determining the winners.



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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

American Lobster Benchmark Stock Assessment Workshop

Scheduled for February 24-27 in Narragansett, RI

ARLINGTON, VA – The Atlantic States Marine Fisheries Commission will hold a second American Lobster Benchmark Stock Assessment Workshop on February 24 – 27 at the University of Rhode Island Bay Campus, 215 South Ferry Street, Narragansett, Rhode Island. The stock assessment, which is scheduled for completion in the summer of 2020, will evaluate the health of the Gulf of Maine/Georges Bank and Southern New England stocks and inform management of this species. The Commission’s stock assessment process and meetings are open to the public, with the exception of discussions of confidential data*, when the public will be asked to leave the room.

The draft agenda for the workshop is available at http://www.asmf.org/files/Meetings/AmericanLobsterAssesment-WorkshopII_DraftAgenda_Feb2020.pdf. For more information about the assessment or attending the upcoming workshop (space will be limited), please contact Caitlin Starks, Fishery Management Plan Coordinator, at cstarks@asmfc.org or 703.842.0740.

* Each state and federal agency is responsible for maintaining the confidentiality of its data and deciding who has access to its confidential data. In the case of our stock assessments and peer reviews, all analysts and, if necessary, reviewers, have been granted permission by the appropriate agency to use and view confidential data. When the assessment team needs to show and discuss these data, observers to our stock assessment process are asked to leave the room to preserve confidentiality.

ASMFC Atlantic Herring Board Approves Draft Addendum III for Public Comment

The Atlantic States Marine Fisheries Commission’s Atlantic Herring Management Board approved Draft Addendum III to Amendment 3 of the Interstate Fishery Management Plan for Atlantic Herring for public comment. The Draft Addendum proposes options to better manage the Area 1A (inshore Gulf of Maine) sub-annual catch limit (ACL) under low quota scenarios. This action responds to the challenges encountered in managing the reduced sub-ACL based on the 2018 benchmark stock assessment, which highlighted declining trends in recruitment and spawning stock biomass.

Currently, the Board can allocate the sub-ACL throughout the fishing season using bi-monthly, trimester, or seasonal quota periods to meet the needs of the fishery. For the 2019 fishing season, the Board implemented a bimonthly quota period approach to maximize use of the reduced sub-ACL when demand for bait is high. Due to the low quota, the 2019 fishery experienced frequent closures to avoid an overage. The 2020 sub-ACL (3,344 mt) is lower than in 2019, creating further challenges in distributing the quota throughout the fishing season. The Draft Addendum considers additional tools to provide the Board more flexibility in specifying the allocation under low quota scenarios and meet the needs of the herring fishery moving forward.

Additionally, the Draft Addendum considers expanding landing provisions across different permit categories within the days out program. The Board utilizes days out of the fishery and weekly landing limits to adjust the rate of Area 1A catch. The Draft Addendum includes options that apply weekly landing limits to all vessel categories landing herring in Area 1A throughout the entire fishing season.

Interested groups are encouraged to provide input on the Draft Addendum either by attending state public hearings or providing written comment. The Draft Addendum will be available on the Commission website (www.asmf.org) under Public Input by February 12, 2020. Public comment will be accepted until 5:00 PM on March 25, 2020 and should be forward to Kirby Rootes-Murdy, Senior FMP Coordinator, 1050 N. Highland St., Suite 200 A-N, Arlington, Virginia 22201; 703.842.0741 (fax) or at comments@asmfc.org (Subject line: Atlantic Herring Draft Addendum III). It is anticipated some states will conduct public hearings on the Draft Addendum; the details of which will be released via a press release once they are finalized.

For more information, please contact Kirby Rootes-Murdy at krootes-murdy@asmfc.org or 703.842.0740.

ASMFC Atlantic Menhaden Board Prepares to Move Forward with Menhaden Ecological Reference Points

The Atlantic States Marine Fisheries Commission’s Atlantic Menhaden Management Board accepted the results of the Single-Species and Ecological Reference Points (ERPs) Assessments and Peer Review Reports for management use. The single-species assessment indicates the

stock is not overfished nor experiencing overfishing relative to the single-species reference points established in Amendment 3. However, the ERP assessment indicates that the fishing mortality reference points for menhaden should be lower to account for menhaden’s role as a forage fish. In order to consider moving forward with the use of ERPs for management, the Board tasked the ERP Workgroup with producing several scenarios to explore how different fishing mortality assumptions for the other predator and prey species in the ERP model (i.e., bluefish, weakfish, spiny dogfish, and Atlantic herring) might affect the menhaden ERP fishing mortality target and threshold. The Board will review these analyses and take up the issue of formally adopting ERPs in May at the Commission’s Spring Meeting.

“On behalf of the Menhaden Board, I commend the ERP Workgroup and the dozens of state, federal, academic, and ASMFC scientists for their countless hours of dedication to this formidable task,” stated Board Chair Nichola Meserve. “The Board has long recognized the importance of Atlantic menhaden as a forage fish for a variety of predators as reflected in its setting of conservative harvest limits for menhaden and its emphasis on the development of ERPs as one of its highest priorities for managing the species. The ERP assessment is an impressive body of work and a huge step towards fully realized ecosystem-based fishery management. Although there is still much more work to be done, the ERP assessment provides managers with a critical tool in setting harvest targets for menhaden in an ecosystem-context.”

Under the traditional single-species reference points, Atlantic menhaden are neither overfished nor experiencing overfishing. Population fecundity, a measure of reproductive capacity (i.e., number of mature eggs in the population), has been above the single-species threshold since 1991 and above the single-species target in 20 of the 27 years since then, including 2017. Fishing mortality (*F*) has remained below the single-species overfishing threshold (0.6) since the mid-1970s, and below the single-species overfishing target (0.22) since the mid-1990s. Fishing mortality was estimated to be 0.11 in 2017. Although the ERP assessment indicates that the *F* reference points should be lower than the single-species reference points, it also showed that the conservative

total allowable catch set for the 2018 to 2020 fishing seasons is consistent with the ERP *F* target in the example management scenario presented to the Board.

The ERP assessment, which was endorsed by an independent panel of fisheries scientists in November, uses the Northwest Atlantic Coastal Shelf Model of Intermediate Complexity for Ecosystems (NWACS-MICE) to develop Atlantic menhaden ERPs. The model was chosen from a suite of potential options because it was the only model that could explore both the impacts of predators on menhaden biomass and the effects of menhaden harvest on predator populations, and be updated in a time-frame that is informative for management. NWACS-MICE is an intermediate complexity ecosystem model that focuses on four key predator species (striped bass, bluefish, weakfish, and spiny dogfish) and three key prey species (Atlantic menhaden, Atlantic herring, and bay anchovy). These species were chosen because diet data indicate they are top predators of Atlantic menhaden or are key alternate prey species for those predators, and datasets were available to describe their population dynamics.

The ERP assessment recommends a combination of the single-species model (Beaufort Assessment Model) and the NWACS-MICE model as a tool to evaluate trade-offs between menhaden harvest and predator biomass in a quantitative and transparent way. An important conclusion from the ERP assessment is that the final ERP definitions and values, including the appropriate harvest level for menhaden, depend on the management objectives for the ecosystem (i.e., management objectives for both Atlantic menhaden and its predators). The Board will continue to discuss management objectives and use of ERPs at the Commission’s Spring Meeting in May.

Copies of the Assessment and Peer Review Reports can be found on the Commission’s website on the Atlantic menhaden webpage, <http://www.asmf.org/species/atlantic-menhaden>, under stock status. A more detailed overview of the stock assessments is available at http://www.asmf.org/uploads/file/5e3c4663AtlanticMenhadenAssessmentsOverview_Feb2020.pdf. The overview aims to aid media and interested stakeholders in better understanding the assessment results. For more information, please contact Max Appelman, Fishery

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Management Plan Coordinator, at mappelman@asmfc.org or 703.842.0740.

States Schedule Hearings on Atlantic Herring Draft Addendum III
ARLINGTON, VA – The Atlantic coastal states of Maine, New Hampshire and Massachusetts have scheduled their hearings to gather public input on Draft Addendum III. The details of those hearings and the public hearing webinar follow:

Maine Department of Marine Resources
March 9, 2020 at 6 PM
ME DMR Augusta Office
32 Blossom Lane, Room 118
Augusta, Maine
Contact: Megan Ware at 207.624.6563

New Hampshire Fish and Game
March 3, 2020 at 6 PM
Urban Forestry Center
45 Elwyn Road
Portsmouth, New Hampshire
Contact: Cheri Patterson at 603.868.1095

Massachusetts Division of Marine Fisheries
March 2, 2020 at 6 PM
MA DMF Gloucester Office
Annisquam River Station
30 Emerson Avenue
Gloucester, Massachusetts
Contact: Melanie Griffin at 617.626.1528

Webinar Hearing
March 12, 2020 at 5:30 PM

Webinar link:
<https://attendee.gotowebinar.com/register/2774987433446335756>
Conference Call # 1.888.585.9008 (enter passcode: 853-657-937 when prompted)
Contact: Kirby Rootes-Murdy at 703.842.0740

The Draft Addendum proposes options to better manage the Area 1A (inshore Gulf of Maine) sub-annual catch limit (ACL) under low quota scenarios. This action responds to the challenges encountered in managing the reduced sub-ACL based on the 2018 benchmark stock assessment, which highlighted declining trends in recruitment and spawning stock biomass.

Currently, the Board can allocate the sub-ACL throughout the fishing season using bi-monthly, trimester, or seasonal quota periods to meet the needs of the fishery. For the 2019 fishing season, the Board implemented a bimonthly quota period approach to maximize use of the reduced sub-ACL when demand for bait is high. Due to the low quota, the 2019 fishery experienced frequent closures to avoid an overage. The 2020 sub-ACL (3,344 mt) is lower than in 2019, creating further challenges in distributing the quota throughout the fishing season. The Draft Addendum considers additional tools to provide the Board more flexibility

in specifying the allocation under low quota scenarios and meet the needs of the herring fishery moving forward. Additionally, the Draft Addendum considers expanding landing provisions across different permit categories within the days out program. The Board utilizes days out of the fishery and weekly landing limits to adjust the rate of Area 1A catch. The Draft Addendum includes options that apply weekly landing limits to all vessel categories landing herring in Area 1A throughout the entire fishing season.

Interested groups are encouraged to provide input on the Draft Addendum either by attending state public hearings or providing written comment. The Draft Addendum will be available at http://www.asmfc.org/files/PublicInput/AtlHerringDraftAddIII_PublicComment.pdf. Public comment will be accepted until 5:00 PM on March 25, 2020 and should be forward to Kirby Rootes-Murdy, Senior FMP Coordinator, 1050 N. Highland St., Suite 200 A-N, Arlington, Virginia 22201; 703.842.0741 (fax) or at comments@asmfc.org (Subject line: Atlantic Herring Draft Addendum III). For more information, please contact Kirby Rootes-Murdy at krootes-murdy@asmfc.org or 703.842.0740.

Maine DMR News


24 January
A Statement from Commissioner Keliher Regarding Loss of Fishermen Joe Nickerson and Chris Pinkham
“We’re all deeply saddened by the loss of both Chris and Joe and our heartfelt condolences go out to their friends and families.
“I’ve known Joe for years, and he has been an incredibly valuable contributor for two terms on the DMR Advisory Council, especially with regard to the groundfish and elver fisheries with which he was most directly involved. I chose him to serve on the Council because of his perspective as an experienced, successful fisherman and his calm and constructive approach to problem solving. He was committed to the proper management of Maine’s marine resources, and was willing to give his time to help his fellow fishermen. I always valued his insights and ideas. He was a first rate fisherman, and an excellent representative for Maine’s fishing community.”
Patrick Keliher Commissioner Maine DMR

Elver Lottery to Allow New Entrants into Maine’s Lucrative Elver Fishery
AUGUSTA- Nine Maine residents will soon have a chance to join the state’s lucrative elver fishery.
The Department of Marine Resources will hold a lottery, starting at noon Thursday, January 16, for the right to apply for an elver license. The lottery will be available through 4:30 pm February 21, providing lottery winners the chance to apply for a license prior to the upcoming season, which starts March 22 and runs through June 7.

The lottery, authorized by the legislature in 2017, is available to Maine residents who are at least 15 years of age by the start of the 2020 season, and who are eligible to purchase an elver license in 2020 because they have not had their right to obtain an elver license suspended.
At the time the lottery was established, the legislature also set a cap of 425 state-issued licenses. The nine available licenses are the result of licenses that were not renewed in 2018 and 2019.

Each new license holder will receive a minimum of four pounds of quota, which is made available from individual quota associated with licenses that were not renewed.
Individuals can enter the lottery online at www.maine.gov/elverlottery.
The Department is not accepting applications sent by mail however applicants may come to the DMR offices in Augusta to complete the application on paper. DMR will be accepting lottery applications between noon on January 16, 2020 and 4:30 pm on February 21, 2020.

DMR Offices will be closed Monday, February 17, 2020 in observance of holidays, and will be unavailable for on those days for those who plan to submit paper applications at the DMR office.
Payment for anyone wishing to submit
Continued on Page 18.



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Boat And Ship Yard News



The well-known lobster boat racer WHISTLIN' DIXIE (Holland 40, 1,000-hp Caterpillar) sitting on the hard after hitting a reef hard off of Harpswell just before Christmas. You can see some of the damage to her keel.

Continued from Page 1.

Moises said he came from Puerto Rico in 2001 and could not speak a word of English when he got here. He said, "I like Maine. I feel like I am at home here." When he arrived here, he was buying seafood and trucking it to Massachusetts. His first taste of boatbuilding came when

he went to work for RP boats in Steuben. He then went to work for Dana Rice at Bunker's Harbor for a number of years. He added, "Five and a half years ago I moved to Presque Isle because my woman has family up there. Presque Isle isn't for everybody. I came back down here to visit and little Dana (Rice) who was building his Wesmac. Mike Light had it and asked me to help him out



This is the oyster sloop, which has been an ongoing project at Buxton Boats in Sunset (Stonington). The hope is to finish the interior, deck and cabin this year.

and I went and talked to Mike and he said come on in."

Moises has self-taught himself a lot about boatbuilding and he takes a lot of pride in what he is doing and it shows in the boats he has finished off. Despite doing this for just a few years on his own, his reputation is growing rapidly.

Wayne Beal's Boat Shop Jonesport

In the shop is the Wayne Beal 40 PULL 'N PRAY (built 1999), which last summer suffered a major fire as she approached the dock on Long Island. She was hauled up at Johnson's Boat Yard on Long Island and cleaned up a bit. She was then trucked to Jonesport for a full restoration. They have done some additional cleaning and next they will begin ripping out the rest of the platform. They will then be putting back the structure and tankage under the platform. This will be followed by a new platform, new bulkhead, moulded top and then she will be sanded down and the topsides refinished. Jeremy Beal said, "It is going to be quite a project. I am hoping to have it for him so he can take it to Boothbay, but I don't know, but we will try."

Next to PULL 'N PRAY they are laying up a Wayne Beal 32 (hard chine), for Wayne Beal, which will be finished out as lobster boat. She will have a 500-hp Cummins and they are hoping to have it done for the first race of the season at Boothbay.

They also have a Wayne Beal 36, which

will be finished out as a lobster boat for a fisherman of Prospect Harbor. She will be getting a 500-hp Iveco. This is the 105th 36.

Behind PULL 'N PRAY there is BOB-BY O., which was built in 1990. She has had her house extended for sportfishing.

There are a number of other jobs coming in. A Repco 30 and a Holland 38 will be in for new tops, which they modify from their 36 top. Out back is a Crowley 28 that needs some repair work.

MARIA's NIGHTMARE, a Wayne Beal 28, which you saw Jeremy race last year, will be back out this year with a diesel engine. He is thinking of putting in a 500-hp Cummins, but he will not compete against his father.

East Side Boat Shop East Machias

Inside they are finishing off a Libby 41 as a lobster boat for a fisherman from Rhode Island. At the end of January, they were putting the structure and tankage under the platform. Next to the hull they are laying up her top.

They have been working on a 34-foot top, which is actually going to be for their new model, a Libby 36. She is going to be 36 feet 11 inches long, a little wider, higher top, straight transom and probably a deeper keel. The have taken the existing 38 mould and have completely refinished it removing all the bumps, dimples and plank lines and made it perfectly smooth. They have also rebuilt all the structure of the mould so that it is completely solid. The hull and the top will be done this spring.

The mould for the 41 is getting tired and they are going to build a new one. She will be modified to be two feet wider, six to eight inches higher and the keel will drop eight inches. It all comes down to power and the more power put in the bigger the propeller needs to be and the keel needs to be deeper.

They have someone interested in lengthening the Libby 47 to a 50. He also wants them to widen it 20 feet so that he can shift all his traps in two loads. He presently has a 47 and he goes out in weather that no one else will go out in. He says it is not as fast as a 41, but he can work in anything. Frank Coffin, owner of East Side Boat Shop, owns a 47 and he is thinking of building another one and if he does, he will not change a thing.

In the far bay they have a 30 year old Young Brothers 35 and she is getting a new floor and fuel tanks. The floor was so rotten they were able to shovel it out of the bilge.

This will be followed by a 40-footer that at least needs a new floor, but they are thinking she will need more than that.

John Williams Boatbuilder Hall's Quarry

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At Willis Beal’s Boat Shop on Beals Island he has another model underway this winter. This is a model of SPRUCE III and as you can see the hull is done and he is working on the deck.

is on a Wilbur 38. She is having her entire cockpit deck replaced due to rot. Everything that is going back in will be composite, but will have a teak deck on top of it. The owner is getting older and thinks he may need wheelchair access at some point so they have added a side door on the starboard side. Other work has included engine work, new batteries, new windows and next they will repaint the boat.

Last year they received a number of the wooden International One-Designs when Mount Desert Yacht Yard decided to close operations. They have 13 of these racers, which all need various amounts of work before the racing season arrives. Most only need minor repairs, but one that will need more than normal repairs.

Also in storage is a couple of Bunker & Ellis power cruisers. One, a 36 footer, only needs her annual maintenance, but the other, a 38 footer, will need her bottom refastened. What is interesting is that they do not have butt blocks as the plank ends are fastened onto the frames. When the pull a couple of planks, which need to be replaced, they will check the fastenings of the planks ends to make sure they are okay.

A Stanley 38, which was built in 2005, has been in and having repair work done in stages. This year they will be replacing her electronics, add a sound insulation, new refrigerator, an electric hatch forward and dinghy davits to make extended cruising easier and safer. Then there is a lot of varnish work to be done before she is ready to go overboard.

An Oyster 41 is in for an Awlgrip job. The owners of this boat have an identical one that they are cruising in now down off the west coast of Mexico. So, all new Awlgrip, deck paint, and some carpentry and mechanical items on her.

A Newman 38, which was finished off by James Rich of West Tremont, was in for a wooden house top. They also replaced the bulkhead, added a sliding side door in the cabin; and rebuilt some storage boxes.

There are number of smaller projects which include: electric winches and engine insulation on a Sou’wester 43 sailboat; a repower; a few Awlgrip jobs; and they have two bottoms lined up for soda blasting/ stripping. Couple this with the 175 storage boats they have this year they will be right into the summer.



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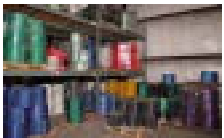
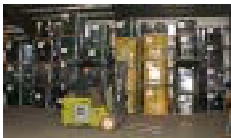
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IMOCA News

Boris Herrmann and Vendée Globe organization work together at the Dusseldorf Boot Boat Show

Boris Herrmann is, of course, well known in the world of offshore racing after his participation in several major ocean events such as the 2018 Route du Rhum, the Barcelona World Race and the Global Ocean Race in Class 40s. But the German skipper takes a big step up as he strives to line up at the start of the Vendée Globe 2020. The collaborative approach by the skipper and the Vendée Globe organization at the Boot in Dusseldorf takes the chance to publicize the solo nonstop race round the world to a nation, which perhaps knows other ocean races better, not least the crewed Whitbread Volvo Ocean Race which was, after all, won by a German team in 2002. Both parties are sure this initiative at Boot will profit both the skipper and the race in terms of visibility and a greater understanding of the challenge that is the Vendée Globe, not least because no German solo skipper has finished the race so far.

Boris Herrmann skipper of *Malizia II* - Yacht Club of Monaco:

“The priority will of course be to communicate about the Vendée Globe. There is an audience for this type of race: the proof is, the tens of thousands of spectators who came to Kiel for a stage of the Volvo Ocean Race. The participation of a German skipper is a first for the Vendée Globe and should offer an unprecedented focus on the race.

For our team, it is also an opportunity to promote the “My Ocean Challenge” program, which combines work to collect scientific data as we navigate the South Seas with an education and awareness program to the destination especially the youngest.

I am convinced that my participation in the Vendée Globe will allow the race to reach new audiences and further strengthen the international dimension of the event.”

Science sets sail: New partnership between UNESCO’s IOC and IMOCA Class Signed in Paris

31st January 2020, Paris – A partnership agreement between UNESCO’s Intergovernmental Oceanographic Commission (IOC) and the International Monohull Open Class Association (IMOCA) was signed today at UNESCO headquarters in Paris, France. Over the next two years, the two partners will carry out joint projects to support marine scientific research and to raise awareness about the importance of ocean science for the protection of the ocean and the sustainable use of marine resources.

The activities will be coordinated by a Joint centre for oceanographic and marine meteorological observing programme support (JCOMMOPS) – a collaboration between the IOC and the World Meteorological Organization (WMO) – which internationally coordinates about 10,000 in situ ocean observing instruments for the continuous monitoring of the global ocean and the atmosphere above it.

Founded in 1991, the IMOCA manages the class of 60-foot (18.28 metres) open monohulls. The aim of the class is to develop the fleet of monohulls and offer its skippers an attractive and coherent sports programme, which includes the well-known races Route du Rhum, Monaco Globe Series, and The Vendée Globe and The Ocean Race, among others. It contributes to the internationalisation of offshore racing and combines the notions of competition, innovation, human adventure and safety. Further, central to IMOCA is how to constantly respect the environment better.

“Our skippers each share a variety of unique experiences; navigating to the most isolated corners of the globe whilst witnessing first-hand our impact on the World’s oceans. As a result, the IMOCA

Class understands the urgent need to protect and preserve our seas, making our work with UNESCO’s IOC even more valuable.” The IMOCA class.

Navigating in much more agile and nimbler boats than heavier traditional scientific vessels, the competitive sailing boats of the IMOCA class can reach areas of the ocean that are poorly served by regular maritime traffic. Gathering ocean-atmosphere data with on-board instrumentation all along the track and deploying Argo profilers and surface drifters are very valuable contributions to the Global Ocean Observing System coordinated by UNESCO’s IOC.

Back in October 2019, navigator Alexia Barrier and co-skipper Joan Mulloy of 4myplanet deployed an Argo float donated by the French consortium Coriolis off the Bay of Biscay, during the Jacques Vabre Transatlantic yacht race from Normandy to Brazil. Other crews (Boris Herrmann and Will Harris of *Malizia*, Stéphane Le Diraison and François Guiffant of *Time For Oceans*, and Fabrice Amedeo and Eric Péron of *Newrest-Art & Fenêtres*) contributed to the collection of scientific data, by taking aboard two weather drifter floats devel-

oped by a Copernicus-funded project from EUMETSAT (TRUSTED buoys), and an oceanographic sensor capable of measuring levels of CO2, salinity and surface temperature. The deployment of these observing systems was coordinated by JCOMMOPS (IOC-UNESCO/WMO).

“Everyone has his or her role in the journey to a sustainable ocean, sometimes in distant and less accessible parts of the ocean. The sailing boats of the IMOCA Class will be special contributors to ocean observations, helping to collect crucial ocean data,” commented Vladimir Ryabinin, Executive Secretary of UNESCO’s IOC to welcome the partnership between sailing and science.

To mark the signing of the partnership agreement, five renowned skippers (Fabrice Amedeo, Alexia Barrier, Boris Herrmann, Stéphane Le Diraison and Paul Meilhat) participated this morning in a “Campus UNESCO” with young students from French schools to share their experience as professional sailors committed to promoting science for the protection of our shared ocean.

Ocean Globe Race

Ocean Globe Race

23 entries confirmed, largest crewed RTW race in 30 years

Entries from 13 countries in the Ocean Globe Race are going strong, just six months after announcing the inaugural race starting in May 2023

- The 10 entries in Adventure Class (47-56 feet production yachts) have now been filled and a waiting list has been established
- 8 entrants are now confirmed in the Sayula Class (56.1 to 66 feet production yachts), leaving only 2 boats left to participate
- 4 entrants are confirmed in the Flyer Class (55-68 feet non-production yachts), filling 50% of available entries
- 3 entrants are confirmed in the Classic Challenge (WOR, VOR 60 and Maxis), representing WOR and VOR 60 designs

Provisional entrants are now standing at 23 representing over 65% of available entries, and making it the biggest round the world race in the last 30 years.

Latest Sayula Class entry is a joint *Swedish/American* from 59 North Ltd. on their *Swan 59 Icebear*. 59 North, Ltd. offers offshore adventure sailing passages for paying crew on their Swans 48 and 59,

from the High Arctic to the Caribbean and everywhere in between. They aim to sail with a 50/50 mixed team of men and women and fund the campaign with a combination of sponsorship and paying crew.

As Andy Shell, Icebear’s skipper explains it was a natural choice: *“I’m romantic for the sea. I love the old traditions, the challenges that an ‘analog’ circumnavigation presents, the old boats, the adventure and philosophy of it all. The OGR feels like it was made just for us – it is the right time in our business, the right time with us starting a family this year in Sweden, we’ve got the right boat in the Swan 59 and we have an awesome team around us. I always knew I’d have to take a crack at the Horn, and what more logical way to do it?”*

The Smallest yacht in the fleet is the *Norwegian* entry *Queen Ann*, Hull #1 of the famed Baltic 46S the very first yacht the company ever produced. Although a few inches shorter than the required minimum, the OGR organisers decided to grant the boat special dispensation due to the endearing and comprehensive project. While the boat

Continued on Page 24.

Maine DMR News

Continued From Page 13.

paper applications at the DMR office must be made with check, cash or money order. Payment for online applications must be made with a credit card or a debit card.

By law, each individual will be allowed to submit up to five applications at a cost of \$35 per application. Those who submit applications online will incur an additional processing fee of \$2 per application. \$25 of the application fee will be deposited in the Eel and Elver Management Fund, which is used to research and manage the State’s eel and elver resources, to enforce laws related to eels and elvers, and to cover the costs associated with determining eligibility for elver fishing licenses. By law, \$10 is provided to the Department to fund Department costs associated with administering the lottery.

Anyone with questions about the lottery can contact the Maine Department of Marine Resources at 207-624-6550, Option 2.



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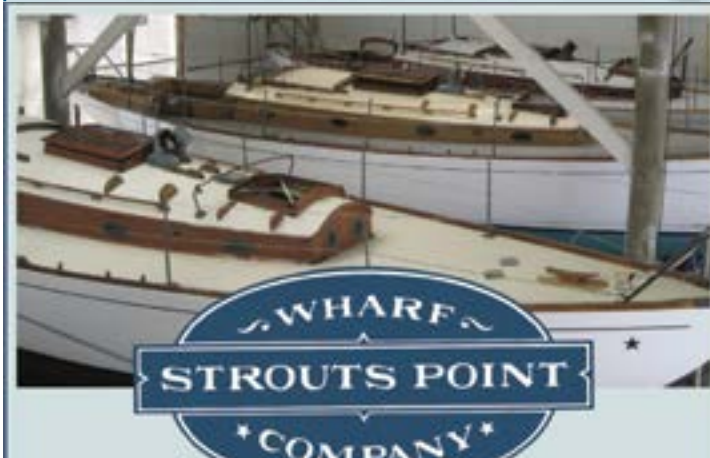
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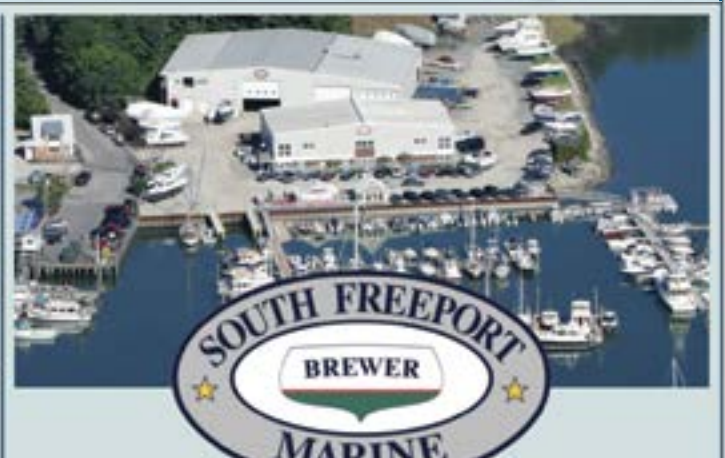
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Wood's Hole Oceanographic News

Study weighs deep-sea mining's impact on microbes

The essential roles that microbes play in deep-sea ecosystems are at risk from the potential environmental impacts of mining, found a new paper by researchers at Bigelow Laboratory for Ocean Sciences, Woods Hole Oceanographic Institution (WHOI), and colleagues. The study reviews what is known about microbes in these environments and assesses how mining could impact their important environmental roles. The findings are published in the journal of *Limnology and Oceanography*.

"The push for deep-sea mining has really accelerated in the last few years, and it is crucial that policy makers and the industry understand these microbes and the services they provide," said Beth Orcutt, a senior research scientist at Bigelow Laboratory for Ocean Sciences and the lead author of the study. "This paper establishes what we know and suggests next steps for using the best science to evaluate the impacts of this new human activity in the deep sea."

Microbes across the seafloor are responsible for essential ecosystem services, from fueling the food web to powering global nutrient cycles. Environments that are promising for mining are also often the sites of globally-important microbial processes and unusual animal communities – and may be slow to recover from disturbances.

Orcutt and her coauthors analyzed four types of deep-sea mineral resources, includ-

ing the metal-rich rocks that stud underwater mountains and lie on the seafloor. Their findings indicate the likely impacts of mining on microbial communities vary substantially, from minimal disturbance to the irreversible loss of important habitat services.

Hydrothermal vent systems, for example, are particularly sensitive – and valuable. The hot, mineral-rich waters support robust communities of microbes that form the vital base of the food web in these ecosystems. The extreme environmental conditions also foster rich genetic diversity among the microbes, making them promising candidates in the search for anti-cancer drugs and other new biotechnology applications.

"These microbes have incredible potential to inspire new solutions to all sorts of medical and technical challenges we face today," said Julie Huber, a WHOI scientist and co-author of the new study. "But if we damage or destroy a habitat like a hydrothermal vent, we lose the diverse the pool of microbial genetic information from which we can find new enzymes or drugs."

Consumer demand for products like smartphones and electric cars is driving the rapidly growing interest in deep-sea mining for metals like cobalt and rare earth elements, which are used in lithium-ion batteries. The International Seabed Authority of the United Nations is working to establish guidelines for countries and contractors to explore the seafloor for minerals, and to eventually mine them.

While guidelines for licensed exploration already suggest that site assessments should include how much microbial life is present, the researchers on the new study emphasize that it is equally important to determine what roles the microbes are playing and assess how they would be impacted by mining.

"It is important to understand the potential impacts of mining activities to figure out if they should occur and how to manage them if they do," said James Bradley, a scientist at Queen Mary University of London and co-author on the paper. "This is an important conversation between policy makers, industry, and the scientific community, and it's important that we work together to get this right. Once these ecosystems are damaged, they may never fully recover."

This study was supported by the NSF-funded Center for Dark Energy Biosphere Investigations (C-DEBI) and the Sloan Foundation-funded Deep Carbon Observatory.

Illuminating the human benefits of the ocean twilight zone

Did you know that there's a natural carbon sink—even bigger than the Amazon rainforest—that helps regulate Earth's climate by sucking up to six billion tons of carbon from the air each year?

A new report from researchers at Woods Hole Oceanographic Institution (WHOI) reveals for the first time the unseen—and somewhat surprising—benefits that people receive from the ocean's twilight zone. Also known as the "mesopelagic," this is the ocean layer just beyond the sunlit surface.

The ocean twilight zone is a mysterious place filled with alien-looking creatures. The nightly, massive migration of animals from the zone to the surface waters to find food helps to cycle carbon through the ocean's depths, down into the deep ocean and even to the seabed, where it can remain sequestered indefinitely.

"We knew that the ocean's twilight zone played an important role in climate, but we are uncertain about how much carbon it is

Continued on Page 21.





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BERNARD 'BENNY' BEAL OF JONESPORT

Continued from Page 5.

uncle built boats, and I was going to notch into her mould and he said he didn't think I ought to let her come up. I wasn't satisfied with her at all when I got her done, cause I knew it wasn't right. He talked me out of letting her go that way, so she came out too far dropped down. I fished her for years and I've still got her in the boat shop."

Benny had a lot of fun racing, but he had the most fun racing Doug Carter and the Barlow designed BABE [Everett Barlow, 1962; 455 Oldsmobile] of Boothbay. Benny added, "Every year he'd say you ain't sand bagging are you? I sand bagged all the time with him. Then I'd just edge him out. He'd work and work and the next year I'd go back and I'd edge him out again. I had more fun with him.

Another race he fondly remembered was his first race, which was in an outboard boat again Bill Church of Jonesport. It was real rough and he knew Bill had a faster boat, but due to the conditions Bill opted to go closer to shore and that was a longer distance. Benny decided to go straight for the finish bouncing up and down and when he came up, he got his bearings and pounded his way all the way down the course. He said, "I took one hell of a beating but I beat him. That was the first time I ever raced."

Benny has owned a number of boats over the years. Elihu built him ANN MARIE in the 1970s. The 41-footer DONNA MARIE was also built by Elihu in 1972. In 1979 Clifford Alley built him a 39-footer named SHIRLEY JEAN, which Benny said was a lot like his grandfather's model. In 1982 Doug Dodge finished off a Newman 46 named BESSIE MAE.

One of the best boats he owned was the PIONEER. He said, "I told my grandfather I wanted a model made like the one my uncle Adrian had. She wasn't right flat and steady as some, but she was one hell of a sea boat. He made me the model for the PIONEER, only I put a lot of flare in her

and she was different but basically in the sea she was about the same."

When asked who built her, Benny said, "Well, now that is something else. My Dad and I built it and oh my God. I was buying and selling worms and stuff. I built a basement with 8 foot walls cause I needed it to handle worms in. Well, we built the PIONEER in the basement. People said "how are you going to get it out?" Well, it didn't worry me any as I figured I'd get a big crane and take her out. Got ready to take her out, got the crane, and they said "oh we can handle her, no problem." He got her picked up and went to turn her and the crane started lifting and was going to go right into mother's house. So, he had to drop her. She was out over the cellar wall, but I had built a real rugged cradle for her and just as well, when they dropped her one end of that cradle caught on that wall if it hadn't it would have taken the side right out of the boat. There she was sitting there. Next thing he done, he latched a bulldozer to the back end of the crane to hold it down. We finally got her down off the cellar wall and that was scary when they dropped her. I thought she was gone. After a while with enough action we got her down."

When she came out, she was completely done and Benny thought all they had to do was install the engine. He explained, "She was 38 foot. The first straight sheered, high sided lobster boat at the time. We were way ahead of these other guys. I know one of the old fisherman said, "I see your new boat on the mooring and I'd be some proud of her." She had a yacht finish. I sanded her by hand with blocks.

Benny not only fished off Beals-Jonesport, but also out-of-state. He said he fished out Gloucester and Nantucket going out over 200 miles fishing for lobster on the Continental Shelf. Benny was the first from Maine to fish that far offshore. Another one to do this Was Bob Brown of Gloucester, who was one of Benny's best friends. Benny explained, "He was one of the



BENNY'S BITCH



STELLA ANN

first ones to go offshore lobstering. I met Bobby when I was long lining out of Gloucester. It was miles and miles every trip where we set, seems as much as 20 miles. We set an awful lot of gear. Bobby Brown was working doing the same thing with me at the same time. He tried to tell me I was paying my crew too much. I paid my crew well. He wouldn't. He was hard on his crew. His way you have to break in new crew in every trip. You want somebody you can depend on. You have got to treat them right."

The boat he used offshore out of Gloucester was ANN MARIE. Some would use the new fangled electronics to find their fish, but Benny knew exactly where he wanted to be and did not waste any time getting there and did not waste

any time while he was fishing.

There was also a 55-foot Bruno Stillman that Benny owned. On a motorcycle trip through the White Mountains he stopped to see the progress. When he saw the boat, he told them, "We wouldn't put that kind of work in an outdoor shit house. When I got her home, I took her over to Junior Backman's and grounded her out and I worked on her there."

Following a fall that broke his hip, Benny has stopped fishing. After more than eighty years fishing the New England coast Benny has left a last legacy showing that hard work and sheer determination will equal success. He did that fishing, but also when it came to racing.

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THE MUSEUM OF AMERICA AND THE SEA

Wood's Hole Oceanographic News

Continued from Page 19.

sequestering, or trapping, annually,” says Porter Hoagland, a WHOI marine policy analyst and lead author of the report. “This massive migration of tiny creatures is happening all over the world, helping to remove an enormous amount of carbon from the atmosphere.”

Exactly how much carbon is difficult to pinpoint because the ocean twilight zone is challenging to get to and is understudied. The WHOI Ocean Twilight Zone project, which launched in April 2018, is focused on changing that with the development of new technologies.

It’s estimated that two to six billion metric tons of carbon are sequestered through the ocean’s twilight zone annually. By comparison, the world’s largest rain forest sucks in only about 544 million metric tons of carbon a year—five percent of the world’s annual 10 billion metric tons of carbon emissions.

Using a range of prices for carbon, reflecting future damages expected as a consequence of a changing climate, this “regulating” service has an estimated value of \$300 to \$900 billion annually, Hoagland notes. Without the ocean’s ability to sequester carbon, atmospheric carbon dioxide levels could be as much as 200 parts per million higher than they are today (about 415 ppm), which would result in a temperature increase of about six degrees Celsius or 10.8 degrees Fahrenheit.

In addition to its role in the carbon cycle, the twilight zone likely harbors more fish biomass than the rest of the ocean combined, and it is home to the most abundant vertebrate species on the planet— the bristlemouth. While twilight zone fish are unlikely to ever end up on peoples’ dinner

plates because of their small size and strange appearance, they do provide meals for larger, economically important fish, like tuna and swordfish, and for other top predators, including sharks, whales, seals, penguins, and seabirds.

The twilight zone’s biological abundance makes it an attractive target for commercial fishing operations. Ocean twilight zone animals could be harvested to produce fish meal to support the rapidly growing aquaculture industry and to provide fish oils for nutraceutical markets. Because the twilight zone is situated largely in unregulated international waters, there is concern that its potential resources could be subject to unsustainable exploitation.

The research team hopes that the report will be useful for decision makers, such as the United Nations delegates who will meet this spring in New York to continue developing a new international agreement governing the conservation and sustainable management of marine life on the high seas, in areas beyond the coastal waters managed by individual member States.

“We need to think carefully about what we stand to gain or lose from future actions that could affect the animals of the twilight zone and their valuable ecosystem services,” says Hoagland. “Increasing scientific understanding is essential if we are going to move toward a goal of the sustainable use of the resources.”

This research is part of the Woods Hole Oceanographic Institution’s Ocean Twilight Zone Project, funded as part of The Audacious Project housed at TED.

For now, river deltas gain land worldwide

Researchers from Utrecht University in the Netherlands, Woods Hole Oceanograph-

ic Institution (WHOI), and colleagues found that delta areas worldwide have actually gained land in the past 30 years, despite river damming. However, recent land gains are unlikely to last throughout the 21st century due to expected, accelerated sea level rise. The researchers published their findings in the journal *Nature*.

River deltas rank among the most economically and ecologically valuable environments on Earth. People living on deltas are increasingly vulnerable to sea-level rise and coastal hazards such as major storms, extremely high tides, and tsunamis. Many deltas experience a decline in sediment supply due to upstream damming, making them even more vulnerable. However, the new study found that long-term, large-scale, upstream deforestation has resulted in soil erosion that increased the amount of sediment transported to many deltas.

“A large driver for these gains turned out to be human action,” says lead author Jaap Nienhuis, a geoscientist at Utrecht University and a graduate of the MIT-WHOI Joint Program. “Twenty five percent of delta growth can be attributed to upstream deforestation, which results in soil erosion and increased sediment delivery to the coast. Human action such as damming causes sediment starvation and increased importance of wave- and tide-driven transport, which can also change delta shape.”

The relationship between the sediment deposited by rivers, oceanographic forces of waves and tides, and delta shape has remained poorly understood. To address this, the international team of researchers developed and applied a novel theory that can quantify how waves and tides influence delta shape. The availability of global satellite imagery allowed them to test their new model on over 10,000 deltas worldwide,

ranging from small to mega-deltas.

“Applying this novel prediction of delta shape to global examples allowed us to quantify how delta shape affects change,” says WHOI geologist Andrew Ashton, a coauthor of the paper. “For example, when sediment supply diminishes, deltas dominated by waves tend to erode, while tide-dominated deltas continue to grow.”

The next step in the research is to extend the model to make predictions of future delta change, particularly for rising sea levels. Understanding how waves and tides modify river deltas will be critical for anticipating future change, both locally and globally.

The research team also included colleagues from Florida State University, Wageningen University and Research, Tulane University, Indiana University, University of Colorado Boulder Institute of Arctic and Alpine Research, and Los Alamos National Laboratory.

The work was funded by the National Science Foundation and the Netherlands Science Organization NWO.

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

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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 Sentiniel, Ellsworth American, New Bedford Mercury, Salem Gazette and Boston Evening Transcript.

Transcribing: WPA Ship Documents, especially ones not published.

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U. S. COAST GUARD NEWS

Continued from Page 8.

a navigable channel through seasonal and multi-year ice, sometimes as much as 21-foot thick, to allow refuel and resupply ships to reach McMurdo Station.

“I am immensely proud of all the hard work and dedication the men and women of the Polar Star demonstrate each and every day,” said Greg Stanclik, commanding officer of the Polar Star. “Maintaining and operating a 44-year-old ship in the harshest of environments takes months of planning and preparation, long workdays and missed holidays, birthdays and anniversaries with loved ones. The Polar Star crew truly embodies the ethos of the Antarctic explorers who came before us — courage, sacrifice and devotion.”

Commissioned in 1976, the Polar Star is the United States’ only operational heavy icebreaker. Reserved for Operation Deep Freeze each year, the ship spends the winter breaking ice near Antarctica, and when the mission is complete, returns to dry dock in order to conduct critical maintenance and repairs in preparation for the next Operation Deep Freeze mission.

If a catastrophic event, such as getting stuck in the ice, were to happen to the Coast Guard Cutter Healy (WAGB 20) in the Arctic or to the Polar Star near Antarctica, the U.S. Coast Guard is left without a self-rescue capability.

By contrast, Russia currently operates more than 50 icebreakers – several of which are nuclear powered.

The Coast Guard has been the sole provider of the nation’s polar icebreaking capability since 1965, and is seeking to increase its icebreaking fleet with six new polar security cutters to ensure continued national presence and access to the Polar Regions.

In April, the Coast Guard awarded VT Halter Marine Inc. of Pascagoula, Mississip-

pi, a contract for the design and construction of the Coast Guard’s lead polar security cutter, which will be homeported in Seattle. The contract also includes options for the construction of two additional PSCs.

“Replacing the Coast Guard’s icebreaker fleet is paramount,” said Vice Adm. Linda Fagan, commander of the Coast Guard’s Pacific Area. “Our ability to clear a channel and allow for the resupply of the United States’ Antarctic stations is essential for continued national presence and influence on the continent.”

Coast Guard Cutter Seneca returns to Boston after migrant interdiction and counter-narcotics patrol

28 January
BOSTON — U.S. Coast Guard Cutter Seneca returned home to Boston after a 57-day deployment in the Caribbean Sea, Tuesday, January 28.

Throughout the patrol, Seneca rescued 187 Haitian Migrants, conducted countless hours of training exercises with Coast Guard Air Stations Jacksonville and Clearwater, and spent several weeks as a law enforcement presence in the southern Caribbean aided by Helicopter Interdiction Tactical Squadron (HITRON) Jacksonville.

In late December, the Seneca crew intercepted an overloaded Haitian sail freighter. Coordinating a joint response with the Turks and Cacaos Royal Police, the two agencies rescued all 187 Haitian nationals from the vessel.

“I am exceptionally proud of this crew and their success and achievements,” said Cmdr. John Christensen, commanding officer of Seneca. “Over the course of the last two months, they persevered through the challenges of conducting operations at sea, put aside their personal sacrifices, particularly throughout the holiday season, and displayed an unwavering commitment to serving the United States and our partner

nations throughout the Caribbean Sea.”

Coast Guard Cutter Seneca is a 270-foot Medium Endurance Cutter with a crew complement of 100. Seneca missions include counter-narcotics, migrant interdiction, search and rescue and living marine resource operations from the Gulf of Maine to the Pacific Ocean. The cutter was commissioned in 1987 and is homeported in Boston, Massachusetts.

Coast Guard hoists 4 fishermen after vessel runs aground near Shackleford Banks, North Carolina

7 February
WILMINGTON, N.C.- The Coast Guard rescued four men after their 78-foot fishing vessel ran aground near Shackleford Banks, North Carolina, Friday morning.

Watchstanders at Coast Guard Sector North Carolina’s command center received a radio distress call at approximately 3:30 a.m from a crewmember aboard the vessel

Wayne Rich and RICH RETURNS

Continued from Page 6.

I went scalloping dragging with her for three or four years, but there weren’t enough scallops, you could not make a go of it. Then I worked for Chummy wintertime for many years. I have also worked for a local fuel company for two or three winters and David Gott’s & Sons driving truck for a couple of winters.

When asked about some of the old fishermen he remembered that fished out of Bass Harbor, Wayne said he was into sports and did not hang around the shops much. He remembered George Sawyer saying, “He had a wooden boat built in Stonington. Billings Diesel I believe built it. Chummy built him a 36 Newman fiberglass that his son now owns. George has now passed away. Some of the other guys I know would be Stan Wass and he had a Ronald Rich boat and then went to a South Shore 30 that was stretched to a 31 or 32 by David Schlaefer of Mitchell Cove Boats. Arthur Colbath had a 37 Repco; Earl Thurlow and he’s pushing 90 has a 35 Duffy. GAIL & DAVID. Ned Lawson, who I think just retired, had a 36 Stanley. Russell Lawson, who must be 88 or 89, has a 34-foot wooden boat Bobby Rich built in ‘75.

Now many people along the coast know Wayne from lobster boat racing. When asked how he got into racing he explained, “I can remember as a kid taken a speed boat ride with mom and dad to Corea and having a picnic with the Young Brothers. My grandfather Bobby and the Young Brothers had things in common. I remember going to Winter Harbor and watching the races and seeing the CAMEL, and VOOB race. I remember watching the SILVER DOLLAR in Winter Harbor thinking, look at the at boat go, just sliding through the water as easy as it did it. We would always go to Winter Harbor or Stonington to watch the races and then the first time I went was Winter Harbor with that 36 Stanley in ‘97. It was a 471 Detroit race and I was hooked after that!”

Most would remember when he first came with RICH RETURNS, which had a 315 Cummins and did 20 1/2 knots. Wayne said, “For many years Thurman Alley (MELANIE JEAN, a Willis Beal 38) handed me a handful and it was all I could do to see his transom at the end of the race. It was meeting guys like Stevie Carver, Stevie Johnson, Sid Eaton, my cousin Glen Crawford, just being with these guys, is so much fun. I am in David Schlaefer’s shop and he had CAPTAIN JACK. What I really like about it is the camaraderie of the people you meet from all up and down the coast. You meet some really good people, some really fun characters. I just enjoy it.”

Wayne still races RICH RETURNS at the Bass Harbor event, but his real race boat is WIDE OPEN, which has dominated Gasoline Class B since 2013. This 26-footer was built by Robert Rich in 1953 and is now powered with a 350

Tamara Alane, who reported that they had become disabled due to fuel issues, then ran aground and began taking on water.

The crewmembers asked to be removed from the vessel due to harsh weather conditions.

An aircrew aboard an MH-60 Jayhawk helicopter from Air Station Elizabeth City launched to assist.

Once on scene, the aircrew hoisted the four crewmembers and transported them to Michael J. Smith Airport in Beaufort.

There were no reported injuries or visible signs of pollution. The Coast Guard will continue to monitor the situation and salvage operations.

“The fishermen did the right thing by calling us as soon as possible,” said Chief Warrant Officer Kristen Auer, command duty officer at the Sector North Carolina command center. “With the deteriorating weather conditions, the situation could have gone from bad to worse.”



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Chevrolet. The first year they owned her they put in sister ribs, which really meant rebuilding the hull. They then changed out her six cylinder after two years of racing and put in the 350. Wayne added, “The first time I saw it, Josh Lawson, right here in Bernard had it and that was the first boat he fished in. He sold it to Chummy and then Chummy was going to fix it up for his grandson, but he never went fishing. A local guy just used it for a pleasure boat. He used it for a while, but then things were coming apart and it sat on shore for a year or so. I said, “What are you going to do with that? I think I can make a race boat out of that so I bought it and put a slant 6 Chrysler in and raced it. The slant six Chrysler was forward of the bulkhead and she was nose heavy. So, I tore the engine out and when I was taking the engine out, I went to cut off one of the bolts and it looked like the beds were a little wobbly. I just reached down and pulled them out because they weren’t fastened to anything, they were all rusted and gone. Gravity was holding it in place. The 350 we put in aft of the bulkhead and I had to make steel hangers that are bolted into one of the stringers. I knew I wanted the weight back because I knew one of the ones that Chummy had built, built similar, that if you get going fast the torque would roll her on her side. I put a small spray rail, right at the bottom of the boot stripe, the whole length and we put her in and test drove her and I am still smiling!”

A few years ago, Wayne discovered that the top was rotten so he cut it off and put on a sprayhood. She looked like the classic lobster boat from the ‘40s and ‘50s, but on the trip down to Jonesport he and his son Colyn almost froze to death. The following year they got the trunk cabin and the windshield on, but no house. Again, they had some miserable runs to some of the races.

WIDE OPEN will take little time to get ready for this racing season. He thought using the wire brush on the starter and then just putting her over.

With his love of racing Wayne decided to start the Bass Harbor Lobster Boat Races in 2011. He decided not to charge an entry fee, no prizes for first, second and third (all the prizes go into a hat drawing) and have breakfast and lunch right at the town dock and it has been extremely successful. This year Wayne is stepping back and Colyn will be taking over with help from several others in town. Last year there were 77 boats that came to race and given a good day weather-wise they could easily best that.

As we head towards spring Wayne still has a lot to do to get RICH RETURNS ready for the water. He figures another month and a half and she will be ready for the water with the race boat to follow later in the spring. So if you are running by Bass Harbor by boat look for the black hull of RICH RETURNS and then if you came to the races you can watch the black hull of WIDE OPEN leading the rest of the gas boats to the finish line.

Passed Over the Bar

Continued from Page 7.

Joe is survived by his wife of 34 years Sharon Ann Rivard Nickerson of Arundel who he adored; his beloved daughter Hayley Renee Brown and her husband Isaac James and his grandson Killian Jack Brown all of West Kennebunk; his father Arnold A. Nickerson III of Sanford; his brother Andy Nickerson of Portland; two sisters: Bonnie Weeman and her husband Mark of Kennebunk and Patty Walters and her husband Bill of Greensboro, NC; several nieces and nephews and many cousins, including his nephew Joel T. Rivard of Arundel who Joe taught from a young age everything he knew about lobstering and fishing. From the day Joe sat Joel in his captain's chair Joel caught the fishing bug and Joe's love and passion for the industry will live on through him.

A Celebration of Life Service was held on 1 February at the American Legion Hall, Kennebunkport.

In lieu of flowers, memorial donations may be made to the Maine Coast Fisherman's Association Box 40 Brunswick, Maine 04011 in Arnold A. "Joe" Nickerson's memory.



Christopher Pinkham

On Thursday, Jan. 23, 2020, Christopher Pinkham of Boothbay, loving and devoted father and husband, passed away at the age of 44. Chris died suddenly and tragically when the fishing vessel he was working on capsized.

Chris was born on Feb. 10, 1975 in Boothbay Harbor to Murray Pinkham and Ellen Williams. Chris grew up in the Boothbay region and attended local schools. He came by the love of the water naturally,

coming from a long line of fishermen. He worked aboard his father's boat the *Sea Smoke* from the time he was young. Chris has fished on a variety of vessels over the years. He worked at BIW for a brief time but his love for the ocean called him back. Chris spent the last year fishing on his own boat, the *F/V Ginger*, hoping to pass down the family tradition to his children.

For Chris, the love of the ocean came second only to the love he had for his family. He enjoyed sharing his love of hiking, camping and fishing with his wife and children. No matter what he did he put his whole heart into it.

Chris was predeceased by his father Murray Pinkham and his son Bradford Boyce Pinkham.

He is survived by his beloved wife Jessica; his two daughters, Dorothy "Dory" and Cedelia Pete; his mother, Ellen Williams of Boothbay Harbor; siblings, Cindy Pearce and her husband Brady, Debbie Todte and her husband Rob, Brian Pinkham and Susan Hodgdon, all of Boothbay, Lynn Pinkham and her husband Darryl Hanson of Richmond; and many cousins, nieces and nephews.

A Celebration of Life was held 9 February at the Opera House in Boothbay Harbor.



John R. "Jack" Barry

29 September 1949 - 3 February 2020
John R. "Jack" Barry, 70 of East Boothbay, Maine, passed away on February 3, 2020 with loving family after a brief battle with cancer.

Jack's greatest love was his family and he always went above and beyond. He will be greatly missed by all. He left behind the love of his life, Cynthia after over 50 years of marriage, his two daughters, Sandra Barry & Jennifer Barry-Sledge, his son-in-law

Matthew Sledge, his 4 grandchildren Cody, Zach, Meg & Will. His siblings Katherine Casey, Susan and Don Lang, Patricia and Jon Picard and Marry Barry, sister-in-law Claudia Novak and Les Novak, Deborah Hodgdon and Jonathan Hodgdon, brother-in-law Don Oakman and Michelle Oakman among many loving nieces, nephews and cousins, including the community of Boothbay.

He was born at the Chelsea Naval Base, Chelsea, MA. on September 29, 1949 to Robert Barry and Margery Barry. He graduated from Norwell High School and joined the Navy Reserves shortly after. Upon getting married he and his family moved to Maine to start a new life on the coast.

For many years Jack ran Boothbay Marine, a local family boatyard formerly known as the Rice Brothers Co. Shipyard that dates back to 1903. Jack ran the boatyard with his brother-in-law Don Oakman. He was a skilled builder and was never afraid to share his knowledge with anyone who needed it. He was a true 'Jack of all trades'. For the last 10 years, he has continued with his love of boat building, working for his son-in-law at Samoset Boatworks.

Jack was a third-generation firefighter, the Assistant Fire Chief of Boothbay and worked part-time for Boothbay Water Dept. for over 20 years. Jack enjoyed being a part of the Fire Department and serving the local community for over 40 years. His continuous dedication to the fire department was one of his greatest loves and he was a mentor to many young up and coming firefighters.

A funeral service was held at Hall's Funeral Home on 9 February. There will be a private family service in the Spring.

In Lieu of flowers, please donate to the Boothbay Fire Department, P. O. Box 304, Boothbay, Maine 04537

Robert Arnold Reed

August 19, 1933 – February 2, 2020

Robert Arnold Reed passed away peacefully on February 2, 2020 at 86 surrounded by family and friends. He was born August 19, 1933 in Friendship to Philip (Bud) and Mildred Simmons Reed. He lived in Friendship

most of his life. "Bobby" as he was known to everybody, met his wife Louise while working at Forty Fathoms in Rockland. They were married 49 years before she passed in 2013, he is now reunited with the love of his life, his mother and 3 brothers.

Bobby lobstered for many years with his boat named LOWEBA which stood for Louise, Wendi and Barbie. After leaving lobstering he worked as a carpenter and helped build the "new" Friendship Post Office among other projects, he then worked at BIW until a neck injury made him retire. He became a stay at home dad for his family. He loved making Finnish bread with dropped eggs on toast for his girls before they headed to school.

He loved his huge garden and took tremendous pride in how it looked and the quality of the vegetables. He even won a Pea contest in 1980 for the best tasting peas out of 21 entries. He proudly told that story to everyone who would listen.

One of his and Louise's greatest adventure was a trip across county to Alaska to visit Barbie, then down to San Diego to see Wendi, then across the lower US back to home. In earlier years he loved whittling small pot buoys, reading his Alaska magazines, and taking rides up country with his wife. His grandchildren have fond memories of Gramp's wonderful Thanksgiving dinners with his mashed potato and tractor rides around the yard.

He is survived by his two daughters, Wendi Munson of RI, Barbie Reed of NY, 4 grandchildren, Laura Maher, Susan Kennedy, Michael and Robbie Lunt and 12 grandchildren, Emmelyn, Adadlie and Brielle Maher of CT, Ezri & Alara Kennedy of RI, Nathin, Chase, Grace, Justin and Bishop Lunt of ME, Lucy and "born any day now" Lunt of ME.

A special thanks to the Nystrom family for all of their help and time in caring for dad, an additional special thanks to Michael Lunt for being there and caring for dad at the drop of a hat while he was at Windward Gardens.

A Celebration of Life will be held at the Hahn Community Center on 29 February starting at 12 noon.

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U. S. NAVY NEWS

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I have literally lived our gratitude for the commitment, the service, the professionalism, the sacrifice and the patriotism that I have witnessed,” said Sawyer. “And not just gratitude for those who have sailed with USS Pittsburgh, but also gratitude for those who supported her at home, and in countless organizations and locations around the world.”

Rear Adm. Douglas Perry, Commander, Submarine Group 9, and a prior crew member aboard Pittsburgh, served as the ceremony’s guest speaker.

“Pittsburgh Sailors; they are tough. They’re resourceful. They know how to have a good time, said Perry. “We are all better Sailors for having been a part of the Pittsburgh’s history.”

Inactivation is the process in which a submarine will be de-fueled, with the hull retained in safe storage until decommissioning, when the boat is then taken out of active service and the crew is reassigned to another ship or command.

“Pittsburgh was and, as long as she has former crew members in the fleet, is a major part of the legacy that has built this truly asymmetric advantage that the CNO speaks of in the undersea domain,” said Perry. “As you and your crew go about your work putting USS Pittsburgh to rest, take that legacy forward. Take that spirit and that heart of steel out into the rest of the submarine force and our Navy.”

The ceremony concluded with the lowering of the national ensign, a symbolic securing of the watch and remarks from the 14th and current USS Pittsburgh Commanding Officer Jason Deichler, who himself is a native of Pittsburgh.

“The essential inside of the submarine is gone. But what remains are the stories, the memories and moments... that’s where the Pittsburgh will eternally reside.” said Deichler. “I consider myself truly blessed to close the final chapter and draft those final memories on board the Pittsburgh.”

Pittsburgh completed their last deployment Feb. 25, 2019. Then the boat and her crew made their first Arctic transit for a final homeport change from Groton, Connecticut, to Bremerton, arriving May 28, 2019 to commence the inactivation and decommissioning process.

Pittsburgh is the fourth U.S. Navy vessel to be named for the city of Pittsburgh. The boat’s mission was to seek out and destroy enemy ships and submarines, and to protect U.S. national interests. At 360-feet-long and 6,900 tons, Pittsburgh could support armament of sophisticated Mark 48 torpedoes

and Tomahawk Land Attack Missiles.

‘Lucky Day’: Navy Celebrates 60th Anniversary of Deepest Ocean Dive

By Scott Hochenberg, Office of Naval Research Public Affairs

ARLINGTON, Va. (NNS) -- Plunging into the deep, dark abyss of the Pacific Ocean’s Mariana Trench, U.S. Navy Lt. Don Walsh and Swiss engineer Jacques Piccard heard a loud cracking sound in their vessel—the bathyscaphe Trieste, which the Office of Naval Research (ONR) purchased for scientific observations.

Already 30,000 feet below sea level, Walsh and Piccard faced the ultimate decision—risk their lives to become the first people to travel to the deepest part of the ocean, the Challenger Deep, or return to safety.

The crack had scarred one of Trieste’s outer plexiglass panels. Walsh and Piccard (whose father designed Trieste) decided to push on. After all, if Trieste had suffered catastrophic damage, both men would already be crushed by the ocean’s pressure. After a nearly five-hour descent, the Trieste reached the Challenger Deep, approximately 36,000 feet below sea level, on Jan. 23, 1960.

Exactly 60 years later, on Jan. 23, 2020, the National Museum of the U.S. Navy in Washington, D.C., celebrated the anniversary of Trieste’s journey with a program featuring Walsh, the lone remaining pilot of the trip.

“ONR is underappreciated for this whole enterprise,” Walsh said at the ceremony. “All credit is due to ONR—they were the ones that rolled the dice buying the Trieste from the Swiss.”

A new chapter of naval research and discovery

Trieste’s descent to the Challenger Deep was a remarkable achievement for the Navy, ONR and oceanography as a scientific discipline. Bought by ONR in 1958, Trieste was designed to go deeper than any craft before it. The ship boasted a small, spherical crew space slung underneath a large float resembling a balloon in both shape and function.

The historic feat of reaching the deepest part of the ocean ushered in a “golden age” of manned underwater exploration in the 1960s and 1970s, in which submersibles helped make extraordinary discoveries in biology, geology, chemistry, oceanography and other fields.

That’s ironic, since neither Walsh nor Piccard saw much when they hit bottom. A large cloud of particles from the sea floor engulfed the ship, preventing the pilots

from making further observations. Because it was necessary to complete the journey in a single day, when there was daylight available, Walsh and Piccard could only spend 20 minutes in the Challenger Deep before heading back to the surface.

Still, the Trieste’s success is a tribute to the value of basic research endeavor, an idea shared by Capt. Matthew Farr, executive officer of ONR Global, the command’s international arm. Farr represented ONR at the anniversary ceremony.

“The only limit that humans can face is the limit of the ocean itself,” said Capt. Farr. “Cuts in basic research deplete our knowledge base. ONR is a guardian looking beyond the immediate needs of science toward the future.”

A lucky pilot

Walsh said Jan. 23 “was a lucky day.” Ambition, a sense of adventure and good fortune placed him on the path to historic destiny.

Growing up near the San Francisco Bay, Walsh was captivated by the ships entering and exiting the harbor. Inspired, he attended the U.S. Naval Academy and became a submariner.

Not long into his naval career, Walsh heard about an unusual opportunity. The Navy recently acquired Trieste and needed volunteer pilots to test it. However, since bathyscaphes didn’t operate like traditional ships, volunteers were scarce.

Trieste had to be towed to an area for exploration—and there it sank to its desired depth. To ascend, it simply dropped ballast and rose to the surface. Walsh said few people in the Navy wanted to risk their lives sitting in a steel ball the size of a refrigerator while descending thousands of feet.

“This was a balloon, plain and simple, except in the water,” said Walsh, who retired from the Navy as a captain. “I had nothing to lose. I was on the ‘junior varsity’ for the Navy. My class standing at the Naval Academy was not great. I was told, ‘You’re officially stupid.’”

Adm. Arleigh Burke, then Chief of Naval Operations, told Walsh if he and Piccard were successful, the Navy would publicly celebrate the mission—but, if they failed, it would remain silent.

Worried about the potential dangers of the Mariana Trench, a risk-averse commanding officer ordered Trieste’s crew to abort the journey on launch day. However, a chief petty officer decided to deliver a delayed response to the commanding officer only after Trieste was 10,000 feet down, knowing it would be too late to stop the trip.

Walsh knew the many potential dangers facing him and Piccard. They could be adrift at sea for days or be locked inside of the Trieste while it was being towed ashore. As a precaution, Walsh brought Hershey’s chocolate bars for emergency rations. Being Swiss, Piccard brought Nestle chocolate.

To commemorate this tasty thinking, the anniversary ceremony concluded with the distribution of Hershey’s bars to guests.

Caption

PASCAGOULA, Miss. (Feb. 3, 2020) The guided-missile destroyer USS Fitzgerald (DDG 62) departs Huntington Ingalls Industries - Ingalls Shipbuilding’s Pascagoula shipyard to conduct comprehensive at-sea testing, marking a significant step in the ship’s return to warfighting readiness. The underway reflects nearly two years worth of effort in restoring and modernizing one of the Navy’s most capable warships after it was damaged during a collision in 2017. (U.S. Navy photo/Released)

USS Fitzgerald Returns to Sea

From NAVSEA Public Affairs
PASCAGOULA, Miss. (NNS) -- The guided-missile destroyer USS Fitzgerald (DDG 62) is underway to conduct comprehensive at-sea testing, marking a significant step in her return to warfighting readiness.

The ship departed Huntington Ingalls Industries-Ingalls Shipbuilding’s Pascagoula shipyard at approximately 6:30 a.m. (CDT) to conduct a series of demonstrations to evaluate that the ship’s onboard systems meet or exceed Navy performance specifications. Among the systems that will be tested are navigation, damage control, mechanical and electrical systems, combat systems, communications, and propulsion.

The underway reflects nearly two years’ worth of effort in restoring and modernizing one of the Navy’s most capable warships after it was damaged during a collision in 2017 that claimed the lives of seven Sailors.

“Since we launched the ship this past April our efforts have focused on restoring ship systems, conducting pier side tests and readying the ship for sea,” said Rear Adm. Tom Anderson, NAVSEA director Surface Ship Maintenance and Modernization and commander, Navy Regional Maintenance Center. “The government and industry team has been working hand-in-hand on this exceptionally complex effort, with a common purpose of returning Fitzgerald to sea and ultimately back to the Fleet.”

Upon Fitzgerald’s return to the shipyard, crew training and certifications will commence as final work items are completed in support of the ship’s sail away later this spring.

“We are excited to take the next step to get Fitzgerald back out to sea where the ship belongs. My crew is looking forward to moving onboard the ship and continuing our training to ensure we are ready to return to the fleet,” said Cmdr. Scott Wilbur, Fitzgerald’s commanding officer.

After receiving its full complement of basic and advanced phased training, as well as crew and ship certifications, the USS Fitzgerald will return to the Fleet mission-ready with the improved capability and lethality required to successfully support high-end operations.

Naval Sea Systems Command is the largest of the Navy’s five systems commands. NAVSEA engineers, builds, buys and maintains the Navy’s ships, submarines and combat systems to meet the fleet’s current and future operational requirements.

USS Gerald R. Ford Passes Aircraft Compatibility Testing

From USS Gerald R Ford Public Affairs
Norfolk (NNS) -- The aircraft carrier USS Gerald R. Ford (CVN 78) completed Aircraft Compatibility Testing (ACT) Jan. 31, following 16 days at sea, during which the crew launched and recovered 211 aircraft, testing five different airframes, using first generation, state-of-the-art flight deck systems.

The testing phase included the first-ever underway catapult launches and arrested landings for the T-45 Goshawk and E/A-18G Growler from Air Test and Evaluation Squadron 23 (VX-23); as well as the E-2D Advanced Hawkeye and C-2A Greyhound, from Air Test and Evaluation Squadron 20 (VX-20). Crews also tested F/A-18F Super Hornets from VX-23, which earlier had conducted initial compatibility tests on board *Ford* in 2017.

This second and final round of testing validated the ship’s capability to launch and to recover aircraft with ordnance loadout and fuel states mirroring deployed requirements and operating tempos, using the

Ocean Globe Race

Continued from Page 18.

is being refitted in the Baltic Yard, Project Director and Skipper Anders Onsager, a former Royal Norwegian Navy officer serving in submarines, is working on his crew composed of youth at risk, looked after by Navy watch Leaders.

OGR founder Don McIntyre is thrilled with the response: “*The Classic Challenge as expected has opened opportunities for a whole new group of competitive Whitbread and Volvo 60 sailors who seem to be chafing at the bit! The conversations I have had over the past weeks are very exciting indeed and just a few days after entries opened we confirmed three teams. No Maxi’s yet, but they are talking and there is still 1334 days to the start!*”

Meet GGR and OGR Founder and Race Chairman Don McIntyre, Marketing Director Sebastien Delasnerie and Commer-

cial Director David Cusworth, several race entries at BOOT Dusseldorf from 18 to 26th January, on the GGR/OGR stand located in HALL 17, Stand C80.

GGR participants will be on the stand to share their experience, including six-time solo circumnavigator Jean-Luc Van Den Heede, Malta entry Daniel Gatt, Ian Herbert-Jones, Michael Guggenberger, Simon Curwen, and John Clark. On January 21st at 2:30 pm, Jean-Luc will hold a talk on his victorious 2018 GGR and how this was his ultimate victory, titled “*Non-stop around the world in 212 days*”.

Don McIntyre will also take the stage on January 18, 20, 23, 25 and 26, talking about the success of the Golden Globe Race and the upcoming 2023 Ocean Globe Race, with a presentation on “*The growing appeal of low-tech sailing and slowing down. Filling the void left by the need for speed*”

U. S. NAVY NEWS

Electromagnetic Aircraft Launch System (EMALS) and Advanced Arresting Gear (AAG)—two Aircraft Launch and Recovery Equipment (ALRE) systems unique to Ford. By completing T-45 testing, the Ford will be able to provide carrier qualification support to the Training Command and to student naval aviators in the jet/E-2/C-2 pipeline.

“There are so many firsts happening, and many of them we frankly don’t even really realize,” explained Ford’s Air Boss, Cmdr. Mehdi Akacem toward the end of the testing evolution. “We’ve had the first ever T-45, EA-18 Growler, E-2D Hawkeye, and C-2A Greyhound, and there are pilots on board this ship right now who will forever be able to say that their contribution to the Navy was to be the first pilot or NFO [Naval Flight Officer] to come aboard the *Gerald R. Ford*-class in that type aircraft.”

Capt. Kenneth Sterbenz, program manager of the ALRE office (PMA-251) that oversees EMALS and AAG, noted that ACT’s success test demonstrates the capability and versatility of the ship’s EMALS and AAG systems.

“This success is the result of the hard work and collaboration of the men and women in the entire ALRE team, including our government personnel and industry partner General Atomics, and fleet,” said Sterbenz. “I am extremely proud of what we have accomplished together, and am fully confident in our ALRE systems moving forward, especially with the backing of our highly dedicated and professional ALRE team.”

During ACT, test pilots from Air Test and Evaluation Squadron (VX) 20 and VX-23 conducted catapult launches and arrested landings in order to verify EMALS and AAG performance mandates. The shipboard events confirmed more extensive testing previously conducted ashore in Lakehurst, New Jersey, ensuring the operational safety of both aircrew and flight deck Sailors.

ACT began on Jan. 16 and concluded with 211 successful launches and arrestments using EMALS and AAG technology. The *Gerald R. Ford* now has 958 total traps to date and will likely surpass 1,000 launches and arrestments during the upcoming Flight Deck Certification (FDC) phase, currently scheduled for March, when her crew and Carrier Air Wing (CVW) Eight will take over all aspects of flight operations. The crew is fully prepared for FDC, having already received hands-on experience with EMALS and AAG via several training and test events.

ACT also allowed the crew and embarked test personnel to qualitatively evaluate the effect of the *Ford*-class air wake, or burble, and its compatibility with all types of fleet aircraft the Navy uses on an aircraft carrier. Aircraft were launched and recovered in different environmental conditions and sea states, and with varying aircraft weights—from heavy aircraft in light wind conditions to light aircraft in heavy wind conditions.

“At this point we’ve proven time and time again—this underway with 211 launches and recoveries on-and-off the deck—that we’re ready to shoot and catch all aircraft,” said Chief Aviation Boatswain’s Mate (Equipment) Louis Mountain from Ford’s Air Department. “We’re happy to show the fleet that we’re ready to start slingin’ and bangin’ and get aircraft on-and-off the deck. *Ford* is ready.”

The information captured during ACT will continue to inform improvements and modifications for the *Gerald R. Ford* and follow-on *Ford*-class aircraft carriers. Coupled with the historic aspect of this ACT, the culmination of this testing phase was not lost on Ford’s Commanding Officer, Capt. John J. Cummings.

“(The crew) came into ACT as pioneers; we wrote the book for the *Ford*-class for the rest of its history,” said Cummings. “By

supporting the five aircraft that came to *Ford* to validate launch and recovery wind and weight envelopes, our Sailors are fully aware of the importance of this historic event. This was it—the book will be written and our crew’s name will be stamped on it.”

Akacem explained that ACT was more than a test and evaluation event—it was also a learning opportunity for *Ford* Sailors who have never had the opportunity to train on these new systems at sea or who may have never seen flight operations on board the Navy’s newest carrier.

“There’s no simulator for an aircraft carrier,” said Akacem. “There’s a lot of learning going on end-to-end, and we are learning a ton about how to operationalize these new technologies, and that’s the benefit of finally being out here at sea.

“We’re seeing the ship come to life. Just over the last few weeks, we’ve got salt air on the flight deck, we’ve got skid marks on the flight deck, and it’s really starting to feel like an aircraft carrier.”

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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

7 February

Page 3.

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

The limestone formation underlying so large a portion of Knox and Waldo Counties, is of uncertain age. It seems to be almost entirely lacking in fossils, which would of itself seem to indicate a special variety of geological conditions extended over repeated ages. Geologically speaking, the rocks in this portion of Maine are probably among the oldest of any in the known world. This limestone crops out in various places throughout Knox and Waldo counties. The geologists say, generally, wherever found in this district, it lies between strata of talcose, micaceous, and argillaceous slates.

Samuel Waldo of Boston, having by purchase or inheritance from his father, Jonathan Waldo, obtained a title in the lands of the St. George and Medomac rivers and having made experiments upon the limestone found near the river at what is now called the prison quarry, and finding it good caused about 1833 a lime kiln to be erected, and lime was burnt in considerable quantities for the Boston markets. This was the commencement of an industry, on which, to-day, the people of Knox County, directly and indirectly, in a great measure, depend for their prosperity. The lime of Knox County has been examined and tested by experienced lime men, architects and builders, from Maine to the Gulf States, who universally pronounce it the best produced for nearly all purposes for which lime is used.

The lime industry is carried on in the city of Rockland and the towns of Thomaston and Camden. The quarries are situated about one mile and a half from the kilns. The kilns are always built near the water-front for the purpose of easy shipment by water, by which channel nearly all the lime is sent to the various markets. The process of quarrying, transportation of the rock to the kilns and its manufacture into lime, is nearly the same in all quarries and kilns in Knox county. The quarries from which Rockland and Thomaston get their supply of rock, are about one and one-half miles from their kilns; also the rock for Rockport and Camden kilns comes from quarries two to three miles from kilns. Rockland and Thomaston quarries generally run north and south, extending one and one-half miles in length, with an average width of from 150 to 200 feet and some 50 feet deep. The deepest quarry is about 150 feet.

The rock is separated from the native ledge by blasting. Until within a few years, gunpowder may be said to have been exclusively used for the purpose of blasting lime rocks. The blasting or digging of rock in the quarries is done by what is known as the small short system. The small short system consists of drilling holes into the rock with steel pointed drills about two inches in diameter to six to ten feet in depth. Whole drilling the rock the workman pours, now and then, a little water in the hole; this serves to preserve the temper of his drill, and makes the rock easier to cut. When using gunpowder for quarrying the rock, two men can drill, blow and break, on an average of ten hours per day, 120 casks of rock. For a number of years there has been a great revolution in and around the quarries and kilns. One of the changes is in the removing of rocks from the quarries, which was formerly done by horses, but now, in most of the quarries in Rockland, is done by steam derricks and tramways. There are two tramways in use in Rockland quarries. The distance between the towers of one of these tramways is 500

feet. It is said to be the longest tramway in the country. The advantages of a tramway over a derrick are many. It will take with the use of the tramway, only about ten minutes to load the buckets, hoist them 100 feet, and dump the rock in cars on the bank of the quarries. There are about 20 engines used for hoisting rock, running the steam drills, and pumping water from these quarries. The average power of these stationary engines is 30 horse power. Most of the quarries in Knox county are very deep, requiring a great expense for the pumping of water. A good steam engine and a set of pumps are indispensable for every quarry of any extent. Much expense, now and then, is incurred in clearing away chips and other loose debris from the quarries. For a few years past, at Rockport, they have operated two engines on a narrow gauge road, running two and one-half miles from quarries to kilns. This road cost \$40,000. This road supplies nearly all the kilns at Rockport. The kilns not accommodated by this road, at Rockport and Camden, use horse teams. The rock for the kilns at Thomaston is transported by horses; but within the last year, the manner of transportation of the rock for the Rockland kilns has undergone an extraordinary transformation. A corporation, known as the Rockland Lime Rock Railroad Company, commenced building a standard gauge railroad. They have built and equipped for active work, up to this time, 10 miles of surface road. This road is at present employing two engines, 264 cars, and about twenty men, in the transportation of rock from the quarries to the kilns. The mouths of the kilns being a greater elevation than the railroad bed, they were under the necessity of building trestle work to reach them. One and seventy-four hundredths miles of this work has already been built. This trestle work is all built out of yellow pine brought from the south. This road will, when completed, cost over \$300,000.

The kilns in Rockland are not at present all supplied with rock by this company. It is claimed, by good authority, that this road will be able to put rock upon the kilns at a great deal less expense than can be done by horses. It takes one two-horse and one four-horse teams, with two drivers, to haul the rock for a kiln. On an average, the former team will haul 12 casks, and the latter, 18 casks of rock per load. If all the rock for the kilns in Knox county for 1888 had been hauled by horses, it would have required at least 550 horses to have done the hauling, and given employment to 184 teamsters nearly all year around. These teamsters generally receive about ten dollars per week for their work. Previous to 1856, lime was all burnt in what is now known as the "old fashioned kilns." Kilns are always built upon the sides of hills, so as to give a good chance for their economical working, which gives a better chance for sheds in which to store lime, wood and casks. These "old fashioned kilns" were constructed on the following plan, viz: they were on an average, about 6 ½ feet wide at the bottom, tapering a little towards the top of the kiln, 20 to 23 feet long, 12 feet high; they were constructed out of field rock, laid in lime mortar. These kilns would make from 400 to 550 casks at a burn. With good lump rock, they would produce two-thirds lump lime; but in comparison with the patent kilns now in general use, it cost a great deal more to produce the same amount of lime. Owing to this fact, the "old fashioned kilns" have become almost obsolete. There are not more than ten "old-fashioned kilns" in Knox county at this time. It took five days and nights to burn an "old-fashioned kiln," giving employment to a day man and a night man. The first patent

kiln built in Rockland, was about 1856. These are constructed of granite, and lined inside with fire brick. These patent kilns average in height 28 to 36 feet above the arches inside of kiln, averaging seven feet in diameter. At the bottom is a hopper, on an inclined plane of 45 degrees; below this is an iron door from which they take the lime from the kiln. Six feet above the hopper are the arches, from which the kiln gets its heat or blaze to burn the rock into lime. The rock, by the power of the heat, passes through a chemical change, which consists of expelling the carbonic acid, and lime is left.

There were in Knox County in 1888 ninety-two patent kilns and the total production was 1,800,000 casks of lime. Of the 85,000 cords of wood consumed about 52,173 were imported from the Maritime Provinces. The wood was invoiced for about \$1.50 per cord. Our domestic manufacturers paid on an average \$3.75 per cord. The gross sum paid to foreign producers of kiln wood was \$195,648.75. To freight this 52,173 cords of wood there were 602 foreign arrivals at Rockland alone. This wood was brought in what is known as St. John's wood boats. These boats will carry from 50 to 60 cords on an average, per load. The crew generally consists of three to four men to a vessel. The lime is put into casks that will hold about two bushels and a peck. It will take about five coopers working nearly all the year through to supply the lime casks for a kiln, or about 460 coopers to make all the casks required for the kilns in Knox county for the year 1888. These cases are made within a radius of twenty miles of the kilns. To burn, fill, cooper and put on board of vessels and care for shipment, requires about six men to a kiln or about 644 men to the kilns in Knox county. To distribute this lime to the various markets it takes 275 vessels. These vessels, on an average, for the Boston market, will carry 700 casks; vessels for New York market will freight 1,500 casks. This gives employment to over 800 sea-faring men. Boston and New York are the two principal distributing points for the lime. The Knox & Lincoln railroad transported for the year ending December 31st, 1888, over their road, 114,000 casks of lime.

It is claimed that the first cargo of lime ever shipped to New York, was by Samuel Rankin in 1823, from East Thomaston, now Rockland, on board the schooner "Leo," Captain Josiah Spaulding. The lime sold in New York at \$2.00 per cask. In 1888, lime sold, on an average, in the markets at 97 cents per cask. There has been within the last year, a new quarry opened at North Warren, in Knox county, situated 2 ½ miles from the Knox & Lincoln railroad, where there is said to be a large quantity of fine rock. There has been a patent kiln erected, and a survey for a railroad to connect with the Knox & Lincoln railroad. At Lincolnville, in

Waldo county, there are one patent and eight "old-fashioned kilns." The quarries are situated four miles from the kilns." This lime is almost all shipped to New Bedford, Massachusetts. There have been a number of experiments tried, and a great deal of money lost by the experimenters, to find a cheaper substitute for wood in the production of lime, such as soft coal, crude petroleum, etc., but without success up to the present time. To run these plants requires an active capital of over three quarters of a million dollars annually, giving employment, directly and indirectly, to 3000 men. These employees, as a class, are intelligent, industrious and frugal. There are but few foreigners employed in this industry. Quite a percentage of the workmen own their homes.

As in all other commercial transactions, the lime burners of Knox county are not ex-

empt from competition. Their competitors are our neighbors of the Maritime Provinces. The St. John lime comes into direct competition with the Knox county lime, in the eastern states, and more especially in the markets of Massachusetts and New York. Lime can be produced cheaper in the British Provinces than here in the state, and as the status of the lime industry in the states is at the present time, if it were not for the superior quality of the lime of Knox county over the St. John, the latter lime would drive the former out of a great many of its markets; but notwithstanding the finer quality of the Knox county lime over the St. John, the latter lime is being used in conjunction with the Rockland lime in building and other industries. Good authorities estimate that in the year 1888, there were shipped to the states 225,000 casks of this St. John lime. The duty on this lime is ten percent ad valorem, but the lime is invoiced for thirty-five cents per cask, which gives a specific duty of only three cents per cask.

An analysis of the twenty-nine returns received by the Bureau of lime manufacturers shows eighteen concerns operation both quarries and kilns; ten, operating kilns only; and one quarries only.

Page 4.

ICE NOTES.

W. Cutter & Son, the Bangor contractors, are still further enlarging F. W. Ayer & Co.'s extensive plant of ice houses at South Brewer.

The Clark and Chapin Ice Company are cutting ice on Sebago Lake, twelve inches thick and clear as crystal and are shipping large quantities to Boston by rail.

Ice is now being shipped direct to the large cities from the ponds at Belfast, Bristol, Rockport, Boothbay, Wiscasset, Phippsburg, Horse Island Harbor and Gun Point.

The latest company to engage in the ice business on the Penobscot is composed of C. S. Pearl, J. F. Woodman and Frank C. Brackett, all of Bangor. An ice house of 6000 to 7000 tons is being erected by them on the steamboat wharf, this city.

New York parties are negotiating for the use of the old Haynes & Lawrence houses, in Randolph, which have a capacity of some 50,000 tons. These houses have lain idle for a number of years, and Randolph people are now looking forward to the opening.

The Clark & Chaplin Ice Co. are erecting three large ice houses in addition to their present stand at South Gardiner. M. D. Harrington, of Augusta, will superintend construction. They have also taken the contract to fill the Page houses in Hallowell and have commenced work.

Extensive operations under the direction of representatives of two New York ice companies, will soon be commenced on Winnecook Lake, Unity. They propose to pack as long as the season lasts, unless the Hudson freezes so as to enable them to operate there, in which event they will close work in Unity about the middle of this month.

J. E. Clark, of Bar Harbor, is to cut and ship ice this winter from Hodgdon's Pond at Seal Cove. New York parties have already commenced to cut and ship from Northeast harbor, and will harvest a large quantity on the island. Every pond on the island is now under the control of the ice companies and they are all making arrangements to cut large amounts.

The Parker's Head ice property at the mouth of the Kennebec has been bought by A. G. Chase of Randolph, and S. N. Glazier of Hallowell. This is the sole right to cut ice on a lake area of three hundred acres, the largest privilege of its kind in Maine. There

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are no houses and the ice will be shipped directly from the water to the vessel. Mr. Glazier has closed contracts for all the ice the firm can cut on its new purchase. Vessels have already been chartered, and shipping will commence as soon as possible.

The annual meeting of the American Ice Company, successor to the Penobscot River Ice Company of this city, and the Willis Ice Company of Washington, D. C., was held in this city Tuesday. Officers were elected as follows: President, F. H. Ciergue; Vice President, E. L. Stewart; Treasurer, M., H. Wardwell; General Manager and Secretary, C. E. Field; Auditor, J. C/ Taylor. Directors, F. H. Ciergue, E. L. Stewart, J. A. Bacon, C. E. Field, and C. M. Stewart, of this city, and E. M. Willis, J. C. Taylor and John Lynn, of Washington.

Asyndicate of Bucksport business men, comprising Captain Mark Gray, George Eldridge, W. N. Lee and Chas. Williams, are actively engaged in cutting ice at Silver Lake, for shipment from Bucksport. A portion of the property of the Central Wharf Co. has been leased, upon which an ice house 80x100 ft. is being erected in which, when there are no vessels ready for loading, the ice will be stored. The vessels will ordinarily be loaded directly from the pond, the ice being brought in by teams and sluiced from a platfor, adjoining the store of C. C. Homer & Co., to the deck of the vessels.

Ice cutting is now in full blast on the Penobscot and ice of splendid quality and fifteen inches or more in thickness is being rapidly harvested. The probable cut on the river for the season is put at from 350,000 to 400,000 tons. The amount which the various operators will put in is as follows: E. & I. K, Stetson, 15,00; Penobscot, 45,000; Morse & Co., 20,000; F. W. Ayer & Co. 50,000; Katahdin, 40,000; Union, 30,000; Dirigo, 25,000; D. Sargent’s Sons, 28,000; new England, 10,000; Arctic, 28,000; C. G. Sterns Co., 14,000; Orrington, 30,000; h. W. Smith & Co., 7000; E. H. & H. Rolins, 10,000; making a total of 351,000 tons. This total is likely to be largely increased by stacking if the conditions are favorable, present indications being that every block of ice cut will be sold at good prices.

Ice cutting is going on at a tremendous rate on the Kennebec and the river is besieged with ice men from New York and the South. The poor prospects for securing anything like a full crop on the Hudson have sent many dealers who have hetherto depended upon that river, to the State of Maine for their ice. The capacity of the Kennebec houses is rated at 1,250,000 tons, and prominent iceman says that every available inch will be utilized. In addition to this an amount of ice will be stacked this season for larger than ever before known on the river. Several of the companies which commenced housing ice last week now have their houses half full and the ice is bring secured at a very small cost. The fever is reaching such a height that private parties who own land in advantageous places along the river are considering the utilizing of them by putting up large stacks.

Page 5.

Real estate transfers at North Lubec amounting to \$2700 have recently been recorded in favor oth the North Lubec Improvement Company

Messrs. S. K. Whiting and E. H. Greeley of Ellsworth have purchased the property of the Bar harbor Land Company situated non Hancock Street, Bar Harbor.

The Bay Point, Rockland’s elegant summer hotel, will open to the public July 1st. The managers are now in correspondence with a well-known Florida hotel man, with

a view to securing his services as landlord.

Messrs. Brookmine and Richardson, of St. Louis, Mo., who have recently consummated land purchases at Biddeford Pool, will doubtless do much towards restoring this once famous summer resort to its former glory. There is no more delightful place on the coast of Maine than Biddeford Pool, and it is sincerely hoped that these western gentlemen may boom it in every possible way.

Old Orchard people ar taling now of a race track. A lot of land of sufficient size and conveniently located can be obtained for almost nothing, and the Boston & Maine Railroad will haul free of charge all the earth that may be required for the purpose of building a half-mile track at Old Orchard. It is thought that such a piece of property would be a paying investment, and it would not be surprising if such a track was completed before July next.

The Boothbay Land Company, at its recent annual meeting elected the following officers: Preesident, James F. Bliss, of Boston; Treasurer, G. B. Kenniston, of Boothbay Harbor; Clerk and Secretary, R. E. Goodwin, of Augusta; Directors, James F/ Bliss, Boston, John G. Stetson, Boston; W. H. H. Andrews, Boston; S. S. Marble, Waldoboro; Richard C. Goodwin, Augusta; G. B. Kenniston and A. R. Nickerson, Boothbay Harbor.

Maine’s Mountain Coast.
The future Summer Resort for Uncle Sam’s sixty millions.—Mount Megunticook the only Mainoand Mountain that comes down to the Ocean’s edge.
(Correspondence of The Journal.)

No state bordering on the Atlantic coast of the United States possesses so many and varied advantages as a summer resort for Uncle Sam’s family of sixty millions as does the state of Maine, with her miles of rock bound and mountain coast, her exhilarating summer air and her invigorating climate. With her lakes and lily ponds, mountain roads and seaside pathways, with her hills, springs, and brooklets, her river banks, her wayside beaches and her ocean roaring coast, with her spruce and oak, her pines and fir balsams, all contributing to health, pleasure and enjoyment.

Few, perhaps, save mariners, who coast along the Atlantic form port to port, are aware that from Passamaquoddy to Panama there are but two points where mountains come down to the ocean’s edge and that both of these are in Maine—one on the island of Mount Desert, the other Mount Megunticook, on the mainland at Camden Harbor. So it seems that Nature has not been prodigal of such unions. This combination of mountain and ocean has given and is giving an activity to real estate in these two localities possessing this double attraction.

Of the sixty millions of inhabitants of the United States a great portion live in the interior and during the summer season of the year a large percentage, which is increasing every year, must come to the seashore to recruit their energies and to sp end several weeks or months, some to the boarding house and summer hotel, some to their cottages and other to their summer homes and villas, and to accommodate all these, there is no seacoast that surpasses Maine’s in accessibility, healthfulness and beauty. A million or tow of our country’s overworked, weary, wilted and plethoric population are coming and can come and have summer homes along our coast and not be crowded either, and only those who want the choicest spots will be compelled to pay high prices for building sites.

The south and west are looking to the

cool coast of Maine for relief from their own sweltering summers. They mentally know and physically feel for weeks at a time the difference between 64 and 100 degrees Fahrenheit. They are beginning to appreciate the effects of our exhilarating climate and to know something of the original “down east Yankee” and why he is so ruddy and robust and lives beyond his three score years and ten. These and many more tangible signs are unmistakable indications that the coast of Maine is to be, and is fast being made, the nation’s future summer resort.

Camden, Feb. 3, ’90.

EARL AYYERS.

Page 7.

A Pig as a Fog Horn.
How A Sea Captain was obliged to revise his Code or Signals.

A coasting schooner was becalmed in the fog off the cost of Maine not long ago. It was a genuine Bay of Fundy fog of the same variety that the man inadvertently nailed an extra course onto while shingling his house. You could not see the end of the bowsprit from the foremast and a man up aloft might have been ten miles form earth for all that he could see. Not a breath of air was stirring , and the sails only statted lazily as the vessel rolled on the swell.

The skipper was anxious, for he was right in the track of the steamers, and the New York, of which his brother was captain, was just about due. He commanded the look-out to keep the horn sounding vigorously. Alas, the man carelessly laid the horn on the

rail for a moment, and it rolled overboard. The delinquent was treated to a liberal dose of profanity, but of what use was that? Presently the whistle of the steamer was heard through the fog, and the noise of the paddles as they tore up the water. She was evidently gearing right down upon them. Skipper and crew shouted until their lungs were sore , beat on pans form the galley, but to no purpose. Every instant they expected to be sunk on the onrushing steamer.

Suddenly the skipper’s eye fell on a lusty young pig, that was being transported in a temporary pen. In a trice that porker was out, a powerful sailor gripped his tail with a pair of pincers and gave a twist with the energy born of despair. Heaven! What a squeal rent the air. “Keep it up! Keep it up!” yelled the skipper, as he danced up and down with excitement. The blasts of the steamer’s whistle redoubled in frequency, and her machinery stopped. In a few moments her outlines emerged from the mist right over the schooner. Half the crew and passengers were on the forward deck.

The captain leaned over the rail and shouted: “You blank dash son of a dash blanked lubber, what in dash bank, blank to dash and return, are you trying to do? I’m blanked it I didn’t think I was going ashore right into the midst of a dashed pig yard.”

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17' SCOUT 175 SPORT DUAL CONSOLE, 2020. With Yamaha F90LB, White hull, bow cushion, bimini top, dual battery select switch and trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.

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



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21' SCOUT 215 XSF CENTER CONSOLE, 2020. With Yamaha F150XB outboard, Midnight blue hull color, sport package, aluminum T-top with aft spreader light, T-bag, rocket launchers, forward seating backrests and stern seats, T-top enclosure, powder coat T-top option, raw water washdown and trailer. Call for more details and pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



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