

Maine Coastal News

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FREE



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Sébastien Simon on ARKEA PAPREC, who off Cape Town hit an underwater object damaging his boat and forcing him to retire from the race.

The Vendee Globe is a singlehanded non-stop race around the world starting and finishing in Les Sables d’Olonne, France. It is the most challenging yacht race in the world and also might be the most challenging event in all of sports. The boats used are 60-footers designed to the IMOCA rule, which allows a lot of freedom in the design. However, designers might be innovative, but also realize these boats will be venturing into the roaring forties and screaming fifties, where conditions are extreme, so safety becomes the major design concern. The competitors train for years to compete in this event, and many return for the next one, just hoping to win the holy grail of yacht racing. This race is dominated by the French, who have a passion for this kind of racing, but there are always a few from other countries hoping to best the masters.

This write-up is a condensed version of press releases issued by the organizers of the Vendee Globe.

9 November, Day 1

The 33 racers in the Vendee Globe headed across the Bay of Biscay in relatively light air. Some choose a southwesterly course, but the newer designed foilers took a northwesterly approach. There were not many problems, but two racers snagged fishing gear on their appendages and a couple had minor sail issues. Damien Seguin on GROUPE APICIL shares a slight lead over Jean Le Cam, YES WE CAM! Damien was born minus a left-

hand and despite this handicap he has been successful in every type of sailing race he has entered whether in or offshore.

A front was approaching the competitors and this will bring high winds, gusts over 40 knots, and rough seas up to 15 feet. After the front, the winds will be lighter as they head towards Spain. The challenge is to find the most wind in the predicted light air and that is why some went further west, but this means tougher conditions with the approaching front.

Fabrice Amedeo on NEWREST - ART & FENÊTRES suffered damage at the top of his mast and returned to Les Sables d’Olonne briefly to make repairs.

10 November, Day 2

The faster foilers still heading west and getting ready to face the front during the night. The front is expected to last five to six hours. The wind will drop, but the seas will remain high as they head south. Next the racers need to consider tropical storm Theta, which they could encounter. The faster foilers may pass to the west, but all should avoid if possible.

A couple of issue: Damien Seguin went over the side to free a fishing net from his keel and Arnaud Boissières went up the mast to release the halyard hook, which freed his gennaker.

Leading is Benjamin Dutreux (OMIA WATER FAMILY) due to his more southerly course. The record to the equator was set by Alex Thomson in 9 days 7 hours in 2016.

However, at this time, the racers are about three days behind this time.

11 November, Day 3

Jérémie Beyou (CHARAL) suffered a broken backstay and rudder damage 600 miles from the start and is returning to Les Sables d’Olonne to make repairs. The start line is open for 10 days following the start so it will close 18 November at 1420 hrs. If he can stay on port tack he should be back in port on 13 November. They have a spare rudder and depending on the extent of the other damage she should not be in port long.

The leader is Maxime Sorel (V & B-MAYENNE). The older designed boats are holding the lead due to their more southerly course following the start, but the foilers are quickly making gains with Charlie Dalin (APIVIA) now in fourth 12 miles back of the leader. Three other new foilers are just behind him.

A major issue occurred on PRB, Kevin Escoffier, when a valve on the foil box failed causing an influx of water. He has since repaired this. Armel Tripon (L’OCCITANE EN PROVENCE) had a halyard hook issue. As for Fabrice Amedeo (NEWREST ART ET FENÊTRES) he restarted at 2315 hrs. on 10 November.

12 November, Day 4

Britain’s Alex Thomson (HUGO BOSS) has slid past the Azores and into the lead by a mere 13 miles on the western side of a low-pressure system. Tomorrow the racers should be faced with a much more extreme

low when they are confronted by Theta. The older and newer designed boats are still mixed as they fight their way south.

Issues continue to surface. Sébastien Destremau (IMOCA MERCI) exhausted from sailing fell asleep with the boat heading north. Louis Burton, who was over early at the start, served his five hours penalty during the night and lost 70 miles. That was not his only problem when a leak developed in his keel cylinder spilling oil inside the boat.

13 November, Day 5

Alex Thomson (HUGO BOSS) is still in the lead (26 miles) and was the first to face tropical storm Theta. His course brought him close to the centre of the storm and then he gybed in 40 knots of wind and 15 foot seas. This should be a huge benefit to him and Jean Le Cam, who sailed a similar course. Other racers had different thoughts of the best way through the storm.

Kevin Escoffier (PRB) still has issues with water coming in, which took two hours to clear. He was sailing downwind through the storm and being a little conservative.

Other issues: Sébastien Simon (ARKEA PAPREC) went up his mast to repair the wind vanes; Maxime Sorel has auto-pilot problems; and Louis Burton (BUREAU VALLÉE 2) is repairing a bulkhead.

14 November, Day 6

Jérémie Beyou (CHARAL) arrived at

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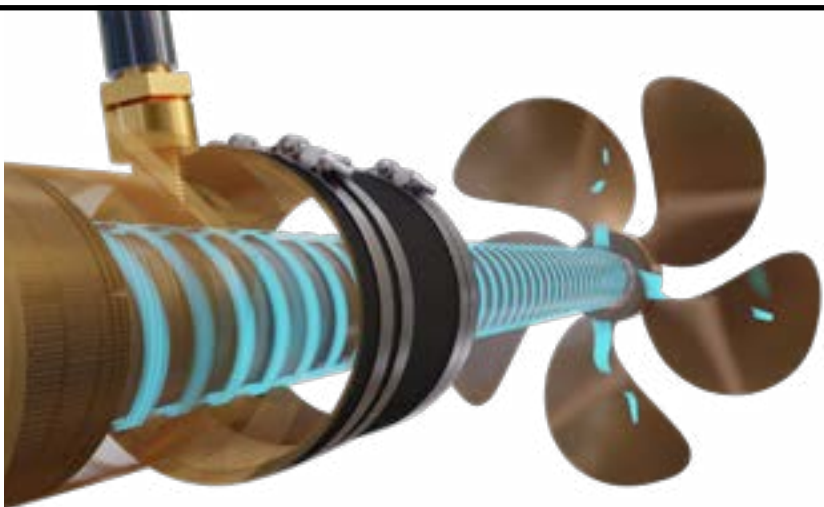
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“I am not afraid of storms for
I am learning to sail my ship.”

—Louisa May Alcott



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Advertising Deadlines: The deadline for the February issue is January 8.
The deadline for the March issue is February 5.

MCN's Calendar

On-going Exhibits

Gone Fishing
Penobscot Marine Museum
Searsport
Info: <https://penobscotmarinemuseum.org/>

Souvenirs of the Orient
Penobscot Marine Museum
Searsport
Info: <https://penobscotmarinemuseum.org/>

Working the Bay: History, Economy and Recreation of the Penobscot Region
Penobscot Marine Museum
Searsport
Info: <https://penobscotmarinemuseum.org/>

Hall of Ship Models
Penobscot Marine Museum
Searsport
Info: <https://penobscotmarinemuseum.org/>

Shipwrecks & Salvage
Maine Maritime Museum
Bath
Info: www.mainemaritimemuseum.org

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

De Wind is Op! Climate, Culture and Innovation in Dutch Maritime Painting
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Enlightened Encounters: The Two Nations of Manjiro Nakahama
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“The SPRAY will Come Back”: Sole Circumnavigator Captain Joshua Slocum
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“Go a Whaling I Must, and I Would,” Life On Board a New Bedford Whaling Vessel
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Scrimshaw: Shipboard Art of the Whalers
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Voyaging in the Wake of the Whalers
Mystic Seaport
Mystic, CT
Info: mysticseaport.org

MARCH CANCELLED
Maine Fishermen’s Forum
Samoset Resort
Rockport
Info: mainefishermensforum.org

Publisher's Note

Finally, as I am sure that you are tired of hearing about it, ‘Version 3’ of my vessel database is done, shipped and should be up online the middle of December. This ‘Version’ added about 35,000 more vessels, but also added more information to the vessels currently up online. You will not be surprised to learn that I have already started updating ‘Version 4.’ I am also creating a database of events, a dictionary/encyclopedia and another for marine-related people to make the website that much more informative.


When I was setting up the folder for this issue, I realized it said 34, which means that I have been doing this for 34 years. I have never done any other job, other than this one, longer than 10 years. The 34 years also does not include my years working part-time covering the waterfront for the ‘Bangor Daily News’ from 1982 to 1987. I worked for Bud Leavitt in the sports department and gave them two articles a week, which became a great learning experience. Bottom-line, that is a lot of years, but it certainly has not felt it. Sometimes it is a little challenging to go on the long runs, but in the end, it has all been worth the effort. Over the years people have come and gone, but always seem to remain around in some way. Boating comprises those that work in the business and those that play. Those that are commercial fishermen and even some that work in the boat yards, usually like to stay as long as their body will let them. Some have to stay, but some because they love what they do. As for those on the pleasure side, for some it is the same, but there are always those that find boating is not their thing. Sometimes it is the cost, maybe it’s the time, and sometimes the spouse has a different idea for something else to do. Costs can be kept down depending on how much you can do to take care of your own boat and time, if it means enough, you will make the time. The last problem is easy to solve, get a new one! As for retirement, I am not ready for that and will try to do this as long as I can. I will say that I will change somethings to create more time to be out on the water.

I finally had CINDY JEN hauled the day after Thanksgiving, but what a beautiful morning it was and it seemed like maybe I could have squeezed a little more out of the fall. One big problem was that insurance companies do not want you in the water that late into the season. It may be okay in a very protected harbor, but Searsport is not that well protected. Fortunately, Wayne Hamilton and Travis Otis, the Searsport harbor masters, realize this, and make sure that the moorings are good and properly taken care of. Still, anytime a good blow heads up the coast there are a number of boats that end up with a variety of damage from dragging or going ashore. This means claims and the insurance companies want to lessen the chance of this so they want you high and dry by mid-November.

One of the projects I wanted to do this winter was strip the peapod and get her repainted for next season. Well, I tried moving her into the shop, but she was not going to fit easily and was a little too close to the woodstove for my liking, so that is now going to wait until better weather in the spring when I can do it outside.

With the boat up, weekends are a little freer and for me there is nothing better I love to do than sit and read a good book and there are plenty of them. Unfortunately, when I was young, I did not read the classics as I should have and now it is a game of catch-up. One classic I finished this summer was Alfred T. Mahan’s “The Influence of Seapower Upon History.” I knew much of the history discussed, but his interpretations of the events were interesting. I followed that book up with an excellent book on the Spanish Armada by Neil Hanson, titled “The Confident Hope of a Miracle, The True History of the Spanish Armada.” This book was suggested by Joe Mosier of Nautical Scribe in Stockton Springs and was a real joy to read. I would highly recommend this one and I am sure you might have a new appreciation of the way of life back at that time. You might even feel sorry for those Spanish mariners that were shipwrecked, because if they were not claimed by Davy Jones the English put most to the sword. Now, I grew up not far from New Bedford, so in school you learned all about the whaling industry and even had road trips to the New Bedford Whaling Museum in New Bedford. My last visit to the Whaling Museum two summers ago I saw an exhibit on the whaler CATALPA, and knew I had a book on it so that one came next. The British and Irish have always had issues and this was a story about several Fenians, who were Irish people struggling for their freedom from Great Britain’s rule. A number of Fenians were captured in an inn, tried, and convicted. Those that were serving in the British army were sentenced to death, but instead of executing them they were sent to the penal colony at Freemantle, Australia for the remainder of their life. During the time they were there the British softened their stance on the Irish and freed those that had not been in the military. The short version is that a whale ship was sent out to Western Australia with the hope that those military Fenians could escape and get on board CATALPA and come to America. This might have been more of an international incident, but the British had supported the Confederates in the Civil War and they were still trying to mend their diplomatic position. Now I am reading Frederic B. Hill’s book “Ships, Swindlers, and Scalded Hogs, The Rise and Fall of the Crooker Shipyard in Bath, Maine.” This has been a very interesting book on what went on, mostly in Bath, but also around the State and beyond in the mid-1800s, by two successful brothers and how one ended up in extreme debt and the other escaped financial ruin to do research in botany.

With all that is going on I just might be able to get a lot more than usual done this winter. The computer is ready, books are piled up next to the couch and the woodstove can be fired up anytime in the workshop – I am ready.



The tanker GREAT EASTERN anchored in upper Penobscot Bay the middle of November.

SARDINE CARRIER PAULINE GETTING REBUILT

STONINGTON – For years fisherman and boaters have been asking about the fate of the sardine carrier PAULINE, which has been tied to the dock at Billings Diesel & Marine in Stonington for a number of years. More than ten years ago she had some major work done to her hull, but then she sat with a rumour coming out once and awhile about new owners. A few years ago PAULINE was acquired by OceansWide of Newcastle. Many waited to see what would happen and last summer great news was circulating that she would be rebuilt this winter and she would look like a sardine carrier again.

One of the main hurdles was to find someone to rebuild the hull and OceansWide has made an agreement with Clark & Eisele Traditional Boatbuilding. Tim Clark, added, “We were asked by Andros Kypragoras to take over this project. He was going to be the shipwright on this and he had been talking with Buzz (Campbell Scott, Executive Director of OceansWide) for the past couple of years. OceansWide is a shore-based youth marine science program. They do a lot of collecting of discarded lobster traps and science related stuff. Buzz, who started the organization, is a career marine technician. He’s worked in Antarctica and out on the west coast. He wanted to start an organization here in Maine where they could do that stuff with kids and he wants to convert PAULINE back her to original configuration as a sardine carrier, but also equip her with modern marine science research equipment so that he can conduct his programming onboard.

“One question that a lot of people ask is why this boat?” continued Tim. “Buzz grew up on Monhegan and was a commercial fisherman growing up. He has a lot of ties and a lot of love for that community so his idea was that the science is obviously critical to the future of Maine’s fishery and sustainability and environmental protection, but also with a nod to the past. So, he wanted to get a boat that has that history and sort of have it be symbolic of that, so PAULINE fits the bill. Billings donated the vessel with the agreement that Buzz would hire shipwrights to come in and do the woodwork. The agreement with the yard is that they would do everything else, any systems, electrical, mechanical and painting.”

They have already started. The boat is covered and they have opened up both ends to see what they were dealing with. Tim explained, “We found a lot of what you would expect in a boat that has sat as long as she has. So far, the worst of it are the two ends of the boat obviously because the super structure is not covering those portions. Most of what we are finding back in the stern is original framing and then up forward there was a lot

of work done a number of years ago. The problem is that none of that framing got painted or bedded so the planking started rotting. One round of work they put some pretty inexpensive Doug Fir planking in her and that all rotted. When that went it started rotting the frames.”

At the bow they have torn planks off back about 25 feet from the stem. Tim added, “The stem had to come out, all the associated stem knee and all those backbone pieces that connect the knee to the keel are all gone so we have got a pattern to make a new one of those. As we are getting toward the sections that are under the super structure the frames are starting to look better so we suspect that she may need a lot of top timbers and what not along the sheer the whole way because the covering boards have been leaking. I think down low we are going to find a lot of the frames, buttocks are okay. Inside, we will tear out the ceiling planking amidships so we can see what the frames look like from the inside rather than tearing all the planks off. That is the plan for now.”

“Next year the boat is scheduled to be on the indoor inside railway,” continued Tim. “If we get the hull done, then she can be re-floated and moved indoors and then we can tear the cabin off. We just ordered a whole bunch of framing stock which is out front and right after the New Year we are going to bring in a full crew so we can really start getting some work done and try and button up the hull.”

When they go on the inside railway at Billings, they will finish the hull if not completed, add the bulwarks, lay a new deck, put in the interior and build the aft cabin. There is no design for the interior yet,” said Tim. “There’s going to be student bunks and some small science lab. It will be pretty basic, but quite a lot of work still.

They are still searching for funding, but they feel confident that they will be able to add the crew and easily repair to above the waterline.

Clark & Eisele also has another project to do the end of this coming summer/fall, which is making repairs to the 1927 New Jersey oyster schooner, now sail training vessel A. J. MEERWALD. She is very similar to the schooners J. & E. RIGGIN and BOYD N. SHEPPARD, ex-ISAAC H. EVANS as they were all built on the same river in New Jersey. She will be coming to Belfast where she will be hauled out and placed on city property near Front Street Shipyard. Tim added, “We will start getting a building up for that. That project was already contracted for and we told Buzz so he knew that we may have to leave this project for nine or ten months and then come back to it. She was restored in the mid-‘90s and the education



The sardine carrier PAULINE hauled up on the railway at Billings Diesel & Marine in Stonington, where she is getting extensive hulls repairs done by Clark & Eisele.

center where she’s berthed is actually an original oyster processing dock house that was restored. That is their education center and they run programming with the boat. The industry in that area was supposedly the biggest oyster industry in the world. Then Delaware Bay was hit with a blight in the ‘50s and wiped out the industry. The industry came back, but they decided they wanted to build this education center and restore the boat. Her restoration is getting on 30-plus years old now so the deck and covering boards and all the cabin trunks and all that stuff are all suffering. The hull is in pretty good shape. We did a survey for them a year and a half, two years ago and we laid out a long-term recommended plan and they are working towards making that happen. The idea is put a new roof on the house, new deck, new cabin trunks, so that everything below stays protected for the foreseeable future. They are trying not to miss a season as their summer season is very important to


them, so we have to cram all that work into nine months between their two seasons. That is going to be a pretty intense project.”

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PASSED OVER THE BAR

Arthur Adelbert Wood Jr.
1940-2020

On Wednesday, November 18 2020, Arthur Adelbert Wood Jr., loving husband, father and grandfather, passed away at age eighty. He was born in Belfast, Maine in 1940, the eldest of six siblings. Arthur proudly served twenty-two years in the United States Navy, first as a machinist and later as a Naval Counselor Senior Chief Petty Officer. After receiving his honorable discharge in retirement, he began a new chapter in his life, earning his Bachelors of Arts degree from Maryville College and taking a position as Business Administrator for the MSAD 54 Skowhegan school system. Arthur was an avid horseman who also enjoyed traveling, studying history & genealogy, spoiling his dogs and, most of all, spending time with his cherished family. He lived a life of honor, integrity and love. He died peacefully at home, surrounded by his children and granddaughter. He was preceded in death by this father, Arthur A. Wood, his mother, Theo (Gray) Wood, sisters Jean and Madelyn and his beloved wife of fifty nine years, Carol Anne (Tuplin) Wood, who passed away just four months prior in July 2020. He is survived by his two children Margo Flanary and Arthur A. Wood III, daughter-in-law, Gayle Gilberto and —his pride and joy—granddaughter, Kathleen Flanary. He is also survived by Kathleen’s fiancé, Grant Murphy, his brothers, Gordon and Edward, his sister, Marilyn, as well as his siblings-in-law, Thelma, Linda, Richard and many nieces and nephews. There will be a graveside gathering in the spring to celebrate Arthur’s life. Charitable donations in Arthur’s memory can be sent to The American Civil Liberties Union (ACLU), 18th Floor New York NY 10004 or made online at <https://action.aclu.org/give/now>.

Robert “Bobby” Waugh Blethen, Jr.
Georgetown, Maine
1979-2020

Robert passed away when his fishing vessel was lost at sea on 23 November.

Bobby was born on November 20th, 1979 in Portland, Maine and raised in Yarmouth, Maine. He was a caring child who easily connected with those around him and who was often found taking things apart and putting them back together at an early age. He began working in the fishing industry as a teenager. He excelled at the challenging work and went on to captain several boats, most recently F/V EMMY ROSE. Bobby was a respected member of the fishing community.

Bobby was a generous man. He took pride in being able to help friends and loved ones when needed. He was not concerned about possessions and would easily give away anything he had to someone who wanted or needed it. Bobby always had a story to tell and had an energy that drew people to him. In recent years he was happiest when spending time with his son, Jack. Never one

to sit still, he kept busy even when home, fixing up his family’s new house, playing outdoors, and socializing with his many friends.

He is survived by his partner, Ann Preble, and their son, Jack Blethen; his daughters, Taitum Rice and Haylie Caron; his parents, Robert and Debora Blethen; his sister, Lisa Blethen and her husband, Jonathan Pohorilak; his nephew and niece, Jonas and Edith Pohorilak; and his mother and father in-law, Judy and Chip Preble. He is preceded in death by his grandmothers, Edith Twombly and Nancy Blethen.

A celebration of life was held on 12 December at “the desert”, 254 Commercial Street, Portland.

Jeffery Matthews

SOUTH PORTLAND – Jeffery Matthews, 55, sank with his crew and went to heaven as a legend fisherman on Nov. 23, 2020, while he was at sea, doing what he loved.

Jeff, above all things was a family man. He lived and breathed for his three children and grandkids. He was the definition of selfless, always giving, helping and doing for others. If he wasn’t at sea fishing, he was with his family, whether it was helping to fix a car, teaching his grandchildren how to ride a bike, or giving his time to anyone who needed help.

Jeff spent over 35 years as a commercial fisherman. Some people might say he enjoyed being on the water more than he did being on land. Fishing was his life and soul. He was a hard-working, old-school fisherman. He was always there to help his crew no matter what the circumstances were.

When he wasn’t on the sea he was surrounded by his family. Family was his everything. He did more for everyone else than he did for himself. He always loved working on and driving his old jacked up trucks. He loved spending as much time as possible with his grandchildren. He also loved taking care of his mother Sandra, spending time with her or bringing her fish to cook. He was a dedicated individual in all aspects.

While his passing came as a surprise to all, we know that there was no other place that Jeff would’ve wanted to be brought to heaven. He always said that he didn’t want to die in bed old and not be able to do anything. If he died, he wanted it to be out on the water.

Jeff is survived by his three children, daughter, Racquel Matthews, son, Jeff Matthews, and daughter, Reyann Matthews; mother, Sandra Schiefer and her husband William Schiefer, brothers, Charlie Matthews, Joseph Matthews, Bobby Matthews and sister, Mary Ouellette; his grandchildren, AJ, Alexis, and Camden; niece, Natasha Dobson and Dana-Michelle Fagone, many other nieces and nephews, many cousins, his girlfriend, Amy Brown, ex-wife, Christina Leavitt, mother-in-law, Cheryl Leavitt, all his crewmates and many close friends.

He was predeceased by his father, Robert Matthews, and two brothers, Dana Matthews and Tony Matthews.

A celebration of life was held on 7 December, at Bruno’s in Portland.

Michael John Porper Jr.

NORTH BERWICK, Maine – Michael John Porper Jr., was born Feb. 12, 1982, in Gloucester, MA, and was living with his fiancé and daughter, Grace, in North Berwick when Mike was lost at sea On the morning of Nov. 23, 2020, Mike was on his way home from a fishing trip, when tragically the boat sank. Mike was a loving father to two beautiful daughters, Myiah Olivia Porper and Grace Ann Porper. Michael loved what he did he was always proud to be known as a fisherman. Michael has one living grandparent, Betty Hurst. He would always say, “that’s my girl,” bringing her a few filets of fish from trips while “Nana” would bring Mike his favorite sandwiches from a local shop in Gloucester.

Michael was born in Gloucester, MA, to loving parents: a mother, the late LeeAnn (Hurst) Porper and a father, Michael Porper Sr. Michael had three siblings: A brother, Jarred Porper and two sisters, Lindsay Porper and Lisa Pento. Michael had many nieces and nephews. He leaves behind from family to friends kids who all called him “Uncle Porper”. Everyone loved Uncle Porper. Mike leaves behind many aunts, uncles and cousins. He also leaves behind the love of his life, his fiancé, Ashley Gross. Michael and Ashley lived here in Maine and would always be traveling between Maine and Massachusetts for Michaels’s work. Never knowing whether they were coming or going, I would always just be waiting for the call that Michael was coming home to us.

Michael was preceded in death by his mother, LeeAnn (Hurst) Porper; his grandparents, Richard Hurst Robert Porper and Helen Porper, his “sitto”. Michael will be greatly missed by all who knew him he was always the guy making you smile and he himself had a smile that could brighten up a room. We can all hope that mike is at peace with his mother LeeAnn who he loved deeply watching over the family. Smiling down on us. There was a celebration of life for all four men on December 12, at 12 p.m., on the fish pier where the desert is. Mike will have a service at a later date in his hometown of Gloucester.

Ethan Ward Pownal

Unfortunately, there was no obituary for the fourth member of the crew of the F/V EMMY ROSE, which was lost on 23 November.

Captain John Prescott Doak
12-14-28 to 12-3-2020

John Doak went home to meet his Lord and Savior on December 3, 2020. He was predeceased by his beloved wife, Theola Baker Doak, and is survived by his two daughters: Sharon Nickerson and her husband David of Belfast, Maine and Sharon’s son Nathanael Steele of North Brookfield, Massachusetts as well as daughter Sandra Giles and her husband Lowell of Winthrop, Maine and Sandra’s daughter Heather Bailey of Gray, Maine and her children Kaylee Magee and Alex Horn.

John was a lifelong resident of Belfast Maine. He was active in Belfast politics, having served two terms on the City Council, school committee and Water District. Additionally, he served for several years on the Board of Appeals. John was employed for many years by Eastern Maine Towage Company, and was the Master of the tugboat CLYDE B. HOLMES. He went on to establish Doak’s Machine Shop, which he ran until his retirement. John was involved in many Christian ministries throughout his life. John was a member of Stockton Springs Community Church, a lifelong member of The Gideons International, was active in Central Maine Bible Conference (Fair Haven Camps), and served as a volunteer Chaplain at the Waldo County Jail. John had many interests. He was very proud of being a tugboat captain, and loved telling his “tugboat stories”. He also loved hunting and nature, as well as camping in Maine and the Canadian Maritimes. In his later years, he enjoyed bird watching, reading, and listening to bluegrass music. John has made many friends along the way, too numerous to list by name. He will be sadly missed. Funeral Services will be held at a later date with arrangements by Riposta Funeral Home. In lieu of flowers, Memorial gifts may be made to the following: Gideons International: <https://www.gideons.org/> Central Maine Bible Conference: <https://www.fairhaven-camps.org/> Stockton Springs Community Church.

U. S. Sailing to Make Leadership Change

BRISTOL, R.I. (November 13, 2020) – In line with the implementation of the new Strategic Plan and focus on the future, the Board of US Sailing announced today the departure of Chief Executive Officer, Jack Gierhart. US Sailing will immediately embark on a nationwide search for a new CEO.

In the interim, the US Sailing Board of Directors has appointed members of the Executive Management Team to operate the organization on a daily basis with oversight

and consultation by the Board’s Executive Committee. The Executive Management Team includes, Chief Financial Officer, Heather Monoson; Chief of Information Technology, Mike Waters; Chief Development Officer, Jill Nosach; Chief Marketing Officer, Peter Glass; and Director of Operations, Lauren Cotta.

The board and staff of US Sailing are confident in our new direction and in our efforts to successfully implement the new Strategic Plan, addressing the three key pillars: Olympic and high-performance success; Member experience and value; and Organizational effectiveness. The organization is excited for the future and well-positioned to begin implementation of the plan in the upcoming months.

Cory Sertl, President of US Sailing, thanked Jack for his contributions to US Sailing: “Jack guided the Association through some challenging times, especially this past year after the pandemic forced US Sailing to pivot to meet the challenges of a new environment. Looking forward, the Association is confident that change will enable us to meet our commitment to excellence.”

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Wood's Hole Oceanographic News

Study reconstructs ancient storms to predict changes in a cyclone hotspot

Intense tropical cyclones are expected to become more frequent as climate change increases temperatures in the Pacific Ocean. But not every area will experience storms of the same magnitude. New research from the Woods Hole Oceanographic Institution (WHOI) published in *Nature Geosciences* reveals that tropical cyclones were actually more frequent in the southern Marshall Islands during the Little Ice Age, when temperatures in the Northern Hemisphere were cooler than they are today.

This means that changes in atmospheric circulation, driven by differential ocean warming, heavily influence the location and intensity of tropical cyclones.

In the first study of its kind so close to the equator, lead author James Bramante reconstructed 3,000 years of storm history on Jaluit Atoll in the southern Marshall Islands. This region is the birthplace of tropical cyclones in the western North Pacific—the world's most active tropical cyclone zone. Using differences in sediment size as evidence of extreme weather events, Bramante found that tropical cyclones occurred in the region roughly once a century, but increased to a maximum of four per century from 1350 to 1700 CE, a period known as the Little Ice Age.

Bramante, a recent graduate of the MIT-WHOI Joint Program in Oceanography/Applied Ocean Science and Engineering, says this finding sheds light on how climate change affects where cyclones are able to form.

WHOI researchers reconstructed 3,000 years of storm history on Jaluit Atoll in the southern Marshall Islands. This region is the birthplace of tropical cyclones in the western North Pacific—the world's most active tropical cyclone zone. (Map by Natalie Renier, ©Woods Hole Oceanographic Institution)

"Atmospheric circulation changes due to modern, human-induced climate warming are opposite of the circulation changes due to the Little Ice Age," notes Bramante. "So we can expect to see the opposite effect in the deep tropics—a decrease in tropical cyclones close to the equator. It could be good news for the southern Marshall Islands, but other areas would be threatened as the average location of cyclone generation shifts north," he adds.

During major storm events, coarse sediment is stirred up and deposited by currents and waves into "blue holes", ancient caves that collapsed and turned into sinkholes that filled with sea water over thousands of years. In a 2015 field study, Bramante and his colleagues took samples from a blue hole on Jaluit Atoll and found coarse sediment among the finer grains of sand. After sorting the grains by size and analyzing the data from Typhoon Ophelia, which devastated the atoll in 1958, the researchers had a template with which to identify other storm events that appear in the sediment record. They then used radiocarbon dating—a method of determining age by the ratio of carbon isotopes in a sample—to date the sediment in each layer.

Armed with previously-collected data

about the ancient climate from tree rings, coral cores, and fossilized marine organisms, the researchers were able to piece together the conditions that existed at the time. By connecting this information with the record of storms preserved in sediment from Jaluit Atoll, the researchers demonstrated through computer modeling that the particular set of conditions responsible for equatorial trade winds heavily influenced the number, intensity and location where cyclones would form.

Jeff Donnelly, a WHOI senior scientist and a co-author of the study, used similar methods to reconstruct the history of hurricanes in the North Atlantic and Caribbean. He plans to expand the Marshall Islands study westward to the Philippines to study where tropical cyclones have historically formed and how climate conditions influence a storm's track and intensity. Better understanding of how storms behaved under previous conditions will help scientists understand what causes changes in tropical cyclone activity and aid people living in coastal communities prepare for extreme weather in the future, he said.

"Through the geologic archive, we can get a baseline that tells us how at-risk we really are at any one location," Donnelly says. "It turns out the past provides some useful analogies for the climate change that we're currently undergoing. The earth has already run this experiment. Now we're trying to go back and determine the drivers of tropical cyclones."

Additional co-authors of this study include WHOI geologist Andrew Ashton; WHOI physical oceanographer Caroline Ummenhofer; Murray Ford (University of Auckland, New Zealand); Paul Kench (Simon Fraser University, British Columbia, Canada); Michael Toomey (US Geological Survey, Reston, Virginia); Richard Sullivan of Texas A&M University; and Kristopher Karnauskas (University of Colorado, Boulder).

This research was funded by the Strategic Environmental Research & Development Program, a partnership between the Department of Defense, the Department of Energy, and the Environmental Protection Agency.

Scientists call for decade of concerted effort to improve understanding of the deep ocean

Courtesy of Jason Sylvan, Texas A&M Univ./NSF/HOV Alvin/2019/© Woods Hole Oceanographic Institution

The deep ocean—vast expanses of water and seafloor more than 200 meters (660 feet) below the surface—are globally recognized as an important frontier of exploration and research.

Despite the fact they account for nearly two-thirds of Earth's surface area, however, very little is known about them, the ecosystems and life they support, and their impact on the health of the entire planet.

Now an international team of scientists representing 45 institutions, including the Woods Hole Oceanographic Institution (WHOI), and spanning 6 continents and 17 nations has called for a dedicated, de-

cade-long program of research to greatly advance knowledge about these remote and, in many cases, entirely unexplored regions.

Scientists have named this initiative Challenger 150 to mark the 150th anniversary of the Challenger Expedition, the first modern oceanographic expedition that departed from Plymouth, U.K., in 1872. A century and a half later, the new program is timed to coincide with the United Nations Decade of Ocean Science for Sustainable Development that runs from 2021-2030.

Among its key aims would be to build greater capacity and diversity within the ocean science community, especially in light of the fact that existing deep-sea research is conducted primarily by scientists and institutions from developed nations.

It would also generate greater physical, biogeochemical, and biological data through the application of new and existing technology, and use those data to advance understanding of how changes in the deep seas impact the wider oceans and the rest of the planet.

The program would also look to use this new knowledge to support regional, national, and international decision-making on issues such as deep-sea mining, fishing, and conservation.

The rationale behind the call for action is presented in two articles being published simultaneously in top-tier research journals: a comment article in *Nature Ecology and Evolution* and a full blueprint of the program in *Frontiers in Marine Science*.

Led by Kerry Howell, Professor of Deep-Sea Ecology at the University of Plymouth (UK) and Ana Hilario, Researcher at the University of Aveiro (Portugal), the authors include female and male scientists from both developed and developing nations on six of the world's seven continents.

"The deep ocean represents one of the last unexplored and untapped frontiers on Earth," said WHOI Senior Scientist Chris German, who has been helping to shape the program since 2018. "Our deep oceans represent the largest habitat for life on Earth, but also remains the least understood. To sustainability manage this important food and mineral resource, we need to massively expand our ability to explore and understand. Just like the original Challenger Expedition in its day, this effort will demand new innovation and implementation of previously only dreamed-of tools. Pushing the limits of our technology to expand our knowledge of the planet will not only make us better stewards of our home planet, it will also set the stage for us to reach out, in future, and search for life beyond Earth in the newly discovered depths of other ocean worlds."

New study takes comprehensive look at marine pollution

For centuries, the ocean has been viewed as an inexhaustible receptacle for the byproducts of human activity. Today, marine pollution is widespread and getting worse and, in most countries, poorly controlled with the vast majority of contaminants coming from land-based sources. That's the conclusion of a new study by an international coalition of scientists taking a hard look at the sources, spread, and impacts of ocean pollution worldwide.

The study is the first comprehensive examination of the impacts of ocean pollution on human health. It was published December 3 in the online edition of the *Annals of Global Health* and released the same day at the Monaco International Symposium on Human Health & the Ocean in a Changing World, convened in Monaco and online by the Prince Albert II de Monaco Foundation, the Centre Scientifique de Monaco and Boston College.

"This paper is part of a global effort to address questions related to oceans and human health," said Woods Hole Oceanographic Institution (WHOI) toxicologist and senior scientist John Stegeman who is second author on the paper. "Concern is beginning to bubble up in a way that resembles a pot on the stove. It's reaching the boiling point where action will follow where it's so clearly needed."

Despite the ocean's size—more than two-thirds of the planet is covered by water—and fundamental importance supporting life on Earth, it is under threat, primarily and paradoxically from human activity. The paper, which draws on 584 peer-reviewed scientific studies and independent reports, examines six major contaminants: plastic waste, oil spills, mercury, manufactured chemicals, pesticides, and nutrients, as well as biological threats including harmful algal blooms and human pathogens.

It finds that ocean chemical pollution is a complex mix of substances, more than 80% of which arises from land-based sources. These contaminants reach the oceans through rivers, surface runoff, atmospheric deposition, and direct discharges and are of-

Continued on Page 24.

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U. S. COAST GUARD NEWS

Coast Guard warns against false distress calls after suspected hoax near Sprucehead, Maine

BOSTON — The Coast Guard suspended its search Thursday at 11:15 a.m. for a vessel and crew reportedly taking on water in the vicinity of Sprucehead, Maine, after multiple searches yielded no findings or correlating information.

At approximately 6:30 a.m., Coast Guard Sector Northern New England watchstanders received a mayday transmission through VHF radio channel 16 - the internationally recognized hailing and distress frequency - from the crew of a 42-foot fishing vessel stating the boat was taking on water. Over several minutes the caller described the vessel and crew's situation in detail, stating that the rudder was broken and the vessel's dewatering pumps could not keep up with flooding.

Communication then ceased as Coast Guard rescue crews from Rockland and Cape Cod, Massachusetts, launched to search for the vessel and potential survivors.

"Our Coast Guard rescue crews thrive on taking risks for the sake of helping others in distress on the water," said Capt. Brian LeFebvre, commanding officer of Coast Guard Sector Northern New England. "Hoax distress calls - like the one we received this morning - unnecessarily put our rescue crews at risk, drain resources, and may limit our ability to respond to actual emergencies. Today's hoax is particularly offensive given the loss of 4 fishermen aboard the EMMY ROSE just last week. We will use all available resources to identify and hold the responsible individual accountable."

The Coast Guard pursues all distress calls, and when dealing with hoax cases, crews will search until the nature and le-

gitimacy of the calls are resolved. Willfully communicating a false distress message to the Coast Guard is a felony offense under federal law and punishable by up to six years in prison, a \$250,000 fine, a \$10,000 civil penalty and reimbursement to agencies for all costs incurred in responding to the false distress message.

The search covered approximately 62 square nautical miles and included Coast Guard and state responders.

The following resources searched: A 47-foot Motor Lifeboat from Coast Guard Station Rockland; An MH-60 Jayhawk from Air Station Cape Cod; and Maine Marine Patrol.

Nation's sole heavy icebreaker departs for Arctic deployment

SEATTLE – The crew of the Coast Guard Cutter Polar Star (WAGB 10) departed Friday for a months-long deployment to the Arctic to protect the nation's maritime sovereignty and security throughout the region.

The 44-year-old heavy icebreaker will project power and support national security objectives throughout Alaskan waters and into the Arctic, including along the Maritime Boundary Line between the United States and Russia.

The Polar Star will detect and deter illegal fishing by foreign vessels in the U.S. Exclusive Economic Zone and conduct Arctic training essential for developing future icebreaker operators.

"Polar Star is poised to head into the cold, dark Arctic winter to carry out a historic mission," said Capt. Bill Woitrya, the cutter's commanding officer. "The ship is ready, and the crew is enthusiastic to embark on this adventure. We will defend U.S. interests in the region, and continue to hone

our proficiency to operate in such a harsh, remote environment."

The Polar Star historically departs Seattle each December for Antarctica in support of Operation Deep Freeze, the annual military mission to resupply the United States' Antarctic stations, in support of the National Science Foundation.

This year's maritime resupply at McMurdo Station was cancelled due to COVID safety precautions, and a limited resupply will be conducted via aircraft. However, Operation Deep Freeze is an enduring mission that requires a heavy icebreaker for a full resupply, and the Coast Guard anticipates resuming this critical deployment next year.

In August, the 21-year-old CGC Healy (WAGB 20) suffered an electrical fire in the starboard main propulsion motor cutting short the cutter's Arctic operations. The motor was recently replaced during a unique dry dock evolution and the nation's sole medium icebreaker is expected to return to the Arctic in 2021.

As the Nation's primary maritime presence in the Polar Regions, the Coast Guard advances U.S. national interests through a unique blend of polar operational capability, regulatory authority, and international lead-

ership across the full spectrum of maritime governance.

In April 2019, the Coast Guard released the Arctic Strategic Outlook, which reaffirms the service's commitment to American leadership in the region through partnership, unity of effort, and continuous innovation.

"The Arctic is no longer an emerging frontier, but is instead a region of growing national importance," said Vice Adm. Linda Fagan, commander of U.S. Coast Guard Pacific Area. "The Coast Guard is committed to protecting U.S. sovereignty and working with our partners to uphold a safe, secure, and rules-based Arctic."

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 (PSC) to ensure continued national presence and access to the Polar Regions.

The Coast Guard awarded VT Halter Marine Inc. of Pascagoula, Mississippi, a contract for the design and construction of the Coast Guard's lead polar security cutter, which will also be homeported in Seattle. The contract also includes options for the construction of two additional PSCs.

New Dates Maine Boatbuilder's Show July 23, 24, 25 2021

The Maine Boatbuilders Show is moving back to the Portland Waterfront in 2021!

A deep respect and passion for boats, the Maine's Ocean Economy, and quality of life.

So.. we like boats more than we have good sense and want everyone to share that passion.

Every March at the equinox, since 1987, the Maine Boatbuilders Show has been on the minds and calendars of the marine industry in New England.

Portland Yacht Services opened its doors to those who found the art and craft of messing around in boats a consuming passion. We have been tangled up by moving and didn't have the facility to host the Show in Portland. We have built a beautiful new campus. The Pandemic Pause has ruled out the March 2021 date, but has offered the opportunity to bring the Show back home this summer without giving up the March 2022 date at the Portland Sports Complex. The same only different, we have always wanted to celebrate with an "on land and in the water" event. This desire spawned the Small Craft Celebration, which included the opportunity for builders to demonstrate boats for clubs to give sailing demonstrations, rowing races all visible from our seawall. Instead of two events, we will combine elements of both in July 2021.

To ensure that there are a significant number of exhibitors, any exhibitor that paid a deposit for the 2020 Maine Buildersshow will have the space they signed up for applied to the new 2021 event date. To assist with the advertising of the new venue date we will need you to fill out the enclosed contract and describe what you will be bringing

or exhibiting.

The date we have chosen for the Show is the weekend of July 23, after our launching period when our space and resources are available. We have considered the established summer events up and down the coast. The timing fits into our interest to support and attend these events. There is a glimmer of hope that the spirit of celebration will spawn other Portland events, and the significance will grow. We will have boats both in the water and on the land. Some of our storage buildings will be available for displays. We want to focus on the next generation. 35% of the families in Maine have a registered boat. The next generation of our industry has grown up on the water. They will make career choices and there is an exciting and enjoyable career available in the Ocean Economy.


Because passion attracts passion and the quality of the exhibitors is so high, our shows have been a meeting place of highly knowledgeable attendees. We will continue to foster the younger generation's passion, as they grow up before our eyes, by offering clear career paths and encouragement to sharp youngsters developing their brains and hand-eye skills. We hope to have some of the most genius boats to the simple rowing/sailing punts.

Please take a look at your calendar, and sign up for 2021. All monies received for MBBS 2020 will be applied to July 2021.

As long as one can row (well, boat) from Christmas Cove to East Boothbay faster than one can drive a car, the marine industry will be well represented and provide a very safe career opportunity for the next generations.

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U. S. NAVY NEWS

USS Blue Ridge: 50 Years of Committed Service

U.S. 7th Fleet flagship, USS Blue Ridge (LCC-19) commemorates her 50th anniversary on Nov. 14, 2020.

YOKOSUKA, Japan -- U.S. 7th Fleet flagship, USS Blue Ridge (LCC-19) commemorates her 50th anniversary on Nov. 14, 2020.

Commissioned in the Philadelphia Naval Shipyard on Nov. 14, 1970, Blue Ridge has served as a unique platform for global command and control coordination. As the first ship in her class, Blue Ridge represents an accomplishment in the Navy's ship design, as one of the most technologically advanced ships ever built.

In December 1979, Blue Ridge forward deployed to Yokosuka, Japan and became the new flagship of U.S. 7th Fleet.

"There is no better ship to support us as our flagship. Year after year she has enabled operations of the largest forward fleet, while at the same time participating in enduring joint service and multi-national exercises, and supporting disaster relief operations," said Vice Adm. Bill Merz, commander, U.S. 7th Fleet. "Everyone knows Blue Ridge, she has a rich history here in the region. The capabilities she offers to the fleet have served us well in the 7th Fleet area of operations." After fifty years of boundless continuous service, Blue Ridge remains operational and deployable through her crews' unmatched devotion to duty and the partnership she has built among the local maintenance support.

"As the oldest ship in the fleet, she still runs like new, which wouldn't be possible without the support of our local Yokosuka community," said Capt. Craig Sicola, commanding officer of USS Blue Ridge. "For over four decades the local maintenance facilities and community members have been dedicated to helping us keep Blue Ridge in operation and ready to serve in the region."

Blue Ridge's vital role and commitment is a testament of her enduring participation in joint service and allied exercises addressing humanitarian and security crisis in the region, in addition to the partnerships shaped over the years.

From July 21, 1979 to June 30 1984, Blue Ridge and other ships in the Western Pacific participated in Operation Boat People, a mission conducted to rescue Vietnamese refugees off the coast of Vietnam. While transiting the South China Sea on October 6, 1980, Blue Ridge rescued 91 refugees from two separate small boats, earning her the Humanitarian Service Medal.

In the 2000s and 2010s, Blue Ridge would participate in numerous annual U.S. and allied training exercises, routine patrols and special operations. Most notably, Opera-

tion Tomodachi, providing relief supplies to Japan and allowing the embarked 7th Fleet staff command and control throughout the duration of the operation.

Each year, USS Blue Ridge continues her mission of supporting U.S. 7th Fleet while conducting sustained operation at sea. She has been resilient in fighting through adversity in a region that has evolved over the past 50 years.

Blue Ridge is the oldest operational ship in the Navy, and as the U.S. 7th Fleet command ship, is responsible for patrolling and fostering relationships within the Indo-Asia Pacific Region.

Findings from Pensacola Investigation Released, Steps Already Taken

WASHINGTON, DC – The Navy released the Command Investigation report Nov. 20 from the December 6, 2019 Naval Air Station Pensacola Shooting. In line with FBI findings released in May, the Pensacola investigation concluded that the self-radicalization of 2nd Lt Al-Shamrani was the primary cause of the fatal terrorist attack, and that the heroic actions by the victims on scene and responding forces limited what was already a catastrophic event.

The Navy convened the Command Investigation to specifically examine the facts and circumstances surrounding the fatal shooting, including resulting injuries, death, property damage, security, personnel, and other factors related to the incident. In order to ensure the safety and well-being of uniformed and civilian personnel, the investigating officer was also directed to include an assessment of whether all laws, regulations, programs, policies, and procedures related to Force Protection (FP), emergency response management, insider threat and active shooter training, personal firearms, and vetting of International Military Students were followed.

The investigation examined the adequacy of Force Protection in light of the threat known at the time of the shootings, if the emergency response management was properly executed and if there were any possible deficiencies with FP doctrine, organization, training, materiel, leadership and education, personnel, facilities (DOTMLPF). Investigators also assessed other individual risk factors as well as the appropriateness of Department of the Navy (DON) post-incident response, including medical response, support to victims, survivors, and their families.

The investigation found a number of potential contributing and primary non-contributing factors that will be addressed by a special working group, organized by the Navy's Security Coordination Board (SCB).



USS BLUE RIDGE has served 50 years in the U. S. Navy.

Following the attack, DoD and the Navy took immediate steps to address the safety and security of our installations, service members and their families. The Secretary of the Navy directed a Fleet-wide security stand down, and the Chief of Naval Operations directed the immediate completion of Insider Threat and Active Shooter Training. Naval Forces Northern Command (NAVNORTH) mandated the completion of active shooter table-top training for all Navy personnel in the U.S. Northern Command area of responsibility. Additional Random Antiterrorism Measures (RAMs) were also implemented at naval installations. In January, the Department of Defense directed enhanced screening, vetting and continuous review and monitoring processes for international military students, prohibited IMS from purchasing, owning or handling

firearms while training in the United States and limited access to installations where they have an official duty.

Further measures are in work, including improved mass warning and alert notification capabilities, physical security improvements, policy changes, and cultural changes as to how the Navy views Anti-Terrorism/Force Protection (ATFP), as well as post-incident response measures.

The SCB is the senior-level governance body for the integration and policy coordination of the Navy Security Enterprise and will implement findings and recommendations from the investigation to make the Navy safer and more secure. It serves as a forum for stakeholders who are responsible for coordinating cross-functional Navy security

Continued on Page 23.

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Happy New Year? Reflections of 2020

By Sheila Dassatt

By the time that you read this, we will have already had our Christmas season. It was started before Thanksgiving this year in hopes that it would cheer people up. I can honestly say that Thanksgiving was very nice, even though there was a lot of distancing going on. I guess that this was a necessary thing to do, considering the circumstances of the folks that are at risk with their health issues. I certainly miss the gatherings that have been a tradition each year, it just doesn't seem like the fellowship that we all need to keep our spirits up. I admit, there is a lot of fun involved with good food, music and the laughter of family and friends getting together to share the festivity of the season.

Getting back to reflections of the year, 2020, we were fortunate to be able to get the Maine Fishermen's Forum in before the Covid virus hit heavily. I'd have to say that the Forum was our "last hurrah!" It was good to be able to see our friends, relatives and many exhibitors that we only see once a year. I am on the Forum Board, and I can honestly say that we all work very hard to make it happen each year and Chilloa, Mike and Loallee Young are a pleasure to work with. It was a tough decision to continue on with the Forum in March, but we started out with distancing. At that point, the Covid

virus had not taken full hold of spreading. I didn't realize that it would be the only big event of the year that we would all be together at. Thank goodness for our decision! Unfortunately, the Forum Board did get together on a teleconference and decided not to have the Forum in March of 2021. It was a hard decision, but we weren't sure how to keep the distancing at a safe space, assuming that the Covid would still be "in the wind" at that time. We are planning to stay in touch with the Industry, though. Please stay tuned, we're working on it.

It was right after that that all of the toilet paper disappeared! That wasn't good, I wasn't prepared for that.....it's a time when sharing came in handy. I can't believe that so many people would hoard such a thing. But they did. I couldn't find things like butter and food in general. The prices of the meat sky rocketed too, if you could find any to buy. This was just the beginning of the 2020 season. I'm sure that we all have memories of the hysteria that went on. This was before there were very many masks available for people to wear, so the supermarkets had special hours for senior citizens to shop in order to keep a distance from the general public. It worked well at the time. A lot of folks went shopping at 6:00 in the morning and got what they needed without too much fear.

The churches were suspended, the schools were closed and all of a sudden, parents that worked were supposed to home school at the same time. This was all a great challenge for all involved. People were delivering lunches to the school children and their families. I'm not telling you anything that you already don't know, but I am going over the year, as it was such a drastic change to our existence. Most of the lobster boat races were cancelled too. This should all be documented so years down the road, there is an account of how things were in the year 2020.

2020 was an election year, which has turned out to be just as bizarre as the rest of the year. Now we are faced with what is called Fake Media, which means that no one knows what to believe any more. Have we let our country and constitution down with not being able to trust our voting system? These other countries are watching us. I have always felt that it is best to tell the truth, it is the right thing to do. "It's best to tell the truth, because if you lie, you have to have a good memory." This was a quote that I heard Indian Larry telling school children when they went to see his motorcycle show. It is so important to teach these values to our next generation regardless of what is going on around us. Quite often, we have to stand alone in our convictions and not follow the crowd. This is true with the fishing industry as well. It is not easy to "agree to disagree" when it comes to regulations and doing what is right to be able to continue our traditions and fishing grounds.

This year hasn't changed much yet, but I can honestly tell you that the work has con-

tinued on with our fishing industry. Through all of this Covid threat, we were able to continue to fish, we were not closed down for any reason with concerns from the entire industry. We were able to participate with meetings through Zoom and teleconference. The Industry worked with the Governor, the DMR and industry leaders to ensure that we would all survive to the best of our ability. We have had support from USDA Relief Funds and also the CARES Act, which has been a big help for the Marine Industry.

A lot of folks took to the water during this pandemic. I can call it The Year of the Kayak! I have never seen so many vehicles with multi-colored kayaks on the roof. Some of them even used them! The only thing about that is I wish they had some sort of radar blip on them so we could see them in the fog. It was very dangerous that way, with safety in mind.

At least on the water and in the fishing community, we were able to live somewhat "normal" until we came in to shore. It was like a breath of fresh air to get out there and have the freedom of the open sea. This is what we are trying to maintain for all of us to be able to continue with the New Year upon us. I am hoping that we can return to some normalcy this year. We can get ready for the next fishing season coming up and perhaps enjoy some winter rest and relaxation until that time comes around. If nothing else, this whole year has been one big learning curve in one way or another. I know I have grown a little older, a little wiser from all of the happenings of the year 2020. Happy New Year, stay happy and healthy and hope for the best. We're all in this together.

News from the Maine DMR

Scallop License Lottery Winners Announced

Augusta - The Maine Department of Marine Resources has announced the latest winners of the state's scallop license lottery. The winners include the following:

Drag Licenses

Alex Mathews, Trescott; Roy Whalen, Gouldsboro; Henry Macvane, Long Island; Ethan Dorr, Milbridge; Mitchell McConnell, Lubec; Dakota Gray, Blue Hill; Benjamin Murphy, Southwest Harbor; Carl Gross, Vinalhaven; Reginald House, Walpole; and Jamie Alley, Beals.


Dive Licenses

Joel Spinney, Newcastle; Jason Harkins, Perry; Jason Day, Vinalhaven; and Ailin Rafferty, Bernard.

Each has been notified and will be responsible for applying for a license within 30 days of notification.

The new licenses are the result of a limited entry system established by the legislature and implemented through regulation in June 2018 that allows someone who did not hold a scallop license in the previous

Continued on Page 24.



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Commercial Fishing News

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

From the Director -

Here we are, almost Christmas and the end of the lobster season for quite a few of us with the exception of the ones that are willing to brave the cold and go offshore for the winter. You have my respect! Our traps are not quite up yet, and I'm feeling the cold more than ever this year, of course, I'm not as young as I used to be either.

Yes, it is still the year 2020, and so far, not a whole lot has changed yet. We are still distancing and protecting one another with wearing masks, having meetings via Zoom and teleconferences. School is going, but for most, it is only two or three days a week with the rest of the classes on line. DELA is still staying in touch with the happenings of the industry. Most of our meetings are Zoom meetings and connections through e-mail attachments. We are still sending out membership renewals and have a new shipment of traditional T-shirts and hats. At this time, we also have black ones, that look pretty good with the logo. Folks have been buying them for Christmas presents, which is always a help for the association. Thank you!

All of the talk now is concerning the wind power that Governor Mills is proposing for one of our future power sources. On November 18, a meeting was held, (teleconference or Zoom) with the Governor's office with representatives directing the meeting with the leaders of the fishing industry in attendance. We had all of the lobster associations, fishing associations, ground fishing leaders, and government leadership all communicating together. This communication is a good thing, with all of the concerns connected with the offshore wind project.

First, Governor Mills wants to work with the fishing industry in order to make sure that it will not be a detriment to our fishing grounds. This will be a small scale

research project, 16 square miles or less and 20 to 40 miles offshore. She also wants to establish a research consortium. She needs input from all of us, with location being a big concern.

It was also said that we need more accurate data from the fishing industry. We need more data from the lobster industry as well. Applications (federal) will not be filed until we have further conversations and location suggestions.

Stress is high, Maine is known for its fishing industry, so a slow approach was the biggest suggestion from the group meeting. My suggestion to this project is that we need more visual information, such as the budget proposals, location suggestions and the hard copy information that we need to see in order to be able to make proper suggestions. We need to know who is going to be doing this research and what is involved with it. At this point in time, not to be up in arms just yet, it is going to take a long time to establish this. This will not be done overnight, and please be thinking of what you'd like to contribute to the discussion. We are in communication with this project, so feel free to stay in touch with us. We will try to post the information as we receive it.

The application period for the USDA's Trade Relief Program has been extended to January 15, 2021. The information for the program is: www.farmers.gov/seafood. For assistance, call your local USDA FSA Service Center. For County locations: County Addresses 08-06-2020 FINAL.PDF.

The CARES Act update is being audited as it is necessary to provide the data to ASMFC for the checks to be issued. Commissioner Keliher is hoping to have this accomplished in time for the end of the year.

The latest information on the Whale Rule is the lawsuit led by Max Strahan is on hold until May, which is when we need to have new status reports for the ruling.

The deadline is May 31, 2021. Of course, now the latest proposal that has been filed is to eliminate all vertical lines and go with ropeless lobstering. What can we endure next?! This is way beyond a realistic way of dealing with this issue. It has been tried and has not been very successful. Again, we are doing all that we can to work with the whale issue, but it all takes time, effort and funding.

We would like to extend our sincere condolences to the families and crew of the F/V Emmy Rose that went down 20 miles northeast of Provincetown, Massachusetts. We are always saddened to hear such news. We also extend our sympathy to the family of our DELA President, Hilton Turner, who's Dad, Charlie Turner passed away on December 1st. Charlie will be greatly missed, he was always seen at the Harbor Café in Stonington before his stay at the Island Nursing Home in Deer Isle. We really miss that generation, we learned so much from them. Rest in peace.

Have a Merry Christmas and hopefully, a Happy New Year, we can hope!
Take care, Sheila

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MISCELLANEOUS COMMERCIAL FISHING NEWS

NOAA Fisheries Science Helps Maine’s Pioneering Sea Scallop Farmers

Enterprising fishermen have been developing sea scallop aquaculture in Maine with technology adapted from Japan. Recently, NOAA Fisheries scientists conducted a study to help with site selection.

A trait fishermen and scientists share is adaptability: the trait required to think on your feet, be comfortable with uncertainty, and repurpose resources when necessary.

“Adaptable” is a word that perfectly describes Marsden Brewer, a third-generation commercial fisherman, who is also a scallop farmer and owner of PenBay Farmed Scallops. Brewer’s business is the result of his 20-year effort, as well as techniques learned through Maine’s enduring friendship with its sister state, Aomori Prefecture, Japan. His three-and-a-quarter acre Stonington, Maine, farm is the first of its kind in Penobscot Bay.

The Atlantic sea scallop fishery is one of the most valuable in the United States. While wild caught scallops have shells four inches across or larger and you only eat the adductor muscle, Brewer sells a smaller, whole-animal product. He offers three sizes: “Princess” scallops are two inches across and can be grown in just 18 months; Medium scallops are about 2.75 inches and take 2 years; and Large scallops are about 3 inches and take 3 years to grow.

Whole scallops are a delicacy prepared by chefs at restaurants in Maine and as far away as Colorado and Arizona. Brewer is not competing with the wild scallop fishery, but bringing a new local seafood to market. He has led other fishermen to farm scallops as a way to diversify their income in a changing environment.

Because scallop farming is new to Maine, growers need to know which environments have the right conditions. You wouldn’t want to start a dairy farm where there’s no grass for the cows to graze. Similarly, you also don’t want to start a scallop farm where there’s not enough algae for the scallops to filter feed.

In 2019, NOAA Milford Lab scientists conducted a habitat suitability study for cultured scallops in the Damariscotta River to assist this effort. Milford Lab Director Gary Wikfors explained, “This is an industry-driven initiative. We held two public meetings, one at the University of Maine’s Darling Marine Center and one at Coastal Enterprises, Inc.’s offices in Brunswick, Maine, and got feedback directly from the industry about how we could help.”

In June and September of the 2019 growing season, Milford scientists conducted feeding studies with sea scallops. They used a method developed for aquaculture site selection, which measures performance of the animals in their environment in real time. They also recorded water temperatures and the amount and quality of food available—critical to shellfish growth and ultimately the farms’ profitability.

They found that the scallops had higher feeding rates and efficiency in June than in September, and by September water temperatures were on the edge of being too warm for growth. That particular area is a good place for sea scallop aquaculture at some (but not all) times of the year. They now have a framework to assess other spots for scallop farming potential, and hope to recruit fishermen and farmers to take water samples.

“The expertise at the Milford Lab has helped us understand feeding dynamics to work out site selection. This expertise doesn’t occur just anywhere, and the fact that it’s available at a federal lab is notable,” said Maine Sea Grant extension agent Dana Morse.

Morse’s involvement with scallop farming goes back to the late 1990s. His first trip to Japan in 1999 was organized by the Maine Department of Marine Resources and the Maine Aquaculture Innovation Center. A group of fishermen and scientists visited Mutsu Bay in Aomori Prefecture, where scallops are cultured.

Coastal Enterprises, Inc. and Friends

of Aomori led the most recent technology transfer trip in 2016, which included shellfish growers and fishermen. They visited fishing cooperatives, traveled out to scallop farms to see the ear-hanging method and lantern nets in use, and learned about scallop processing. Enthusiasm for adapting Japanese farming methods and technology to the Atlantic sea scallop is growing. Coastal Enterprises, Inc. and Maine Sea Grant have since purchased Japanese farming technology and made it available for growers’ use. This includes high-pressure scallop washers, a lantern net washer, and an automated drill that punches a hole in the scallop shell’s hinge. This is used for the ear-hanging technique, where scallops are strung on a submerged line.

Aomori Prefecture and Maine are sister-states. Their relationship goes back to 1889, when the Cheseborough, a ship built in Bath, Maine, ran aground off the coast of Aomori. Fishermen and villagers there launched a daring rescue that saved some of the crew. When a delegation from Aomori traveled to Maine a few years ago, Brewer hosted them at his home for lobster and scallops. He was impressed with how well fishermen and growers who spoke different languages were able to communicate when it came to their favorite topics: fishing gear and seafood.

Though PenBay Scallops offers many inviting, whole-scallop recipes from around the world, Brewer’s favorite way to cook them is simple. He likes broiling them in the oven for a few minutes on each side, until the meat separates from the shell, then shelling them and eating them with a salad. “They’re super good to eat!” Brewer said, “and they fit the bill on everything—sustainability, restorative nature, you can’t do any better for the environment.”

Though the Gulf of Maine is changing rapidly, flexibility between fishing and farming, facilitated by science and innovation, can keep Maine’s seafood industry going strong.

For more information, please contact Kristen Jabanoski.

NOAA Fisheries Establishes Recreational Fishing Survey and Data Standards

The standards will guide the design, improvement, and quality of information produced by recreational fishing surveys.

Today, NOAA Fisheries established a set of standards to guide the recreational

fishing surveys administered and funded through the agency’s Marine Recreational Information Program. The standards reflect federal guidelines and best practices for the dissemination of statistical information, and will further ensure the integrity of data collection efforts, the quality of recreational fisheries statistics, and the strength of science-based management decisions.

Most of the standards are already in use by the program and its partners, including the: Adoption of quality assurance plans; Adherence to certification guidelines; and Production of key statistics needed for the assessment and management of fish stocks.

The transition to these standards is a key milestone in the Marine Recreational Information Program’s recently released 2021 Implementation Plan.

“These standards set clear criteria for what NOAA Fisheries considers a sound recreational fishing survey management practice,” said Evan Howell, Director of NOAA Fisheries’ Office of Science and Technology. “By establishing these standards, we have removed ambiguities about whether a practice should be considered a recommendation or a requirement. That will support sound survey design and high-quality data.”

Why Develop Survey and Data Standards? The standards were developed to promote data quality, consistency, and comparability across our national network of data collection programs. This will facilitate the shared use of the statistics these programs produce.

The standards cover seven key focus areas: Survey concepts and justification; Survey protocols, sampling plans, and data collection and estimation designs; Data processing, editing, and quality control procedures; Reporting, review, and certification procedures; Transition planning; Process improvement planning; and Access and information management.

Two new standards mark a shift in the way the agency will publish its recreational fisheries statistics. One standard extends the reference period for the estimates we produce, while another establishes criteria for the statistical precision of published estimates. Together, the standards will help ensure our statistics provide a sound scientific basis for conservation and management decisions.

“The adoption of these standards is an



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important milestone for the agency,” said Richard Cody, chief of the Office of Science and Technology’s Fisheries Statistics Division. “The standards will help further ensure the integrity of data collection efforts, the quality of our recreational fisheries statistics, and the strength of science-based management decisions.”

As part of the government’s guidelines for the responsible use of statistical information, the Office of Management and Budget requires federal agencies to establish their own criteria for statistical precision. NOAA Fisheries measures the precision of our recreational catch estimates through percent standard error, which indicates how confident we can be that an estimate reflects an actual population value. Once these standards are put in place, NOAA Fisheries will no longer publish estimates with PSEs higher than 50 percent.

In making sure our estimates meet a certain level of precision, this particular standard will allow the agency to: Publish more reliable recreational fisheries statistics; Reduce the risks that are associated with the inappropriate interpretation of estimates that are imprecise; and Direct resources toward improving statistical precision for data limited fisheries, or those fisheries whose catch estimates tend to be imprecise because they are not often encountered through our sample surveys.

The precision threshold reflects best practices currently in place at the National Center for Health Statistics, U.S. Census Bureau, and other federal agencies. It also reflects guidance from state and federal stock assessment scientists and managers from New England, the Mid-Atlantic, and the Southeast, who participated in a workshop to explore the effects of increasingly

imprecise estimates on stock assessment results. Workshop participants agreed that estimates with PSEs greater than 40 percent should only be used with caution. The Atlantic Coastal Cooperative Statistics Program continues to set a goal of achieving PSE values of 20 to 30 percent.

“While the precision threshold will affect our estimates, it will not affect public access to the data used to produce these estimates,” Cody said. “Stock assessment scientists, fisheries managers, and the public will continue to have access to all of the respondent data collected through our surveys, as well as the tools needed to analyze these data.”

Previously published data will be retroactively updated after these standards are put in place. Once these standards are fully implemented, wave-level estimates and imprecise estimates—defined as those with PSEs higher than 50 percent—will be removed from our published recreational fisheries statistics.

The implementation of these standards will impact the reference period of the estimates we produce. Instead of publishing estimates that are specific to each two-month sampling “wave,” the agency will publish cumulative estimates every two months. This will begin with the first survey administration of the survey year.

“By increasing the reference periods of the estimates we produce, we can increase statistical precision,” said Cody. “The switch to cumulative, rather than wave-level, estimates will help catch statistics reach our precision threshold faster and give data users access to the information they need sooner. Cumulative estimates are also a more natural fit for most fisheries management plans.”

The Marine Recreational Information Program operates as a partnership among state, regional, and federal agencies and organizations. Staff from state and federal agencies, interstate marine fisheries commissions, and regional fishery management councils are the principal users of our data, and input from these partners was critical to the development of these standards. To support the transition to the standards, NOAA Fisheries will: Publish a data user manual; Host a data user workshop; and Preview anticipated changes to our statistical Query Tool.

“While the standards will ultimately lead to changes in the way our recreational fisheries statistics are presented, NOAA

Fisheries remains committed to providing high-quality catch estimates that meet stock assessment and management needs,” said Howell.

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Boat And Ship Yard News



The 26 foot SACHEM at Buxton Boats will be getting a new keel this winter.

Buxton Boats Stonington

There are number of people who love to cruise the coast of Maine and two of them are Peter and Sue Buxton. For years they have cruised on board their Repco 37 cruiser, but last year they discussed making upgrades and, in the end, it did not make since to make the changes to her so they decided to look for another boat. Their search took them to a cruiser that Peter had built for a customer from Connecticut in 2000. The husband had passed away so Peter contacted his wife, a deal was made and the Repco 37 was put up for sale and sold. He and Sue then made a trek to Connecticut and brought the boat back on her own bottom. The new boat was finished on a Northern Bay 36 hull, powered with a 350-hp Yanmar diesel (1,900-hours) and for accommodations has a V-berth forward, head to port and standup shower to starboard with galley up along with a settee. The boat was well taken care of so Peter only has some minor things to do this winter. He said the first thing was to move the solar panels off

the trunk house and will mount them on the radar arch, install a clean out well, and then just her regular maintenance. She will also have a new name, FULL CIRCLE.

Also in the shop is a very interesting boat, SACHEM. She was built on Swan’s Island by Frank Sprague in 1933. For dimensions she is 26 feet long, 6-foot beam and draws 2 feet of water. She is powered with a Chrysler gasoline engine and sports a distinctive dust-pan stern. She was originally owned by Forrest Conary for a couple of year and then passed to Charles Turner of Isle au Haut, then Dennis Eaton of Stonington, the Metcalfs of Merchant’s Island and most recently Harlan Billings of Stonington. When Harlan passed away last spring she was went back to the owners of Merchant’s Island.

Since the 1960s she has been well maintained being stored inside every winter at Billing’s Diesel & Marine and gently used to go back and forth to Merchant’s Island. She is in to have a new keel and be repowered, but other than that she is in relatively good shape. Peter did add that he may redo her bottom



At Oceanville Boat Works in Stonington they are putting the final touches on this Calvin Beal 44, which is being finished out as a lobster boat for a local fisherman.

since she is iron fastened. He also said that he was going to give the keel a little more depth so she can swing a bigger propeller. This year she will get the new keel and engine and then go outside and she will be finished up next winter.

After SACHEM Peter will be working on a Flye Point 36, which has a new owner. She is in pretty good condition, but just needs some minor repair work done. This will include re-mounting the handrails, repair some small areas of core where water got into it and then install a propane stove.

Then there is a 34-foot cruiser in Sargentville that needs general maintenance and cosmetics.

Ellis Boat Manset

Ellis Boat had a busy summer managing their charter fleet of 10 boats and with brokerage.

They sold several older Ellis boats, as did other brokers, and many of these new owners are storing their boat with Ellis Boat this winter to have them worked on. One of Ellis Boat’s specialty is detailing, making the boat look just like new. They also know all the ins-and-outs of their boats so they know how to make modifications quickly and what will work and what will not. Shane Ellis said most of the work includes refurbishing and new electronics. He added that he also purchased an Ellis 20 for the charter fleet

The charter fleet consists mainly of Ellis 36s, but they also have a Hinckley T40 and a newly refurbished Wilbur 38. They started

the season off with ten, but sold one of the 36s, one they had built in 2019. When she was sold Shane decided to build another new 36 on spec, which he said, “It is always nice to have a new Ellis 36 in the charter fleet to show off and some people that is all they want to charter.”

The hull of the new 36 has been laid up and the stringers are in. Shane is hoping to have her ready for next season, but one of these usually take about a year to complete. When asked if there had been many inquiries on new boats, Shane said, “You know, the one thing that surprised me about this whole thing is that I haven’t had more inquiries on new boats. Part of it is our lead time is pretty long, almost a year. If somebody calls me now, I am not going to have it done in the next year. People who want a boat they want it tomorrow.

A year ago, Shane picked up an Ellis 28, which they had refurbished several years ago. She is in great shape and will be added to the charter fleet. Some would like to charter to cruise on, but really, she is a day boat. Good for cruising and stopping at an inn on the water or an Air B & B.

With the Virus still an issue Shane said that he is getting calls for charter boats for this coming season, but he said many of the owners do not know what their plans are at this time. He found that during the pandemic most of the owners wanted to use their boats more, which lessened the availability of some of the boats he had to charter.

So, each of the charter boats will be in the shop this winter and get a through going over to make them look like new for next season. They also have about the same number of boats in for storage and actually had to rent another building for some overflow. Like boat yards on the coast, they are looking for workers. Shane said that he could use marine technicians and a carpenter.

Morgan Bay Boat Frankfort

Last summer they launched another of their Morgan Bay 43, finished out as a sport-fisherman for a customer from New York. She is powered with a 1150-hp C-18 Caterpillar diesel. As for accommodations, below she as a V-berth, with a bunk above, quarter berth to starboard, and head and shower to port. In the main cabin she has got double Stidds seats facing forward, one at the helm and at the nav-station, a settee to port, galley (two drawer refrigerator, freezer microwave and cooktop) to starboard and a 42-inch TV comes up out of the galley cabinet. The cabin also sports two sliding doors on each side of the cabin. She also has a gyro, bow and stern thrusters and a freezer in the cockpit.

She is back in the shop so they can raise her lifting rails as Gary Kief thinks this will increase her performance. When she was launched, she topped out at 35 knots.

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Boat And Ship Yard News



At Morgan Bay in Frankfort is this Morgan Bay 43, which is being finished out as a sport-fisherman. She is nearing completion and will go over this spring.

There are two other boats out on the floor, both Morgan Bay 43s. One is a Coast Guard inspected charter fishing and sightseeing vessel going to New York, which is about 40 percent complete. She has a V-berth with bunks over them, a quarter berth to port and freezer to starboard. In the main cabin there is a helm and nav-station seat, galley and settee to starboard and L-shaped seat and head to port. The head is accessed from the cockpit only. As for power she has a 750-hp John Deere. She will be done and launched this spring.

The other 43 is being finished out as a sportfishermen for a customer from New

York and is powered with a 1,000-hp 12.9 Caterpillar. She has a very similar layout to the one they launched this past summer. She is about 80 percent complete and will be launched this spring.

They will next start a 47-footer for a customer from New York. The second Morgan Bay 47 has been ordered by a customer from Massachusetts, but she is not scheduled to be started for two years.

Over in Penobscot they have their first Morgan Bay 43 in a shop and they are stretch-

Continued on Page 19.



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Boat And Ship Yard News



The Newman 46 ERICA JADE of Harpswell at Royal River Boat Yard in Yarmouth. She has had her fuel tanks replaced, which meant ripping up the platform. All this has been redone and she should be back in the water before winter.

Continued from Page 15.

ing her to 46-feet. Gary Kief explained, “I needed a little bit more buoyancy in it. The owner wants to put 900 gallons of fuel right against the transom plus the live-well.” This project is about two months away from completion so she will not go over until spring. Currently they have the new section glassed and now they need to fair it.

Samoset Boat Works Boothbay

In the fall of 2019, they launched a Holland 34, a stretched 32, which they finished out as a lobster/pleasure boat for a customer from Freeport. Sitting at Edgecomb Boat Works was a Mussel Ridge 46, was trucked in and took her place in the old shop as the new shop was not yet ready. The hull had her stringers with engine (1,003-hp C-18 Caterpillar) in place and deck/cabin on. This boat was going to be finished out as a sportfisherman for a customer from Long Island, New York. Once inside the hull was entirely ground and then they started building the structure for under the platform. They started building partial bulkheads around the fuel tanks, extended the stringers up for the live-wells, built the platform in the engine room and then started framing out the deck. They then moved forward. They framed and decked over the salon sole and with this level platform they cut the sides of the house and raised it four inches for added headroom. They built a new cabin top as they needed one longer (18½-feet) and with added strength for the flybridge and tower attachments. With

everything done in the engine room, they put on the hardtop. Next, they started building the flybridge as well as interior joinery. For accommodations she as an owner’s cabin forward, a bunk bed with two bunks, head with an enclosed shower, and an electrical/electronics locker. Up in the main cabin she has got a dual-helm seat, galley to port (two-burner electric stovetop, massive galley sink, refrigerator/icebox under the galley counter and microwave), a wraparound settee to port and a big sofa to starboard, which can be used as another berth. She also has a 9 kw genset, Sea Chest, Pacer pump, two A/C systems and all the accessories needed for a well-appointed sportfisherman. There is no wood and only epoxy was used.

Presently they are fairing the joiner work in the salon and flybridge getting it ready for paint. They are also working on the wire chases and the hydraulic hose chases that go underneath the wash rails port and starboard. These are for the bandit reel back and the live-well in the cockpit, which also has tuna door, 14 rod holders, greenstick, outriggers, steering station with 12-inch hauler and davit. They are also trying to figure how to run a boom-crane off the pilothouse top so they can unload fish from the fish holds.

This project will conclude mid-winter but will remain in the shop and be launched in the spring.

Next, they have a Mussel Ridge 28 coming in to be finished off as a lobster/pleasure boat for a customer for Rockport, Massachusetts. The owner will be fishing between 100 and 300 traps, but down below the owner wants to go cruising with his wife so it will have a berth, head with simple galley.



A major restoration on the schooner HINDU is underway in Thomaston. Presently they are working to get her enclosed.



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Vendee Globe: Screaming Around The World



Britain's Sam Davis' INITIATIVES-COEUR hit a submerged object off South Africa and has been forced to retire. She still hopes to complete the race once repairs are made.

Continued from Page 1.

Les Sables d’Olonne to repair damage with the hope to get back into the race. If he can get back into the race he figures he will be about 3,000 miles back of the leader.

The new leader is Jean Le Cam (YES WE CAM!) who is 21 miles ahead of Alex Thomson (HUGO BOSS). Both sailed into tropical storm Theta on the same course and now are in the northerly trade winds. This should benefit the newer designed foilers.

The main on Kojiro Shiraishi’s DMG MORI GLOBAL ONE has developed a tear at the top above the second batten. This happened following an autopilot issue that caused the boat to gybe.

15 November, Day 7

Alex Thomson is back in the lead with HUGO BOSS having sailed 380 miles in the last 24 hours. The northerly trade winds should remain about 20 knots creating a drag race for many of the racers over the next several days. Race veterans pointed out the conditions still vary in direction and strength and you must constantly trim to sail at your optimum potential. Their next challenge will be the doldrums, but the weather forecasts says they may sail right through without issue.

Kojiro Shiraishi (DMG MORI GLOBAL ONE) has lowered his torn mainsail and is making repairs.

16 November, Day 8

Disaster struck Nicolas Troussel (CORUM L’ÉPARGNE) when he was dismasted northwest of the Cape Verde Islands. He has officially withdrawn from the race. He is now heading towards Cape Verde at 3 knots.

Leader Alex Thomson is being chased by a contingent of French foilers. They hope he slows in the Doldrums, which he should hit tomorrow.

17 November, Day 9

The damage to CHARAL (Jérémie Beyou) consisted of rudders and its structure, backstay and deck. This has all been repaired and he restarts the race. He said the biggest challenge was resetting his thought process knowing that he could not win, which had been his mind set for the last four years. The forecast showed that he might quickly make gains in the rear of the fleet.

Alex Thomson is still leading, but he is now negotiating the doldrums. He is expected to cross the Equator tomorrow, but will miss his record set in 2016 by about 24 hours. Fortunately, he and the others right behind him will have good conditions to get through and into the southeasterly trades.

18 November, Day 10

Alex Thomson crossed the Equator with a 79-mile lead and missed the record he set in 2016 by about 17 hours. The reason for the slower time was the challenging weather conditions faced by the racers. With the St. Helena high pressure system shifted to the east this should aid the leaders in a shorter and faster course south.

19 November, Day 11

Alex Thomson continues to lead, but only by 10 miles, in confused seas on a beam reach 110 miles off Recife, Brazil. Jean Le Cam is in his fifth Vendee Globe race and doing extremely well in an older designed racer. He crossed the Equator 10 hours and 13 minutes after the leader in fourth position. This is the same boat that he sailed in the 2016 Vendee Globe, but she has been modified getting more volume in her forward sections. She will be slower than the new foilers, but he knows the boat extremely well and that is an advantage. Each of the newer foilers have different sail and rig configurations, foil and hull shapes, which means they are now learning how well they sail in different conditions.

Nico Troussel reached the Cape Verde Islands with his dismasted CORUM L’ÉPARGNE.

20 November, Day 12

After leaving the doldrums three days ago, Alex Thomson (HUGO BOSS) is still leading Thomas Ruyant (LINKEDOUT) and Charlie Dalin (APIVIA). Each are looking for the best way to cross the Southern Atlantic and gain the effects of a low-pressure system, but not slow when they leave it. It is thought that the three leaders may gain a huge advantage even over the fourth-place racer if they gauge the weather correctly. It was thought that the further west they went the better the angle would be to fetch the Cape of Good Hope.

Kojiro Shiraishi (DMH MORI) took four days to repair his mainsail, but is now back racing. Unfortunately, he must sail the rest of the race with at least one reef in the main as the material used to make the repair came from the lower portion of the sail.

21 November, Day 13

During the night a new leader emerged, Thomas Ruyant (LINKEDOUT) as he slid past Alex Thomson (HUGOBOSS) with Charlie Dalin (APIVIA) in third by 64.5 miles. Later, the three were to enter lighter winds, which will force them to do multiple gybes.

22 November, Day 14

Issues strike HUGO BOSS, as skipper Alex Thomson slows to make repairs to a longitudinal beam in the bow. This he dis-

covered on an inspection and the repairs need to be sufficient to withstand the rigors of the Southern Ocean. His Team said that he has what he needs on board to make the repairs. Alex changed course to limit the movement of the boat so he could make the repairs, but it was costing him a lot of miles on the leader. It was thought that the damage occurred due to the power of these boats and slamming into waves. The newly designed foilers are flying most of the time and when they do hit a wave it is with extreme power and those forces are significant. Some of the French boats added structure in their bows to compensate for this.

After restarting the race, Jérémie Beyou (CHARAL) is 3,000 miles behind the leader.

23 November, Day 15

The new leader is Charlie Dalin (APIVIA) by a mere 20 miles over Thomas Ruyant (LINKEDOUT). They next have to navigate their way through some light air before getting into the roaring forties about 600 miles to the south.

Alex Thomson has slowed to make repairs and is already back 350 miles behind the leaders. It was discovered that the central longitudinal stringer was broken in several places and the repair was not going to be easy.

25 November, Day 17

The issues keep coming as Thomas Ruyant’s LINKEDOUT! suffered damage to his port foil and will not be able to use it the rest of the race. While he was resting during the night he heard a loud thump and discovered cracks in the shaft of the port foil. There was no other damage, so he only has a slight handicap over his other competitors.

Still in the lead is Charlie Dalin (APIVIA), who is 150 miles west of Tristan de Cunha. Nineteen of the racers are in the South Atlantic and may gain some distance on the leaders as they may get favourable winds.

Alex Thomson completed his repairs and is back underway, but 646 miles back of the leader in eighth place.

26 November, Day 18

Thomas Ruyant (LINKEDOUT) may not want to leave the damage foil in as it could break off and cause other damage. A number of engineers are devising options for Thomas.

The leaders are out of the South Atlantic high and now in downwind conditions. Charlie Dalin (APIVIA) will enter the roaring forties tonight. There are now just two racers left in the Northern Hemisphere.

27 November, Day 19

Thomas Ruyant (LINKEDOUT) cut away about six feet of the foil and is now back racing at full speed. He is in second, back 300 miles on leader Charlie Dalin (APIVIA), who is nearing the longitude of the Cape of Good Hope.

Kevin Escoffier (PRB) is trying to position himself for the low pressure system that is forecast for tomorrow. He wants to make sure he gybes at the best possible time to be in the right place to take advantage of the conditions.

Alex Thomson made additional repairs to HUGO BOSS making sure she is strong enough for the conditions of the Southern Ocean. He is now 661 miles behind the race leader.

28 November, Day 20

Alex Thomson’s hopes of winning or even finishing the Vendee Globe ended when HUGO BOSS suffered damage to her starboard rudder forcing his retirement from the race. Alex was below, with the boat cruising at 21 knots, when he heard a loud bang and the boat broached violently. With no steering, he rolled up the sails and went on deck and found the rudder blade broken with the remains of fishing gear in it. He is now heading to Cape Town, which is 1,800 miles east-northeast.

29 November, Day 21

The record for rounding the Cape of Good Hope, 17 days 22 hours and 58 minutes, was set by Alex Thomson in 2016 will stand.

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Vendee Globe: Screaming Around The World

Charlie Dalin (APIVIA) will be the first to cross.

After starting nine days later after returning to France, Jérémie Beyou (CHARAL) crossed the Equator, 300 miles to the next competitor and 3,300 miles behind the leader. Jean Le Cam (YES WE CAM!) and Kevin Escoffier (PRB) have been battling for the third spot. Right behind them is first time Vendee Globe racer Yannick Bestaven (MAÎTRE COQ IV).

30 November, Day 22

Disaster struck PRB and Kevin Escoffier called his shore team that there was a lot of water entering his boat and soon after activated his emergency beacon and abandoned his vessel for the life-raft. Fortunately, there were several boats in the area and Jean Le Cam was sent towards his position, which was about 840 miles southwest of Cape Town. Also altering course is Boris Herrmann (SEAEXPLORER-YACHT CLUB DE MONACO), Yannick Bestaven (MAÎTRE COQ IV) and Sébastien Simon (ARKEA PAPREC). Jean located the life-raft, but due to the sea condition, 15-foot waves, could not affect a rescue. He then lost sight of Escoffier and the his signal. All four boats are in the area and are sailing with reefed mains and engines idling. They will also sail a grid pattern if they cannot see him.

1 December, Day 23

Just after midnight the PRB Team was notified that Jean Le Cam had Kevin Escoffier on board. The rescued skipper was seen on video, but has not spoken with the race committee. The race committee said they had sent Jean to a position calculated from the signal of the emergency beacon with compensation for drift. He found nothing at that position and then continued on the drift course. He was going 1.5 knots in 20-25 knots of wind when Jean disappeared from his on board video screen. They heard him say something

and then they saw Kevin on board.

Kevin added that PRB broke in two, giving him only time to grab his survival suit before being washed off the boat. Fortunately, he was able to get into his life-raft, which automatically had inflated. Jean said that when he failed to find him in the prescribed position, he set course on the drift course and saw a reflected beam bouncing off a wave and realized that was Kevin. Jean was later called by the President of France, Emmanuel Macron, to thank him for the rescue.

2 December, Day 24

Of the 33 races, with three having retired, nine would round the Cape of Good Hope this day. Unfortunately, next came news of another casualty when Sébastien Simon (ARKEA PAPREC) announced that he had hit something in the water that damaged his starboard foil and casing. He slowed the boat and stabilized the amount of water entering the racer.

Race leader Charlie Dalin (APIVIA) was having to learn how to slow his boat so he could safely sail her. He said that the sea conditions were determining whether he needed to decrease or increase speed. He said he never had to slow a boat before in his racing career.

Icebergs were detected so the Antarctic Exclusion Zone was raised so they would not be in the path of racers.

3 December, Day 25

Sam Davis (INITIATIVES-COEUR), one of the women skippers in the Vendee Globe, has struck an object in the water, causing damaged to her longitudinal framing which supports the keel. She is now heading back to Cape Town, but still with the hope of continuing the race. Sam was making dinner just at dusk when her boat nosed dived after striking an object in the water. She said that she went from 20 to 0 knots and that her dinner painted the interior of the boat. She

dropped the main and inspected the boat for damage, when she discovered cracks in the longitudinal stringers around the keel.

It was announced that Jean Le Cam (YES WE CAM!) will rendezvous with a French frigate and transfer Kevin Escoffier to them.

4 December, Day 26

Alex Thomson on HUGO BOSS, after sailing 1800 miles in a damaged condition, arrives at Cape Town. At this time, of the 33 racers, four have officially retired.

Race leaders are heading further south after they passed the corner of the Antarctic Exclusion Zone. Due to the sea conditions, they are having trouble keeping a good average speed.

Due to the damage Sébastien Simon’s ARKEA PAPREC sustained from striking an underwater object, he announced he had to officially retire from the race.

5 December, Day 27

Due to the damage sustained to INITIATIVES-COEUR, Sam Davies was forced to officially retire from the race. She added she still wants to continue after repairs are made.

The leader, now by 200 miles, is still Charlie Dalin (APIVIA) with Thomas Ruyant (LINKEDOUT) in second.

6 December, Day 28

Just after midnight Jean Le Cam’s YES WE CAM! met with a French frigate and transferred rescued sailor Kevin Escoffier. With this Jean has resumed racing. He was given additional food to compensate for the food used to feed Kevin and will be given redress for the time he spent in the rescue and transfer as will the other three boats that changed their course to assist in the rescue. The amount of time will be calculated by an International Jury.

The three leaders (Charlie Dalin (APIVIA), Thomas Ruyant (LINKEDOUT) and Louis Burton (BUREAU VALLÉE)) hit a new low-pressure system with northwesterly winds and gybed onto port tack.

There is a decision to be made: whether you go through the front and into the storm or slow and let the front pass.

**STANDINGS
Page 24.**

BUSINESS FOR SALE

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Presently we have a listing of 121,503 vessels, mostly compiled from the “List of Merchant Vessels of the United States” (MVUS) for the years 1867 to 1885. Several 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 4' after adding more vessels and updating the ones already listed. Version 4 should be up the end of March 2021.

CHECK IT OUT 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.

There is a massive amount of work to be done to accomplish these goals.

To make this happen we need support, please help us do more!

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Dedicated to the Preservation of Maritime Writings

MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 13.

with mango salsa on a corn tortilla. Is your mouth watering yet? Whichever way you are picturing this delicious meal, have you ever stopped to wonder about this white, flaky fish on your plate? What does it look like? Where does it come from? If you have, then it's time to dive in.

The winter flounder, also known as sole, has developed numerous traits that give it a truly distinctive appearance. The most obvious feature is its flat, thick, pancake-like shape, adapted for life on the sea bottom. The lower half of its body, which skims along the ocean floor, is generally lighter in color than the upper half. The exposed part of its body may be green, gray, or brown, and may or may not be patterned. Like octopus, the winter flounder has skin that can change color and blend in with its surroundings.

The bottom-dwelling lifestyle of this flatfish contributes to its oddest characteristics, a tiny mouth and both eyes on one side of its head. Fun fact: a flounder larvae is born with an eye on each side of its head. As it grows and adapts to a bottom-living lifestyle, the left eye migrates to the right side of its body.

Winter flounder migrate between offshore and inshore areas into shallow estuaries. They live along mud, clay, sand, or pebble sediments, and prefer sandy bottoms to lay their eggs. Females produce between 500,000 to 1.5 million eggs within estuarine waters 20 feet or less. Coves and bays surrounded by vegetated marsh provide excellent nursery habitat for flounder to grow before they are large enough to migrate into deeper waters. Softer bottom sediments also allow flounder to partially bury themselves for protection and to capture small benthic invertebrates, such as worms and crustaceans, for food.

Most fish are cold-blooded, which means their body temperature is regulated

by the surrounding water. Unlike many other fish, winter flounder actually prefer the cold. In fact, the name “winter” flounder refers to their annual winter migration into cooler nearshore waters. Adults spend their lives chasing the cold water, spawning in shallow estuaries during winter, and keeping cool in deeper offshore waters in the summer. Ideal living and spawning temperatures range between 32°F and 50°F, but winter flounder can survive temperatures near 28.4°F, the freezing point of seawater. How? They have a special “antifreeze” protein that makes them freeze resistant!

The cold water lifestyle helps to limit predators that prefer warmer waters during early life stages. However, winter flounder populations have been in decline since the mid-1980s in the Greater Atlantic Region due to overfishing, pollution from runoff, and warming waters. With the New England Fishery Management Council, we jointly manage winter flounder and twelve additional “groundfish” species under the Northeast Multispecies Fishery Management Plan. The plan ensures that these fish are sustainably managed and responsibly harvested.

We're experts on the sensitive early life stages, spawning habits, and habitats winter flounder need to survive. This allows us to better manage human activities, such as dredging and development, by providing advice to minimize or prevent impacts. For example, to protect eggs during the spawning season, we recommend avoiding dredging operations between January and May in shallow coastal waters. These activities could bury or destroy eggs laid on the bottom. We also work to protect and restore coastal marshes that help keep the water clean and provide food and shelter for these growing fish.

As you feast on your next flounder this winter, think about them living their best life in the cold.

Spiny Dogfish Eat Atlantic Cod: DNA May Provide Some Answers

As dogfish populations recover from overfishing, questions remain about how much Atlantic cod they are eating and its impact on the struggling cod population. Innovative genetic techniques help shed some light on the situation.

Conventional observations show that spiny dogfish in the western North Atlantic rarely eat Atlantic cod. However, some believe the rebuilding dogfish populations are limiting depleted cod numbers by competition or predation. To find out what is going on, NOAA Fisheries scientists looked to genetic testing to confirm cod presence in dogfish stomachs.

To get the samples they needed, scientists at the Northeast Fisheries Science Center asked local fishermen for help. Commercial fishing boats from New Bedford, Gloucester, Plymouth and Newburyport in Massachusetts stepped up. All participate in the Study Fleet, a program in the center's Cooperative Research Branch. Spiny dogfish were collected on 15 fishing trips during normal trawling operations between May 2014 and May 2015 in the Gulf of Maine and on Georges Bank.

“This was an excellent example of how cooperating fishing partners supplied fish for a pilot study of interest, and have helped advance this field of study,” said Richard McBride, chief of the center’s Population Biology Branch and a co-author of the study. “We were able to demonstrate that identifying cod in predator stomachs with environmental DNA works. It let us show fishermen that these innovative laboratory techniques can work on samples collected in the open ocean.”

Study findings, published in *Ecology and Evolution*, reveal rates of interactions between cod and spiny dogfish are higher than previously thought.

Sorting a catch containing spiny dogfish in the checker, where the catch from a trawl net was dumped during one of the science center's bottom trawl surveys in 2008.

“Although not directly comparable, the number of dogfish stomachs with cod detected was higher than that observed by conventional surveys,” said Brian Smith, a food habits researcher at the science center and a co-author of the study. “This is likely due to several potential mechanisms, ranging from active predation and scavenging during fishing operations to dogfish and cod sharing common waters. This also illustrates the high power of detection using molecular versus visual methods.”

Dogfish primarily eat other fish, but also jellyfish, squid and bivalves in some locations. Cod as dogfish prey is rare. Only 14 cod have been visually observed in the stomachs of 72,241 dogfish collected by the science center's bottom trawl surveys from 1977 to 2017. This suggests low predation rates on cod. However, small cod are much

more likely to be well-digested when the samples are taken. If dogfish have eaten these smaller cod, it is difficult to identify the species by observation alone. Molecular-level studies, using DNA, offered some answers.

In the recently published study, researchers examined the stomach contents of 295 dogfish samples collected throughout the year. Using the conventional visual method, they observed 51 different prey types and nearly 1600 individual prey items. NOAA Fisheries scientists paired these visual observations with a laboratory technique (real-time polymerase chain reaction, or PCR) to detect small amounts of cod DNA. Using this technique, researchers examined 291 of the 295 available samples and detected cod DNA in 31 of them.

Fishermen have also reported seeing dogfish eating cod during fishing operations. Sometimes this is dogfish actively foraging on live prey. Other times it is due to dogfish depredation dogfish eating the fish in the net before it can be brought aboard the fishing vessel. In this study, 50 percent of the sampling trips where cod was eaten indicate scavenging by spiny dogfish.

Members of the study fleet who helped collect the samples recognize the value of their participation in the study.

"It's always good to have more information on the species that live in our waters. I'm happy to contribute to work that furthers our understanding of these populations, especially in regard to cod," said Captain Jim Ford of the F/V Lisa Ann III from Newburyport. "I know there are some different opinions on what role dogfish play in the ecosystem, so the more data we can provide to inform that, the better."

While the findings suggest higher interaction rates between dogfish and cod than previously observed, further study is needed to determine just how much cod dogfish eat. Studies are ongoing to better integrate factors such as predator-prey relationships into stock assessment models used to estimate both current and future fish population numbers.

Researchers say the next step is to use a statistically robust sampling design to examine a population-level assessment of the effects of dogfish predation on cod population size. Estimates of spiny dogfish digestion rates, and ways to consider dogfish scavenging during fishing operations, are also needed.

“The Northeast Fisheries Science Center has the laboratory facilities to detect cod DNA in predator stomachs, and a bottom trawl survey that is designed to measure population level effects among groundfish,” said McBride. “We just need to put these two pieces together to estimate the effect of spiny dogfish predation on Atlantic cod. Easier said than done, but all the pieces are there.”



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A view Interstate Lobster looking out of Harpswewll Harbor.

U. S. NAVY NEWS

Continued from Page 9.

issues. As the Navy’s cross-functional team for security issues, the working group will also provide recommendations on key policy issues regarding best security practices and standardization.

Arleigh Burke-Class Destroyer Flight III Progressing on Schedule
The U.S. Navy recently achieved several important milestones for the DDG 51 Arleigh Burke-Class Destroyer Flight III upgrade, representing significant progress toward delivering critical Integrated Air and Missile Defense capability to the fleet.

WASHINGTON – The U.S. Navy recently achieved several important milestones for the DDG 51 Arleigh Burke-Class Destroyer Flight III upgrade, representing significant progress toward delivering critical Integrated Air and Missile Defense capability to the fleet.

The DDG 51 Flight III upgrade is centered on the AMDR/SPY-6(V)1 Air and Missile Defense Radar (AMDR) system that provides improved capability over earlier DDG 51 class ships by enabling Flight III ships to simultaneously perform Anti-Air Warfare and Ballistic Missile Defense. To support this upgrade the Navy is testing and integrating ship systems at existing land-based facilities.

“This has been an extremely exciting few weeks for the DDG 51 Aegis ship-building program,” said Capt. Seth Miller, DDG 51 program manager. “The program remains on track to deliver this tremendous capability to the fleet. Completion of these most recent milestones is a significant accomplishment and is a testament to the hard work and dedication of the Flight III team.”

At the Land-Based Engineering Site (LBES) at the Naval Surface Warfare Center, Philadelphia Division in Philadelphia, Pennsylvania efforts are focused on testing the Hull, Mechanical and Electrical (HM&E) equipment required to facilitate the increased power and cooling requirements for the radar. The Navy recently achieved “light-off” of the Flight III electrical plant at LBES, representing completion of the Flight III HM&E equipment installation and marking the beginning of land-based HM&E system integration testing of the Flight III power system.

Concurrent with these efforts, the Navy also recently accepted and installed a new AMDR array for land-based testing of the Flight III combat system at the Combat Systems Engineering Development Site in Moorestown, New Jersey. This array, along with the rest of the power distribution equipment, will be used for integration testing with the Aegis Combat System.

With Flight III ships under construction at shipbuilders Huntington Ingalls – Ingalls Shipbuilding Division in Pascagoula, Mississippi, and General Dynamics Bath Iron Works in Bath, Maine, completing the test programs at both engineering sites is critical to successfully integrating these complex systems.

This is particularly true for the future USS Jack H. Lucas (DDG 125), the first Flight III under construction, as it moves towards its own activation and test programs. Just last week, the second of four AMDR radar arrays was installed by HII-Ingalls in the deckhouse of the Jack H. Lucas, a significant construction event.

Arleigh Burke-class destroyers are the backbone of the U.S. Navy’s surface fleet, with 68 ships delivered to the Fleet. These highly capable, multi-mission ships conduct a variety of operations, from peacetime

presence to national security.

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

Navy to Decommission USS Bonhomme Richard
After thorough consideration, the Navy has decided to decommission USS Bonhomme Richard (LHD 6), a Wasp-class amphibious assault ship, due to the extensive damage sustained during the July fire.

WASHINGTON – After thorough consideration, the Navy has decided to decommission USS Bonhomme Richard (LHD 6), a Wasp-class amphibious assault ship, due to the extensive damage sustained during the July fire.

“We did not come to this decision lightly,” said Secretary of the Navy Kenneth J. Braithwaite. “Following an extensive material assessment in which various courses of action were considered and evaluated, we came to the conclusion that it is not fiscally responsible to restore her.

“Although it saddens me that it is not cost effective to bring her back, I know this ship’s legacy will continue to live on through the brave men and women who fought so hard to save her, as well as the Sailors and Marines who served aboard her during her 22-year history,” Braithwaite said.

Following the fire, the Navy conducted a comprehensive material assessment that concluded the cost to restore Bonhomme Richard could exceed \$3 billion and require between five and seven years to complete.

The Navy also examined rebuilding the ship for alternate purposes and determined the cost could exceed \$1 billion, which is as much or more than a new-construction hospital ship, submarine tender, or command-and-control ship.

Although the timeline for towing and dismantlement are still being finalized, the Navy will execute an inactivation availability that will remove systems and components for use in other ships.

Since July, the Navy has taken numerous actions designed to provide immediate fire safety and prevention improvements across the Fleet and shore installations. Working collaboratively, the fleet commanders established a Fire Safety Assessment Program to conduct random assessments of ship’s compliance with Navy fire-safety regulations, with a priority on ships undergoing maintenance availabilities.

Naval Sea Systems Command issued an advisory to all supervising authorities on directed fire prevention requirements and outlined corrective actions to improve fire protection, damage control, and firefighting doctrine, all of which will be executed in close partnerships with industry partners.

All investigations associated with the fire onboard LHD 6 remain ongoing. USS Bonhomme Richard is assigned to the Commander, U.S. Pacific Fleet.

SECNAV Names Future Guided Missile Frigate USS Congress
Secretary of the Navy announced that the U.S. Navy’s second Constellation class guided-missile frigate will be named USS Congress.

Secretary of the Navy Kenneth J. Braithwaite announced Dec. 2 that the U.S. Navy’s second Constellation class guided-missile frigate will be named USS Congress (FFG 63).

Braithwaite made the announcement during a hearing on Navy and Marine Corps

Readiness with the Senate Armed Services Subcommittee on Readiness and Management Support on Capitol Hill.

“To honor and recognize the work [Congress] and your staff do every day to support our Sailors and Marines, I take pleasure in announcing that a future frigate will carry the name Congress,” said Braithwaite. “The Department of the Navy looks to you for the strong oversight and partnership that has enabled our maritime strength ever since Congress authorized the construction of our first six ships -- the mighty American frigates of 1794.”

The ship naming honors the rich history and legacy of the Navy. *Congress* was among the six original frigates authorized by Congress in the Naval Act of 1794, which established the U.S. Navy as an agile, lethal and ready force and cemented the enduring partnership between the sea service and our nation’s elected legislative officials.

Two naval vessels carried the name *Congress* during the American Revolution. The first was a row galley that served the Continental Navy during the war, and the second was a 28-gun frigate that was set afire while being outfitted to prevent her capture by the British.

The third *USS Congress* was a 38-gun wooden-hulled, three-masted heavy frigate launched in 1799. Her first duties with the newly formed United States Navy were to

provide protection for American merchant shipping during the Quasi War with France and to defeat the Barbary pirates in the First Barbary War.

The fourth naval vessel to carry the name *Congress* was a 52-gun frigate launched in 1841. She served in the Mediterranean, South Atlantic and Pacific Oceans. She continued to operate as an American warship until the Civil War when she was sunk by the first ironclad CSS Virginia in battle of Newport News, Virginia.

In 1868, the fifth *USS Congress*, a screw sloop was launched. The screw sloop moved the Navy toward the modern age, supporting POLARIS arctic mission and visiting the Philly centennial exposition in 1876.

The sixth *USS Congress* (ID-3698), was built as a private fishing vessel before she was commissioned as a patrol vessel during WWI. She was in commission from 1918 to 1919 carrying out miscellaneous patrol duties until she was stricken from the Navy List and sold.

In October, Braithwaite announced USS Constellation as the name for the first ship in the new Constellation class of ships while aboard the museum ship Constellation in Baltimore Inner Harbor, Maryland.

Constellation class frigates will be built at Marinette Marine Corporation in Marinette, Wisconsin with the first ship scheduled for delivery in 2026.

Lobsters and lobstering connect two new books from Penobscot Books of Stonington

Andrew Gove, a legend along the Maine coast, started writing down his stories more than a decade ago and kept up the work right up until he died at age 90 in June 2020. Reading *The Life of a Maine Lobsterman—82 Years on the Water* is like sitting at his kitchen table overlooking Stonington harbor as he tells you his stories. And stories there be in this memoir—of growing up on Eagle Island in a large extended family, his earliest days of lobstering, flying a two-seater Cessna, participating in the lobster boat races up and down the coast, and more.

Gove represents a disappearing Maine culture. In 1937 at age 7, he started lobstering from Eagle Island, Maine, and didn’t quit for 82 years. That hard-work ethic stemmed directly from his upbringing on Eagle Island, one that focused on family interdependence, self-sufficiency, trust and honesty—concepts he exhibited throughout his entire life.

Gove was one of the hardest workers on the water in his lifetime, fishing for lobster, halibut and herring out of Stonington, Maine. He was always willing to lend a hand to those in distress, whether in his boat or his plane. But he also knew how to play and participated in the Maine Lobsterboat Races for many years, winning races a multitude of times.

His memoir is written with warmth, humor and humility, told in his own words and unique voice, and resonates with his love, compassion and commitment to family, friends, work and animals. Despite his passion for lobstering, Andy avowed, “I’d rather have a friend than a barrel of lobsters any day.”

“This memoir speaks to all of us. For those of us whose lives Andy touched directly, as he did mine for 50 years, this memoir is a reminder and reinforcement of our shared experiences. For those who come to know him through this book, the legacy of his life’s lessons is here for all,” says publisher Nat Barrows.

Also ready for the holiday season is *Maine Lobster ABC* by Peter and Connie Roop, illustrated by Jeremiah Savage. Both



fun and factual, this ABC is suitable for all ages. Children will enjoy the ABCs and adults will appreciate the many facts about lobsters and lobstering.

Having published more than 100 children’s books, the Roops do a thorough job of researching their subjects, in this case Atlantic lobster. They nicely blend lessons on the letters of the alphabet with a wealth of information on lobsters, along with silly lobster jokes and a slew of lobster “fun facts.”

Savage also illustrated the Roops’ Maine Lighthouse ABC, published in 2018. His bold illustrations with vibrant colors and a semi-realistic, cartoony style focus on the diversity and uniqueness of the lobster industry in Maine.

Both books may be preordered now; shipping will commence in early December, in time for the holidays. *The Life of a Maine Lobsterman* is 196 pages with 156 photographs, \$37.95. *Maine Lobster ABC* is 68 pages with full-color illustrations, \$21.95. Visit penbaypress.me to place an order or call 207-374-2341 or email books@pbp.me.



Wood's Hole Oceanographic News

Continued from Page 7.

ten heaviest near the coasts and most highly concentrated along the coasts of low- and middle-income countries. Waters most seriously impacted by ocean pollution include the Mediterranean Sea, the Baltic Sea, and Asian rivers. For the many ocean-based ecosystems on which humans rely, these impacts are exacerbated by global climate change. According to the researchers, all of this has led to a worldwide human health impacts that fall disproportionately on vulnerable populations in the Global South, making it a planetary environmental justice problem, as well.

In addition to Stegeman, who is also director of the NSF- and NIH-funded Woods Hole Center for Oceans and Human Health, WHOI biologists Donald Anderson and

Mark Hahn, and chemist Chris Reddy also contributed to the report. Stegeman and the rest of the WHOI team worked on the analysis with researchers from Boston College’s Global Observatory on Pollution and Health, directed by the study’s lead author and Professor of Biology Philip J. Landrigan, MD. Anderson led the report’s section on harmful algal blooms, Hahn contributed to a section on persistent organic pollutants (POPs) with Stegeman, and Reddy led the section on oil spills. The Observatory, which tracks efforts to control pollution and prevent pollution-related diseases that account for 9 million deaths worldwide each year, is a program of the new Schiller Institute for Integrated Science and Society, part of a \$300-million investment in the sciences at BC. Altogether, over 40 researchers from institutions across the United States, Europe and Africa were

involved in the report.

In an introduction printed in Annals of Global Health, Prince Albert of Monaco points out that their analysis, in addition to providing a global wake-up, serves as a call to mobilize global resolve to curb ocean pollution and to mount even greater scientific efforts to better understand its causes, impacts, and cures.

“The link between ocean pollution and human health has, for a long time, given rise to very few studies,” he says. “Taking into account the effects of ocean pollution—due to plastic, water and industrial waste, chemicals, hydrocarbons, to name a few—on human health should mean that this threat must be permanently included in the international scientific activity.”

The report concludes with a series of urgent recommendations. It calls for eliminating coal combustion, banning all uses of mercury, banning single-use plastics, controlling coastal discharges, and reducing applications of chemical pesticides and fertilizers. It argues that national, regional and international marine pollution control programs must extend to all countries and where necessary supported by the international community. It calls for robust monitoring of all forms of ocean pollution, including satellite monitoring and autonomous drones. It also appeals for the formation of large, new marine protected areas that safeguard critical ecosystems, protect vulnerable fish stocks, and ultimately enhance human health and well-being.

Most urgently, the report calls upon world leaders to recognize the near-existential threats posed by ocean pollution, acknowledge its growing dangers to human and planetary health, and take bold, evidence-based action to stop ocean pollution at its source.

“The key thing to realize about ocean pollution is that, like all forms of pollution, it can be prevented using laws, policies, technology, and enforcement actions that target the most important pollution sources,” said Professor Philip Landrigan, MD, lead author and Director of the Global Observatory on Pollution on Health and of the Global Public Health and the Common Good Program at Boston College. “Many countries have used these tools and have successfully cleaned fouled harbors, rejuvenated estuaries, and restored coral reefs. The results have been increased tourism, restored fisheries, improved human health, and economic growth. These benefits will last for centuries.”

The report is being released in tandem with the Declaration of Monaco: Advancing

Human Health & Well-Being by Preventing Ocean Pollution, which was read at the symposium’s closing session. Endorsed by the scientists, physicians and global stakeholders who participated in the symposium in-person and virtually, the declaration summarizes the key findings and conclusions of the Monaco Commission on Human Health and Ocean Pollution. Based on the recognition that all life on Earth depends on the health of the seas, the authors call on leaders and citizens of all nations to “safeguard human health and preserve our Common Home by acting now to end pollution of the ocean.”

“This paper is a clarion call for all of us to pay renewed attention to the ocean that supports life on Earth and to follow the directions laid out by strong science and a committed group of scientists,” said Rick Murray, WHOI Deputy Director and Vice President for research and a member of the conference steering committee. “The ocean has sustained humanity throughout the course of our evolution—it’s time to return the favor and do what is necessary to prevent further, needless damage to our life planetary support system.”

Funding for this work was provided in part by the U.S. Oceans and Human Health Program (NIH grant P01ES028938 and National Science Foundation grant OCE-1840381), the Centre Scientifique de Monaco, the Prince Albert II of Monaco Foundation, the Government of the Principality of Monaco, and Boston College.

The Woods Hole Oceanographic Institution (WHOI) is a private, non-profit organization on Cape Cod, Massachusetts, dedicated to marine research, engineering, and higher education. Established in 1930, its primary mission is to understand the ocean and its interaction with the Earth as a whole, and to communicate an understanding of the ocean’s role in the changing global environment. WHOI’s pioneering discoveries stem from an ideal combination of science and engineering—one that has made it one of the most trusted and technically advanced leaders in basic and applied ocean research and exploration anywhere. WHOI is known for its multidisciplinary approach, superior ship operations, and unparalleled deep-sea robotics capabilities. We play a leading role in ocean observation, and operate the most extensive suite of data-gathering platforms in the world. Top scientists, engineers, and students collaborate on more than 800 concurrent projects worldwide—both above and below the waves—pushing the boundaries of knowledge and possibility. For more information, please visit www.whoi.edu

VENDEE GLOBE STANDINGS

AS OF: 7 December, 21 UTC

Skipper/Boat	Foils	Speed	Dist. Finish	Dist. First
1) Charlie Dalin APIVIA	Yes	18.36	15215.4	---
2) Thomas Ruyant LINKEDOUT	Yes	16.96	15414.5	199.1
3) Louis Burton BUREAU VALLEE 2	Yes	7.3	15484.1	268.7
4) Yannick Bestaven MAÎTRE COQ IV	Yes	11.73	15553.2	337.75
5) Jean Le Cam YES WE CAM!	No	11.51	15567.9	352.47
6) Damien Seguin GROUPE APICIL	No	10.43	15588.1	372.66
7) Ben Dutreux OMIA WATER FAMILY	No	16.42	15647.3	431.92
8) Boris Herrmann SEAEXPLORER - YACHT CLUB DE MONACO	Yes	13.83	15726.5	511.11
9) Isabelle Joschke MACSF	Yes	16.88	15820.7	605.28
10) Giancarlo Pedote PRYSMIAN GROUP	Yes	14.97	15897/1	681.69
11) Maxime Sorel V & B-MAYENNE	No	15.23	16000.8	785.45
12) Romain Attanasio PURE - BEST WESTERN®	No	16.07	16272.9	1057.53
13) Clarisse Cremer BANQUE POPULAIRE X	No	16.67	16370.5	1155.09
14) Armel Tripon L'OCCITANE EN PROVENCE	Yes	20.18	17088	1872.57
15) Alan Roura LA FABRIQUE	Yes	10.69	17205.7	1990.27
16) S. Le Diraison TIME FOR OCEANS	Yes	9.81	17281.7	2066.3
17) Arnaud Boissieres LA MIE CÂLINE - ARTISANS ARTIPÔLE	Yes	10.38	17287.9	2072.54
18) Manuel Cousin GROUPE SÉTIN	No	13.59	17489.2	2273.85
19) Didac Costa ONE PLANET ONE OCEAN	No	11.92	17668.8	2453.43
20) Pip Hare MEDALLIA	No	13.00	17693.6	2478.15
21) Fabrice Amedeo NEWREST - ART & FENÊTRES	Yes	5.99	18366.1	3150.69
22) Miranda Merron CAMPAGNE DE FRANCE	No	8.02	18470	3254.64
23) Alexia Barrier TSE - 4MYPLANET	No	9.53	18489.3	3273.9
24) Clément Giraud COMPAGNIE DU LIT / JILITI	No	11.45	18595.7	3380.3
25) Ari Huusela STARK	No	10.2	18696.9	3481.51
26) Kojiro Shiraishi DMG MORI GLOBAL ONE	Yes	11.46	18759.4	3544.03
27) S. Destremau MERCY	No	12.63	18846.3	3630.88
28) Jérémie Beyou CHARAL	Yes	17.16	19018.1	3802.65

Retired
Sam Davies - INITIATIVES-COEUR
Sébastien Simon - ARKEA PAPREC
Alex Thomson - HUGO BOSS
Kevin Escoffier - PRB
Nicolas Troussel - CORUM L’EPARGNE

News from the Maine DMR

Continued from Page 10.

year to be eligible for one.

Under the regulation, each year two individuals will be awarded eligibility for a drag license through the lottery for every three individuals who did not renew their drag license in the previous calendar year. One person will also be awarded license eligibility for every person who held a commercial dive license but did not renew their license in the previous calendar year.

Four drag licenses were awarded through the lottery in 2018, while six drag licenses and four dive license were awarded in 2019.

Lottery winners were chosen at random by InforME, an enterprise created in 1997 by state law to ensure access to public information through technological solutions.

Maines scallop fishery has rebounded since 2009, when landings were 79,923 meat pounds (without the shell), to 415,818 meat pounds harvested in 2019.

Information on the 2020-2021 season can be found at <https://www.maine.gov/dmr/science-research/species/scallops/management/2020-21/index.html>

A Statement from Commissioner Keliher on the Suspension of the Search for the Emmy Rose

I share the grief that grips our fishing community today in the wake of yesterday’s announcement that the search for the crew of the Emmy Rose has been permanently suspended. I want to express sincere condolences on behalf of everyone at the Department of Marine Resources to the friends and families of the four crew members, Jeff Matthews, Ethan Ward, Michael Porper and Robert Blethen. We never take these losses lightly. I hope that all who are touched by this tragedy will be able to heal in time and will take this moment to hold loved ones close, and to give thanks for the memories of those we have lost and for what we have.

MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

28 March
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Bangor to The Front.
Statistics as to the Trade, Commerce
and Manufactures of The Queen
City of the East
(Complied by The Industrial Journal.)

Bangor is the most easterly city of its size in the United States.
It is located nearer the geographical centre of the State of Maine than any other city.

It has a population of about 20,000 and with its immediate enviross fully 25,000, while Penobscot County, of which it is the capital, has a population of upwards of 70,000.

It is at the head of navigation on the Penobscot, which is the largest river in Maine and drains a territory 8785 square miles in extent, all within the limits of the State.

It has a fine harbor, easily accessible and entirely safe for vessels of large size, there being several miles of deep water frontage and the docks at High Head affording excellent facilities for the larger craft, either steam or sail, engaged in foreign commerce and the ocean carrying trade.

The receipts of the Bangor Custom House for the fiscal year ending June 30, 1889, were \$92,154.13. The value of merchandise entered during the calendar year of 1889 was \$998,286 of importations \$559,941 wee dutiable goods, upon which the duties collected amounted to \$106,523.43. The exports to foreign ports during 1889 aggregated \$194,989.

The number of vessels of all classes registered and enrolled at the port of Bangor is 149, including 133 sailing vessels, 15 steamers and one excursion barge, with an aggregate tonnage of 21,678 net tons.

The number of arrivals in the port of Bangor during 1889 was 2107. Of these 11 were from foreign ports and during the same time there were 52 foreign clearances. The receipts by vessel during 1889 included 83,712 tons of coal.

The lumber surveyed in the port of Bangor during 1889 amounted to 170,210,383 feet, which quantity has only been exceeded twice in the past fifteen years. The grand total of lumber manufactured on the Penobscot from the earliest times down to the present is 9,072,603,120 feet, an amount sufficient to encircle the globe more than sixty-eight times.

The Maine Central Railroad brought to Bangor during the fiscal year ending September 30, 1889, 114,815 tons of freight and forwarded 105,947 tons from Bangor during the same time. The number of passengers carried by this railroad during the year from Bangor is 134,220. In the volume of business given the Maine Central, Bangor is only exceeded by Portland and that in a very slight degree.

Bangor is the first city in Maine to have an electric street railroad in successful operation, as she was the first in the state, and nearly the first in the country, to have a steam railroad; and it will also be recalled that the first iron steamship built in America ran to this port and was christened Bangor.

Bangor has connection over its own Bangor & Pisctaquis Railroad both at Greenville and Brownville Junction with the Canadian Pacific Railway. By means of this great trans-continental highway a new and direct communication is opened with the West and the Pacific Coast, while in connection with the recently compiled Soo Line, Bangor is brought nearer Minneapolis, St. Paul and the Northwest than any other seaboard city.

Bangor has five National Banks with a capital of \$900,000, a Trust & Banking Company with a paid in capital of \$125,000

and two private banks. The two Savings Banks have assets of \$4,359,922.60. Of these the Bangor Savings Bank made a gain in deposits during the past year of \$346,204.11, being a larger increase than any other savings bank in Maine.

The Bangor Loan & Building Association, one of the pioneer organizations of the kind in Maine, has the honor of being the largest in the State, having a capital of \$84,000. It has been in operation four years and has 630 members, 150 of whom are borrowers. It has thus far been directly instrumental in building over 120 new houses in Bangor.

There are fur local insurance companies—two marine and one fire with combined assets of \$600,000 and a life company which during 1889 wrote 2149 policies aggregating \$7,833,000 insurance.

Bangor’s valuation as taken from the assessors boos is \$10,815,150.

In the Bangor Post Office the receipts from stamps, stamped envelopes, postal cards and wrappers increased from \$29,148.95 in 1882 to \$56,400.11 in 1889. The total pieces of mail handled by the Bangor mail carriers in 1889 were 1,851,871 against 1,239,324 in 1882. The total number of registered letters received for local delivery were 24,454 in 1889 against 11,298 in 1882.

Bangor has a large and steadily expanding jobbing business and is also an important retail centre. Sales of Bangor merchandise, aggregate \$14,500,000 per annum.

Bangor’s manufacturing establishments number about 300, embracing 100 different kinds of industries and employing 2500 hands. The annual production of manufactures is about \$7,000,000.

The first textile manufacturing plant on the Penobscot has been set in motion the past year and is now in successful operation.

The pulp mills now in operation or under contract on the Penobscot have a daily capacity of 100 tons pulp.

The harvest of ice in this vicinity has been the past season upwards of 500,000 tons and Penobscot River ice has no superior.

Bangor citizens own or control more than one-half of the timberlands of Maine.

Bangor’s street are lighted with electricity generated by a model plant of its own, power being furnished by the Bangor Water Works.

The is also an electric light and power

company which has been doing business in Bangor for several years, and when during the coming summer its new and costly plant in Veazie is completed, its facilities for furnishing light and power will be unsurpassed.

Bangor is supplied with water drawn from the Penobscot by the Holly system. The Bangor Water Works have a daily pumping capacity of 10,500,000 gallons.

It has the finest Opera house in the State and the Y. M. C. A. building to be erected this season will be one of the handsomest edifices of its kind in New England.

It has one of the finest half mile tracks in New England and each fall the Eastern Maine State Fair is holden here, and at intervals the New England Fair.

It is a trade centre and shipping point for a large and rich agricultural section and for many thriving industrial communities.

It is a point of convergence for numerous important railway and steamship lines, and a consequent tarrying place for great numbers of tourists, sportsmen and commercial travelers.

It is noted for the number and excellence of its hotels and being midway between Bar Harbor and Moosehead Lake is a favorite resort of tourists in the summer months.

It is about the only city on the globe where salmon fly fishing can be successfully practiced within the city’s limits.

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Salmon have made their appearance in the Penobscot. Two were caught recently at North Bucksport in a net, one weighing five pounds the other eighteen pounds. The former was shipped to New York and brought forty cents per pound and the latter to Boston and brought one dollar per pound.

Bowditch, Webster, & Co., Augusta, recently received several thousand little tom cods to be used as bait for fishing through the ice, the first lot of this kind of bait ever brought to that city. They were shipped from Dover, NH, a peculiar thing about the shipment being that all required to keep the bait alive and in perfect condition was to wrap them up in a piece of woolen carpeting and pack in a box after wetting the carpet thoroughly. The little fellows were lively and wriggling and all ready for a swim in a tank after their long ride in a piece of wet carpeting. One fisherman, who has used this kind of bait, says he has carried them in this manner for forty-eight hours.

What is Known About Whales.
Scarcity of Accurate Information in
Regard to the Levithan of The Deep.—
Some Popular Errors.

Prof. F. W. True, of the U. S. National Museum, has devoted five years to the special study of whales. “The reason why my attention was directed to this subject particularly,” he said to a Washington “Post” reporter, “was the fact that so little was known to scientific men concerning whales. The works on zoology either treated the whale with a few generalizations or ignored it altogether. My purpose has been to cover the field as well as it possibly can be done with such sources of information as are available.

“Only about eighteen species of the fifty-six that frequent the coast of North America are well known, and the majority of these are of forms which have long been under observation. The number of species whose habits, variations and distribution are thoroughly understood is still smaller. The life of the whale is passed with but little of it being visible, and it is not an approachable animal. What is known of its life has been learned at long range, and many errors have thereby crept in. All the romance about thrilling adventures in the capture of whale have had their day. It is still regarded as a dangerous occupation, but nothing like what it was in the past. You will hear no more stories of hand harpooning and the smoking line running out over the bow, the boat towed by a leviathan at lightning speed, and all those details that illuminated the old time stories of the sea. Now whales are killed with a bomb lance, fired as any projectile, at a moderately long range. It carries an explosive substance that detonates when the lance enters the body of the whale. That is the modern way. The whale is generally harpooned afterward in order to make it fast, and unless this is attempted before the whale is dead it is not attended with any danger.”

“What are some of popular fallacies in regard to whales?”

“In the first place the greatest of them all is that the whale is a fish. It is a mammal with none of the characteristics of a fish, except that it exists in the water. “An animal that nurses its young, and has rudimentary hind legs, could hardly correspond to a fish in any respect. In almost every cut of a whale you will see the animal spouting a tremendous volume of water from his nose-holes. This is purely an imaginary habit on the part of the whales. The blow-holes of whales corre-

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spond to the nostrils of other animals. When it comes to the surface to breathe it expels the air from its lungs with a violent effort. Its nostrils are apt to be slightly under water, and the result is a column rises in the air. This has been mistaken in the distance by sailors for a column of water. When a whale has been harpooned so that its lungs have been penetrated, it is likely that the whale spouted blood and water through its nostrils, and this has confirmed the original error when the sailors observed it at close range.

“Another popular error.” Continued Prof. True, “is that all whales furnish whale-bone. The two great classifications among whales are the toothed and the whalebone varieties. The sperm whale is a toothed whale, and the right whale is a whalebone whale. The whalebone in a good-sized whale is worth several hundreds of dollars. The toothed whales really have not much use for their teeth, as they cannot chew anything with them. They are merely a row of points that serve to grasp a fish or other kind of prey, and hold it until it can work it down its throat. The teeth are only on the lower jaw. There are no molars among the teeth, and they cannot grind the food. Then the jaw is not hung so that it can do anything more than snap. The right whale uses the fringe of whalebone around the lower jaw in lieu of teeth. It strikes a school of shellfish, which abound in great numbers in the sea, and when it gets them in its mouth closes its jaw. The water is squeezed out and the whale swallows everything that is left.

“How large an object can a whale swal-

low?”

“The throat of the largest specimen is not more than three inches and a half in diameter.

“Have any species been exterminated?”

“From what we know it is not probable. For a few years the right whale disappeared totally from the North American coast. None were stranded, and there was no evidence that any more were in existence. A year or two ago one or two specimens were seen, and now they are reasonable plentiful again. Whether they disappeared because they were pursued by man or for some other reason we cannot establish. That they totally disappeared, however, is conclusive. The fact is that when a certain kind of whale becomes so scarce as to be in danger of extermination, it then becomes unprofitable to chase it, and the opportunity for a renewal of the breed is favorable.”

“Do they breed rapidly?”

“One or two at birth is the rule. The smaller varieties generally bear twins, and a single one at birth is probably the case with the greater varieties. The infants are born pretty well able to take care of themselves, though they are carefully nursed by the mother until they are swift enough to provide themselves with food. It is the belief that the mother floats on her side on top of the water when nursing, so that the young can suckle with their blowholes out of water. Whether this is true or not I do not know. A female with young is very wary and difficult to approach, so that very little can be gathered on this point from observation.”

“Do whales ever sleep?”

“That is one of the many things that we do not know. Sperm whales have been known to lie motionless for a considerable period, but it can only be guessed whether they sleep or not. A whale could not sleep under water for any length of time. It has capacity of storing a great deal of air in the blood vessels that fill the neck and are found well down through the body; but at the furthest, this could not last it more than half an hour, when it would have come to the surface to blow. It is assumed that many of the lower forms of life never sleep; but in the case of the whale I do not know that that point was ever investigated. It will be a long time before we know all that is necessary to know about the denizens of the sea. It is, indeed, strange that, while the external peculiarities and the life-history of numberless insects and minute and lowly animals, have been thoroughly investigated, many of these great beasts have been entirely neglected.”

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From the Hub of the Universe.

A Blizzard in Boston.—Exciting Scenes in the Streets of this City.—Workings of The U. S. Weather Bureau fully Described.—Joe Norton’s great Joke.—The Signal Service Station.—On State Street.—Atlantic Avenue.—Along the Water Front.—The Harmony of Invention.—The Belgian DE RUYTER in the Dry Dock at East Boston.—Other Notes. (Correspondence of The Journal.)

As I write the wildest sou’easter that the Massachusetts coast has known for a long time, is raging.

It is nothing more nor less than a “driving snow storm.”

When we woke up this morning it was cloudy and grey, but it did not look as if we were to have a blizzard.

The following is the prediction of “Old Prob,” for today: “For New England, slightly cooler, fair, followed by showers Thursday morning, westerly winds.” This is prophecy.

And this--

A driving snow storm.

Is fact.

Great scheme, the United States Weather Bureau business. How do they do it? Well, first, they have weather to start with. They are sure that there’ll be weather everywhere, anyhow. Gen. Arctic A. W. Greely, late of a given point on a Greenland iceberg eating old shoes and things, gets up in the morning, and after turning the hose upon his partially hairless head and parting his luxuriant whiskers in the middle, sits down to breakfast. After finishing his last cup of coffee he notes the grounds left in the bottom of the cup works himself into a terrible spasm, and makes a guess at the weather. If, say, the coffee grounds in the northwest corner of the cup gather in a group, he locates the storm centre there, say around in the “vicinity of the Great Lakes.” They always shove the storm centre out in the “vicinity of the Great Lakes,” when they can’t find anywhere else to put it. Then if the coffee grounds are somewhat scattering on the northeast side of the cup. He calls it “fair, clear, cooler, colder, warm, warmer, rain, snow or fair weather, with probable changes or stationary temperature, after which, as before if not after, there will be some kind of weather for New England.” We then start for the War Department noting on the way which way the wind blows his whiskers, and reports the result of his learned prognostications to his clerks who send it broadcast over the country for the edification of a grinning nation. Very mysterious sort of astrology, this, and it costs the Government several millions of dollars a year.

“Joe,” whose surname is Norton, is the genial and able assistant secretary of the Boston Fruit and Produce Exchange. Now, Joe is as honest as the days are long, and honestest than they are long in mid-winter, for unlike the days Joe’s honesty does not diminish in the coldest of weather. Joe wouldn’t do an improper thing for all the clams that repose in the Boston flats, but occasionally he slips up. The other morning he was copying from the bulletin sent in from the Signal Station, upon the bulletin in the Exchange. He was putting in a little weather here and a little weather there, but evidently had not got through the list. Joe was comparing the localities yet to be supplied with weather, with the amount of weather standing to his credit, to see if had enough to go round, when President Rice of the Exchange came in. Now, President Rice was very anxious to know what the weather prospects were to be in Washington, for the excursion of the Exchange was to leave that night for the capital.

“How’s the weather in Washington, Joe?” asked he.

Joe glanced up at the circle on the board, indicating the position of Washington. It was not filled in.

“No weather in Washington yet,” was the startling announcement that Joe made as he kept right on drawing nondescript characters on the board.


But the storm today was a terrific one. The snow fell faster than it could be cleared away. It sifted into every hole and crack, and was hurled into every passageway, alley and street in this city, which seemed to be partially enveloped in obscurity. The flakes clung to the clothing and made umbrellas grow heavy. The flag on the custom house stood out as if it were made of an inch board instead of bunting. The “unting” was on the street below. People would hide behind their umbrellas and they didn’t stop to see, neither did they seem to care, who they ran into. A woman with an umbrella is an object to be dreaded, and she will put the most determined crowd of men to flight. Fixing her eyes coldly upon the center of a group of men, she spreads her umbrella, ducks her head and charges down upon them. With a wild determination she comes, comes like a storm cloud driven before a gale, like a three-masted brig with all sail set and extra canvas on the top-sail-yard and more too if she had more sticks. Onward she comes, the white heavy snow curling from the straining umbrella to which the very ribs crack under the extreme pressure. Onward and yet onward, relentless and resistless every ribbon about her standing straight out as if reaching for more wind to aid her already terrific progress as she bears down upon you; and what do you do? Your simply stand still and collide, have your cigar run down your throat and a choice collection of snow flakes that have never yet been soiled by contact with earth, poured down your back. Or else you take to the gutter and stand until she has passed and the wake of snow behind her has subsided. What has this got to do with the storm? It is a part of very snow storm in Boston.

I stood to-day in Post Office Square and looked up at the signal station. It seemed lost in the haze of snow that filled the air. The patent double-back-acting weather vane on State Street was gamboling around the dial as if connected with the works of a Waterbury watch with the main spring let loose. On Atlantic Avenue, along the water front, the air was thick with driving snow, and the great rollers came in from sea and with heavy roars, setting all the shipping in the harbor to rolling with that mysteriously giddy motion that spoiled for me a ten mile

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NEW MEADOWS
MARINA

Used Boats

16.5’ Larson Dual Console 1985
w/ Evinrude 90 hp 2 stroke 1998, Galvanized Bunk Trailer
Updates: New seats, lights, bilge pump, engine recently tuned up.

18’ Pioneer Islander Center Console 2016
w/ F115 Yamaha and EZ Loader Galvanized Trailer
Includes: Garmin GPS/Depth sounder, Bimini Top, etc.

21’ Mako Center Console w/ T-Top 1987
Yamaha 2 stroke 225 hp 1997, Galvanized Roller Trailer, Updates: New fuel tank, Garmin GPS/depth, Yamaha controls, Seastar hydraulic steering, etc.

24’ Robalo Walkaround 1999
New in 2017 F350 Yamaha; 3 Years of warranty still available!
Gal. tandem axle trailer, Loaded electronics; upgraded in 2016, fishing gear, etc.

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stage ride when I went down East last August. But Greely pulled the string at about 7:30 that night, and nothing remained of this great blizzard but a leaden sky and grounded telegraph wires—with her and there fifteen or twenty electric cars quietly waiting for spring to come so they could proceed on their way, while the gay and festive snow-bound passengers-walked.

Inventors don't get much ahead of the times, do they? No one can mention a single instance where an invention has bee made that the times were not prepared for. It has been so with steamships, steam engines, the telegraph, mowing machines and reapers. This leads to another thought, there was never one part of any contrivance invented ahead of another that should properly have come first. These thoughts occurred to me this afternoon while noticing an electric street car. Now take the street car. It was first propelled by horse-power. If that had not been the case the present electric car would have been a white elephant. It was well that the street cars were first drawn by horses, for the electric cars are all horse cars provided with motors. So they are all fitted to be drawn by horse. If this was not the case, what could be done when the electric cars become derailed, or the trolley wires get out of order. The electric cars would simply stand immovable if they were not so arranged that horses can be at once hitched on and they can be drawn as of old, with no inconvenience whatever, to spead of. See how naturally and perfectly everything works! It is quite true that all this might have been done if the contrary order had been the case. But this shows how things in this world don't progress backwards.

But speaking of the electric cars. Boston people do a good deal of kicking and have a good deal of "I told you so" to say about them. They predict failure, and all that; but all I have to say is that people had better keep off the track and in the meantime they will wake up some fine morning and find the electric car a grand success.

While walking up Beacon Street this afternoon, I passed the big building known as th Congregational House, and I bethought myself some of the associations and historical facts connected with the building. It is now used for religious purposes. It was built soon after the war of 1812 by Daniel Hinckley, a prominent merchant of Boston, whose name appears as consignee of goods in the first ship, from Liverpool, the KINGSTON, that arrived here after peace. At the time of its erection it was considered one of the finest buildings in Boston, and its simple but dignified façade of white granite was an object of admiration to persons visiting the city.

The Belgian steamer DE RUYTER, which went ashore off Scituate during a thick snow storm on the evening of March 6, and which was subsequently floated by the boats of the Boston Towboat Company, was taken from the New York & New England Railway Company's dock, South Boston, at 9 o'clock Wednesday morning, and towed to Simpson's dry dock, East Boston. The huge craft was soon blocked up and the water pumped from the dock, enabling surveyors to inspect her bottom. The damage was found to be principally on the starboard side. Altogether, there are twelve holes punched in her bottom, four of which are very large and the other small. The steamer is strained somewhat on the starboard side. Her keelson is not damaged, and her shear is perfect. A survey held immediately after the steamer was placed in the dock, recommends that five plates on the starboard side for a distance of two-hundred feet be removed and replaced by new ones, decks caulked, deck

frames strengthened and hull plates riveted in several places. The cabin and deck fittings are all more or less injured, and will have to be replaced by new material. The blades of the steamer's propeller are broken off. Part of her cargo consisting of car wheels, cement and grease, is still in her hold, and will probably be discharged while the work of repairing is going on. The contract for the heavy plate iron and machine work has not been given out, and the bidders for the job are Harrison Loring of South Boston, the Atlantic Works and the Robinson Boiler Works of East Boston. It is estimated that four weeks will be consumed in making repairs, I speak of the dry-docking of the DE RUYTER because it is a very unusual thing for a foreign trans-Atlantic steamer to run a ground or be wrecked anywhere about Boston harbor, or to be dry-docked in Boston.

Boston, March 21, '90
ALLAN ERIC.

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COMMERCE AND TRADE.

Captain I. F. Gilkey has just made the first shipment of canned corn from Portland by sailing vessel to San Francisco.

Ship LOUIS WALSH, built in Belfast in 1861, for Captain James G. Pendleton, has been sold to San Francisco parties for \$19,000. She registered 1466.66 tons net.

Isaac Berry & Bro., of Portland, have imported 1960 bushels of potatoes from Scotland. The potatoes come to Boston and are shipped thence by the Portland steamers.

Schooner AUGUSTA E. HERRICK, from Eastport for Boston with scrap tin, went ashore at Cutler a few nights since during a northeast snow storm. She is lying in a bad position and is probably a total loss.

The largest car-load of potatoes sent from Houlton this season, was shipped Saturday from Anderson's potato house, in one of the frost-proof cars. It contained 856 2/3 bushels, or 320 barrels, or 52,800 lbs.

Captain Thomas G. Mitchell of Lubec, late in command of the schooner MARY F. PIKE, has abandoned the sea for the present, to enter the sardine business. He has purchased the A. W. Lamson & Co.'s sardine factory, and purposes to do an extensive business the coming season.

Portland's exports last week were valued at \$335,510.57. They were as follows: 46,037 bushels peas, 34,815 bushels oats, 6,362 sacks flour, 27,470 bushels corn, 27,765 bushels barley, 1,066,170 lbs. bacon, 43 cents leather, 2 cases stoves, 365 head cattle, 253,825 lbs. cheese, 19,529 lbs. pot-ash, 180,480 lbs. oatmeal, 751 cases match splints, 14 cases drugs, 18 cases oranges, 12 cases sardines, 557,938 feet lumber, 1,901 bbs. apples, 7,120 feet pickets.

The big Bath ship RAPPAHANNOCK has received her first cargo, oil for Japan, at Philadelphia and will soon be on her way. The Philadelphia Press says: the wharf at Tasker street where the RAPPAHANNOCK lies, was yesterday crowded with old salts who wanted to see her loaded to her proper lines, and they all agreed she was the handsomest ship they ever saw. The exact number of cases stowed on board the RAPPAHANNOCK is 120,000, equaling 1,200,000 gallons, the largest cargo ever shipped from here in a sailing vessel and valued at \$114,000.

Among recent charters are the following: Ship WM. G. DAVIS, Japan to New York; \$10,500; P. N. BLANCHARD, Hong Kong to New York, p. t.; bark GOLDEN SHEAF, New York to Matanzas, empties, 70c; bark EDMUND PHINNEY, New York to Rio Janeiro, general cargo, p. t.; brig JENNIE PHINNEY, Sagua to north

side, molasses \$2; schooner ALBERT W. SMITH, Portland to New York, ice \$1.50, free wharfage, load guaranteed; schooner CARRIE C. WARE, Portland to New York, lumber \$2.50; schooners EVA MAY and FRANK LEAMING, Portland to Philadelphia, ice \$1.25; schooner CHAS. A. BRIGGS, Portland to Brooklyn, ice, \$1.50, free wharfage; schooner W. C. BEE, Portland to New York, paving \$20; schooner NELLIE F. SAWYER, New York to Portland, coal 65c; steamer CAROLINE MILLER, St. Andrews, New Brunswick to New York, \$2.00; schooner WM. D. MARVEL, Kennebec to New York, ice \$1.50; and schooner LEANDER V. BEEBE, Bucksport to New York, ice, \$1.50.

Snow & Burgess, 66 South St., New York, report the market for sail tonnage continues exceedingly dull and generally unsatisfactory to the vessel interest. The supply of seeking sail tonnage remains quite moderate, though fully equal to the prevailing light enquiry, and rates for the most part favor shippers. South American and South African freights are steady and fairly remunerative, though at the moment quiet. The deal, timber and naval store trades remain dull, and rates are barely steady. Business with the West Indies partakes of the prevailing apathy. Sailing vessels are obtaining 15 @ 16 cents on sugar from the south side ports to north of Hatteras, and \$2 @ \$2.13 ½ on molasses from the north side ports, rates on lumber, coal, cooperage, etc., outward, remaining about as before. To the windward and leeward islands it is difficult to obtain better than 40 @ 50 cents per barrel on general cargo for small and medium size vessels. Grain freight, full cargoes, have again yielded a trifle to shippers, who have shown a disposition to hold off for lower cereal prices, incident to the resumption of inland navigation. In coastwise freights there is little or no change as regards lumber or coal, though on ice from Maine somewhat lower rates have been accepted, \$1.25 to New York being now about the best figure obtainable.

THE FISHERIES.

Smelt fishing at Harrington has been active all winter and it is said that the proceeds from the season's catch will aggregate \$2000. The fish are mostly sold in New York, netting the shippers ten cents a pound.

The lobster fishermen are reported to be doing quite well, considering the scarcity of lobsters. Greenlow Brothers, of Eastport, who have been fishing at Cutler, had a car smashed and lost three hundred market lobsters which would have sold at twelve dollars per hundred.

A remarkably big school of herring was seen off Lewis Cove in Perry, a short time ago. Captain Towser of Deer Island, who was sailing down the bay says: "When my boat truck the school the bow was fairly raised out of the water by the shock, and such a solid body of fish did it appear that it seemed as though one might walk ashore on the backs of the herring."

Advices from the Boston Fish Bureau report receipts of all kinds of fish very light. Receipts of mackerel consist of 264 bbls. from Nova Scotia, 5 bbls. from Gloucester, and 185 bbls. of Irish mackerel. Prices have not materially changed. Schooner MAUD B. WITHERELL arrived form Provincetown to fit for the Grand Banks cod fishing and will use the trawl instead of the hand-lines as formerly.

SHIPBUILDING NOTES.

Washburn Brothers, Thomaston, have hired the shipyard of J. O. Cushing & Co. for the season and will build a vessel there.

Timber has commenced to arrive at Crosby's yard, Bath, and the keel for a 1100-

ton four-masted schooner will be laid early this spring.

Work will soon begin at the yard of E. & I. K. Stetson, in Brewer, upon the barkentine to be built there, some of the timber having arrived.

The frame for the schooner which G. R. Campbell & Co., Cherryfield, will build this summer is already in the yard, and the work of construction will soon begin.

J. S. Eelis & Son, of Rockport, recently sent to the woods, moulds for Gilchrest, of Rockland, and are at work on another set for Captain Gower of Sargentville, this being the sixth set for different parties the past season.

Captain John Bond, of Tenant's Harbor, commanding schooner HAROLD C. BEECHER, is to have a three-masted schooner built for him the coming season. She will be employed in the lumber carrying trade, and will carry about 450,000 feet.

The frame of the new steamer which Captain S. H. Barbour is building at his yard in Brewer, for Waterville parties, is up and good progress is being made. It is expected that the steamer will be ready for launching in May. She will then be taken to the Kennebec to run between Augusta and Waterville. She is flat bottomed and will be able to run in very shallow water.

The new clipper ship, ST. MARY, was successfully launched by Charles V. Minott, at his yard in Phippsburg Center, on Thursday the 20th. The craft measures 240.6 feet in length, 42.4 feet beam, 26.5 depth with a tonnage of 1941.92 net. Her fittings are of a modern type, with power windlass, capstans, pumps and hoisters from the Bath Iron Works. As soon as the riggers finish their work about the first of April the vessel will leave for Philadelphia where she will load for San Francisco. She will be commanded by Captain Carver, of Massachusetts.

4 April

Page 1.

Carleton, Norwood & Co., Rockport, contemplate building a large sail-loft where the present loft now stands.

* * * * *

Seven tons of cod line were recently shipped form J. W. Dresser's rope walk at Castine, via steamer ELECTA to Belfast and thence to Boston.

* * * * *

W. P. Cushing, oar manufacturer, this city, has received another large order, this time from Portland. Mr. Cushing's oars are widely known and enjoy a high reputation.

* * * * *

E. P. Gamage, of South Bristol, is preparing to start operations at his granite quarry on the William Kelley place on the shore of the Damariscotta River. He will get out paving blocks, chiefly.

* * * * *

The Maine Granite & Improvement Co., C. J. Hall, Manager, of Belfast, recently shipped a fine granite monument to Mrs. J. V. Pruyn, Albany, NY. It was made in the form of a cross, stood twenty feet high and cost \$1300.

* * * * *

J. T. Donnell & Co., of Bath, have decided to rebuild their rope-making establishment which was burned last January. The machinery will be on hand as soon as the building is ready and it is expected that operations will be resumed next July. About forty men were thrown out of employment by the destruction of the walk.



CLASSIFIED

POWER



19’ SCOUT 195 SPORTFISH, 2021. Midnight blue hull color, Yamaha F115XB outboard, aluminum T-top with aft spreader light, rocket launchers and T-bag, powder coat T-top upgrade – raw water washdown –bow cushion and Venture trailer. Call for pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



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



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21’ SCOUT 215 DORADO, 2021. Midnight blue hull color, Yamaha F150XB outboard, Seastar hydraulic steering upgrade, bow cover, full canvas enclosure, trim tabs, raw water washdown, Venture trailer. Call for pricing. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; www.cascobayyacht.com.



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POWER

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33’ Cruisers Yachts 2003 - 3075 Express - YS200216. A distinctive boat with sweeping lines to mask her high freeboard, the 3075 Express combines the modern styling and upscale amenities common to all late-model Cruisers yachts. It is reported the donor, in 2015 had installed a new engine and major overhaul on the other. Call Eric Souza, Phone: (508) 478-0200 - www.YachtSalvage.com



RINKER 350, 2007. Loaded, AC/ Heat, Central Vac, Genset, Bow Thruster. \$99,000. Pen Bay Yacht Exchange, (207) 702-1065. Call for details. www.penbayyachtexchange.com



39’ Young Brothers 1996 - Downeast - YS200206. It was reported that this Young Brothers Downeast had accumulated enough rainwater over a few stormy days, while at the docks, (leaning bow forward) to compromise the batteries. With no power the pumps

POWER/SAIL

did not function, allowing water to build (ultimately causing the boat to submerge). Call Eric Souza Phone: (508) 478-0200 - www.YachtSalvage.com

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