

# Maine Coastal News

Volume 34 Issue 5

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FREE

## Time Running Out for Boatbuilders as Summer Approaches



The 30-foot ROYAL, designed and built by Royal Lowell in 1983. Unfortunately, Royal passed away and it was finished by Bill and Dan Lowell. Now at Joe Lowell's for a possible rebuild.

### Back Cove Rockland

Back Cove Yachts will update their ultra-popular Back Cove 37 inboard Downeast cruising yacht and re-launch as the new Back Cove 372.

The Back Cove 37 was launched in 2009 and has enjoyed an eleven-plus-year uninterrupted run resulting in more than 200 hulls. When the production moulds for the Back Cove 37 finally gave out in 2020 due to boatbuilding wear-and-tear, the Back Cove Design team seized the opportunity to reexamine the 37 with over a decade of owner feedback and recent design advancements in mind. The result was a boat full of fresh details that earned its own designation – enter the newly redesigned Back Cove 372.

Building upon the most popular elements of the Back Cove 37, the Back Cove 372 will feature several large-scale redesigns and upgrades, alongside many smaller options and improvements. The highlights include: - A more efficient 24V DC electrical system with less copper weight, resulting in both a lighter boat and increased run time on the bow and optional stern thrusters. - Cummins QSC 8.3 600hp diesel engine with a 7" display as standard and a Volvo Penta D8 diesel with a 7" Garmin display as an option. This adjustment is the direct result of owner preference, with more than 95% of Back Cove 37 owners opting for a

larger-than-standard engine since 2009. - Black windshield liner and an upholstered helm pod reduce dangerous and distracting glare at the helm. - Fixed-glazed pilothouse windows replace difficult-to-operate sliding windows, offer enhanced sightlines, and are complemented by a center-opening windshield with opening appliances for smoother operation. - A new aft-facing cockpit seat to starboard, complete with a folding armrest and drink holder, paired with a new salon door to port with a bi-fold window to starboard (above the aft-facing seat). - A reconfigured head with expanded medicine cabinet, sizeable over-sink mirror, and redesigned shower stall. - An upgraded SidePower SE 100 bow thruster will increase control and precision over the original SE 80 series.

The new Back Cove 372 is expected to splash late in the summer of 2021 and make her boat show debut at the United States Powerboat Show (Annapolis, Maryland) in October 2021.

### Brooklin Boat Yard Brooklin

Before getting down to the main yard, Brooklin Boat Yard purchased the former Odd Fellows Hall on the corner and converted it into a woodworking space for small boats or parts for bigger ones.

On the right side they have a 32-foot



This is a bow view of the 28-foot Peters being built in the upper shop at Brooklin Boat Yard in Brooklin.

center console cold moulded hull, which is built with longitudinal and ring frames and then laid up with three layers: Douglas fir and sheathed with Sapele plywood. The center console was built at Front Street Shipyard in Belfast and arrived in Brooklin the first week of April. She is expected to be launched later this spring.

On the left side is a 28-foot Michael Peters design go fast speed boat for Lake

Winnepesaukee and Sebago. She also has been built with longitudinal and ring frames and planked with three layers. Eric Blake added, "This one is being made out of one butt log that we got from Africa, 32-inches in diameter and 32-feet long, so all the planking is book matched." She is scheduled to be over the end of summer.

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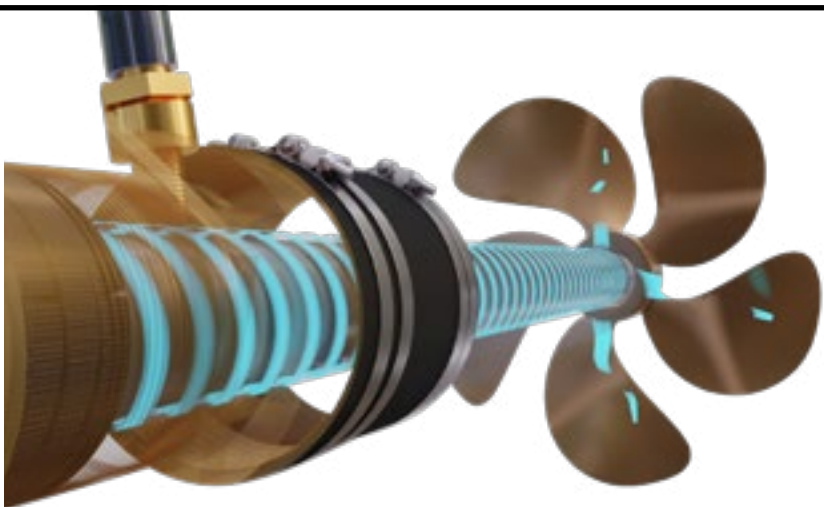
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"I am not afraid of storms for  
I am learning to sail my ship."

—Louisa May Alcott







# DEER ISLE FISHERMAN - HERB CARTER

DEER ISLE – This coast has plenty of interesting individuals, many of which stay well under the radar. If you are in the right place at the right time, you may meet one of them. I happened to visit Peter Buxton when day when his wife’s uncle, Herb Carter was visiting. The stories were flowing and I quickly realized that Herb would make one very interesting interview.

Herb was born in Stonington in 1946, but two years later his father traded his farm in Stonington for one in Deer Isle. The owner of the Deer Isle farm was looking to downsize so he swapped a 4-acre farm for a 55-acre farm. They each left everything at their original property, including the animals, took their personal belongs, and moved into their new place.

Herb said, “I was a farm boy. I learned how to milk a cow and help sheep, pigs, and calves when they were born, go get eggs... you would do what had to be done. My dad was energetic. He was a carpenter, a farmer, road commissioner, worked for the town, done whatever he wanted. I do just what I want. Tell me they want me to do it and I don’t want to, sorry, not happening.”

So how did a farmer migrate to working on the water? Herb’s father was always employed but was always looking for something better. Herb added, “In 1956 we went sea mossing. We were looking for different stuff to harvest and we were doing lobstering and clamming and everything. He heard the Marine Collage moved in Rockland in 1954 and heard they bought sea moss from all over the world. We would go to Orono on Friday night to the University of Maine and get marine chemistry and biology and come back Saturday afternoon. I stayed in the gym on a mat. Fine by me, it was warm. He got mixed up with the chemist, who was Marine Collage’s chemist, who was a teacher in Orono in the winter. In 1958 he convinced the Stonington Co-op to give him a piece of property to put a building up and a dock where they could harvest and buy sea moss. He then told Marine Collage if they’d build a plant, he’d run it for ten years and he did. We started out at two cents a pound buying sea moss and in 1968 we was getting three cents. He stopped running it when his ten years was up and the co-op just shut it down. Too bad because sea moss is in everything. It is the number one gelatin in the world.”

Herb is thinking of restarting this endeavour, explaining, “When we started there was quite a lot of it, but the water was cleaner so everything grew here in the 50s and 60s. There was no species that swam in the water in New England we didn’t have here.”

Herb continued, “My old man was driving me nuts so all I want to do is get away, so I did. I went to Gloucester ground fishing

in the winter. Everybody thinks lobstering is the world. It is not. It is an expensive job and you are in jeopardy every day. Somebody can go whack off a 100 of your traps, at \$110-120 apiece. Clamming is the love of my life, it’s my health trip, it keeps me healthy. My dad showed me how to hand pick clams at 8. He reached his hand in the hole and hauled out a clam. That’s pretty amazing and I stuck my hand in there. I felt this thing on my hand and hauled it back out. I thought it was going to bite me and he said, ‘no they won’t bite. Just shove your hand in there and go around it and pull it out.’ It was a clam and the neck was as big as my thumb. That intrigued me, wow, that is pretty slick.”

Herb also would go over to Crotch Island and lug tools for the quarry workers on Saturdays. He said, “They give you about 60 cents for the whole day. You were making big bucks. I worked in four or five different quarries, worked in Concord, New Hampshire, Rockport, Massachusetts and Vinalhaven. They were going to teach you whatever you needed to know to do. I lugged them up tools and watched them. When I first started, there was some hand drilling, but most had jack hammers for cutting stone.”

You do not meet many fishermen that dislike lobster, but Herb certainly does. He added, “Lobstering is sickening, it is a disease. There is a chosen few of them that can do anything, but most can’t change the oil in their vehicle. The old timers had to do everything. They had animals to take care of for the food, they had to garden because you couldn’t make money enough to buy everything. You had to do everything. I hate lobstering I really do.”

At 16 years old Herb went to Gloucester and got on board dragger KINGFISHER, which was built in Essex in 1947. “She is in the state pier right now in Gloucester, buried right there,” explained Herb. “She sunk right there at the dock. I went on her. We was after groundfish but what they’d got into was red fish and we loaded that boat. One guy tells me, ‘Herbie run out there [over the net filled with fish] and get that rope,’ ‘you mean leave the boat?’ ‘You won’t sink,’ I run out there



Deer Isle fisherman Herb Carter standing next to one of his lighthouses.

got the rope and he said, ‘you’re fast, that one over there, you have to go get that one too.’ I’d bringing the rope back to them and they’d dump them in the deck.”

For more than 18 years Herb fished on the draggers out Gloucester or New Bedford, mostly for scallops during the winters. He added, “I came in, be in overnight, wash my clothes and get my cigarettes, and somebody say, ‘Gee, we had a hell of a trip yesterday, Herb come on.’ I went on probably 25 different boats, but it was just overnight. I was a winch operator so they liked that. It was a tough job. I mean you can be out there in a hurricane and fishing 16-foot dredges. You haul it up and one goes right over the other

side of the boat. It wasn’t fun. I went through five hurricanes in 1978-79.”

In 1978 after enduring one of the hurricanes, Herb came in to find out his younger brother had lost his life in a motorcycle accident after being hit by a station wagon.

The fishermen were having an issue with the union in New Bedford, so many of them moved to Gloucester. Herb said, “We didn’t want to play with the union no more. We went up there, broke that union and then they went out of business. The only things bad about it, if you got hurt on a boat, you just go to the hospital, there were no questions

**Continued on Page 6.**


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# DEER ISLE FISHERMAN - HERB CARTER

**Continued from Page 5.**

asked and it was all taken care of, you never got a bill. That went away.

“There were so many boats and some of them were scows,” continued Herb. “You go out for two days and come in broke down and so you jump on another one and go again.

In the summers Herb would come home and go clamming, but also anything else that might pay well. For five or six years he went lobstering with Alvin Jones on his MISS DIANE. Alvin also fished out of WILD WOOD and DANNY J. "In my book, there was no finer lobsterman on this island than Alvin Jones, said Herb. "We used to have to sell to two places so they didn't know how many we had. We would sell to Caldwell's half our lobsters and then go over to Clyde Conary's and sell the rest, because we got all the bait over Clyde's. Most were only getting 250 pounds and he would triple them. He used to shift traps all the time. He'd wake up in the night, 'Oh I heard them last night.' Oh, Jesus no, here we go again. I wanted to hit myself in the head just going lobstering in the morning. I hated myself. He said, 'You don't even know where you are until 10:00,' 'What the hell, did I want to know for? Why do you think I got drunk last night so I wouldn't know where I was this morning. You are my drinking problem.' We had fun; we had a good time. I don't know why I done it, I lost money doing it. I would make more money clamming than I could lobstering, digging 8, 10, 12 bushels a tide."

Clyde Conary lived in Sunset and Herb got to know him after their house burned and he moved in with his grandmother when he was eight years old. He was there a couple of years until his father finished the new house. There are stories of running rum and Herb added, "Drinking was heavy in the shop, you come in from hauling, there was no problem

finding a cocktail in there. If you could sell him lobsters, you could drink. My old man didn't drink so he never went to see them so that was good. I joined the Odd Fellows before he died and he was a big member. They used to go on all these trips and he always had a big Fleetwood Cadillac. He trucked all his own lobsters to Boston for years and years. Clyde had the CHIPPEWA as a bait boat. He thinks he also bought lobsters over at Swan's Island. He made a good living all his life. His bookkeeper took it over, Ronnie Carter, who had been his bookkeeper for years. Then Hughie Reynolds bought it off him and he has had it ever since."

Alfred Caldwell was Herb's Little League coach. "I knew the whole family Tommy, Alfred, Albert, all of the sisters, Clare and Clarice," continued Herb. "Tommy ended up taking over Caldwell's and running that after his dad died. He sold out."

Herb would still go lobstering once in a while, but he needed to be talked into it. He said he went with Donnie Eaton now and then and he was the most Downeast person you could ever meet. He also remembered some of the old fishermen, like Howdy Freeman, Harold Greenlaw, Royal Robbins, Alison Robbins, adding, "I knew all of the fishermen. Everybody knew everybody. It wasn't the summer people there are now. I don't know them, but they know me. I don't know how I built up my reputation to what I did but, I did. I thought I was being out of sight. Wrong."

Everything has changed and not for the better. “In 1976, my Dad and I fought the Department of Marine Resources for two years,” explained Herb. They were opening up mussel dragging and my Dad knew that was wrong. It is illegal as hell because my commercial shellfish license says in an intertidal zone there is zero hydraulics. That is a foot mean low water. In 1976, in

the State of Maine there was 121 sardine factories and there were groundfish boats coming into Stonington every day. Instead of being satisfied with what they got, cut back the amount and get more money for them, they'd bring more in, thinking they were going to make more money. That is the wrong way to think. Fishermen are greedy, they will go for the last one today. They never needed to go mussel dragging. These guys are going out with a 40-foot boat, four men, and getting 200 boxes. I was going in a 16-foot boat doing 100 bags, alone. Mussels are the number one filter feeder in the ocean because we had millions of bushels. Today, we don't have mackerel, smelts, frost fish, or herring. We have a few alewives, a few porgies. We don't have fish. There is not a boat that goes out of Stonington coming in with 150 pounds of fish. What happened? The thing about a mussel bed is mussels have been living on a bed for hundreds and hundreds of years and underneath of them is acid and soot and death. Death weighs nothing and when you put it up in a water table it doesn't sink, it stays in the water for days. Fish can't swim in it because it blocks their gills."

Herb spent a few years building mussel beds off Deer Isle. Then someone learned that he was going to hand harvest them and they went to the Department of Marine Resources and stopped anyone from hand harvesting mussels, did not want competition. Herb did not renew his lease, but hopefully someone understands the value of these mussel beds as a filtration system for the water table, but I am betting greed will win out.

What about some interesting stories from Herb? “Pete Collins had the lobster smack QUICKSTEP. It was a sardine carrier and he bought it to haul lobsters in. When Caldwell burned, Tommy sold it to Pete. He was doing sea cucumbers there and his wife was buying lobsters. He couldn’t drive a wheelbarrow and somehow, he went ashore on the Brown Cow in the fall more than 20 years ago. Andrew Gove and Melvin Hutchinson went out and got him. It was rough. To get him off her, Melvin went in there with an outboard boat to get them and they almost sunk doing it. They had to make a couple trips to get one and fish him out of water and go get the other one. It was quite a rescue to get him out of there. The lobsters ended up all over hell, on the shores, crates broke out of her, she was just destroyed. They got some of the lobsters back, some of the crates. I took him over two crates. I mean, he had lost everything.”

“The hurricanes were scary, said Herb. ‘125 to 150 mph winds are always scary. The last big boat I was on in a hurricane was the only thing I would want to be on in a hurricane. Steel doors, steel windows, nothing was going to break. You could lock the doors down and they didn’t leak. We had that boat right underwater. One of the trips, there was a bunch of us from here, we was down off New York fishing and Oscar Johnson was the captain, I was the first mate and this hurricane started coming and I said, ‘Geez, Oscar,’ it was winter, I said ‘Oscar, let’s take the boat into the canal and stick it in the ice and let it freeze in, we won’t be beating ourselves up.’ ‘Nope, we are going to the winter fishing grounds’ and he took me off to Georges. It was flat calm. My shift took over at 6 o’clock in the morning. I had this graph that I had drawn out on the bulkhead so I can see what I was doing and get my numbers all lined up. I took one drag and went into this hole on the side of Georges it was 19 or 20 fathom. I’d seen it hundreds of times but never gone in there. Nobody would ever go in there and I said, ‘I have got to try

this.' I went in and made this one turn and hauled that thing up and there was about 45 bushels in that drag. We hadn't seen that many scallops in ten tows, let alone one. I said, 'Okay boys we are on. Remember the hurricane is coming, put them in the hold what you can't shell we will have them.' We had 110 ton of ice in the back two pens just for ballast so she wouldn't fly around. They said, 'Oh no, we are going to get them.' I made my six-hour watch and the last of it, it we were getting up to 60 mph wind. I went and had dinner and got in the bunk. Then I felt the boat go whoosh and down she went and the next thing I felt was the boat roll down and when she came back there was not a scallop on that boat. We came in on a broker. If they had them in the fish hold, we could have... We laid side-to for six days and we drifted 86 miles sideways. It was terrible."

Herb added, "I come in from cutting and the cook is throwing potatoes overboard. 'Are you alright, fella? They should put you down in the fish hold and ice you in for a while and make you better. It was because the potatoes weren't perfect. They weren't round. 'What are you going to do? We're going into a hurricane and no food. There is 14 people and you have to feed them. Fourteen men they eat good.

“Fishing with different crews was interesting,” continued Herb. “You never knew what they was doing before they went fishing. We have had boxers, painters and architects and they would come down on the boat and they were all gung-ho to go. Then you get out around the corner and you turn around and he was about as green as green could be and it wasn’t good for ten to twelve days straight. I used to make sure there was plenty of popsicles. I would go down and grab a box of popsicles and come up and give them a nice cold popsicle. They didn’t want to eat it. ‘Just eat it, don’t even ask.’ ‘There is a reason,’ and that would cool their body temperature, get their equilibrium back, and they were good for two or three hours, and you do it again. I just couldn’t stand working with somebody throwing up beside me.”

Several years ago Herb was asked if he could build a lighthouse, he said, "I'd got over to Jay Clough's shop in the morning and play cards with him, and he says, 'I want one past life lasting.' 'What the hell are you talking about, past life lasting?' 'I want to put it on my cemetery.' 'How big do want it?' 'I want it about 8 feet tall.' I made it for him. It took me a long time, about 230-240 hours. It was quite a contest for me just making it up, getting it all right. He wanted it all out of fiberglass, no wood. I found a 55-gallon drum and cut it down the seam and then I could taper it. It is the spark plug lighthouse in the North Haven Thoroughfare. I am doing another one of these for my son. I have one out there that is 11½ feet tall and that is Portland Light. My daughter wanted one of Mark Island Light. I said, 'That is the most boring light, it's a square box with a house on it. 'I want that one, because I looked right at Mark Island for 38 years."

“Wintertime,” said Herb, “I am not so enthused anymore. I used too. It never bothered me but now I would rather be walking down a beach with no sneakers. If my feet get cold then I am in the wrong place, I got to go somewhere else. When I was a kid, we used to get 115-120 inches of snow and ice. We would go clamming when I was 14 or 15 years old in the winter. I would go down and find a big ledge and climb down underneath the ice and dig in and nice and warm down in there, no wind, no nothing. Nothing like that anymore. Global warming is definitely here, no doubt. The quicker we go back to clean cold weather the better off we’ll be.”

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# Yankee Fishermen's Co-op, Seabrook, NH

SEABROOK, NH – When coming off the North Shore of Massachusetts on Route 1A the first town that you enter is Seabrook, NH and one of my stops for several years has been at the Yankee Fishermen's Co-op. The person who ran this operation up until a couple of years ago was 'Red' Marvin Perkins, who talked up the Co-op and his time fishing.

Red was born in 1951 and lived in Hampton, NH. His father was a plumber, but somehow, he gravitated to the coast. He began fishing with Ernest Knowles on the MISS IRENE and did that for a year before he bought his first boat, a 23-footer, which had been built in Florida in 1980. Three years later he purchased a 42-foot Novi, which was built by Doucette of Canada. Novis were the popular boat at the time and most of them were wooden. Red started fishing for lobsters with the small boat, but with the bigger Novi he tried ground fishing, mostly from Seabrook out to Jefferies Ledge. Fishing was good, but then the Government got involved and after 20 years Red had had enough.

Red said, "In '90 this place was incorporated. The power plant built this because this was their barge facility at the time. They talked the state into taking it over for the fishermen if they built it. Then from there it went from the state to the town. Bob Campbell asked me about working here and I told him we ought to talk and that was it. I haven't been back on the water since."

This is a well-protected harbor, but mother nature forces them to have a dredge come in every few years. They are supposed to maintain a depth of six feet, but they normally take the depth down to eight feet so in case there is a few high spots. What is nice is if your boat goes adrift, it most like will ground out in the sand.

When the Co-op started, they had about 70 fishermen, and they still have about the same number today. Unfortunately, some of the old timers who were the first fishermen to sell to the Co-op have either retired or passed on. Red remembered Donnie Littlefield, who owned the HELEN PRIDE, Merrill Blake, DEBORAH JEAN, Neil Pike, SANDY LYNN to name just a few. He also met some of the fishermen from Massachusetts out there fishing.

Red added, "The big difference is the ground fishing part is really reduced. Now, there's more lobster fishermen involved. There is like three guys still ground fishing before that, back in the better days there was probably 20 boats here, ground fish boats. All because of what the Government did with the individual quotas. The price of the boats and the permits for a young guy to get into it...hard to go to the bank and say I need half a million dollars to go fishing. It is sad because the knowledge is going to be lost. If they ever start coming back again, start allowing more permits, there is going to be a learning curve for whoever is going to go fishing. Where to go and what time of year.

There are only a few boats going out for ground fish from the North Shore, mainly Gloucester. There is a couple still going out

from Seabrook and another couple from Rye. Red did not know how many were going out of Portsmouth, but knew the fleet was mostly gone. Red added, "Every harbor is in the same predicament. The last three boats that got sold out of this harbor all went south. There is none of them that stayed in the area. Two of them I know went to New Jersey."

When asked if he thought it would come back, he replied, "No, not in my lifetime. If you go back to when they started, there was a ten-year rebuilding plan. We have long gone past ten years and who knows what the real story is."

Always interested in find out more about boatbuilders. Red said, "The only one that I know that used to build boats, a 16-foot skiff, was Ronnie Butler, they call it a Butler skiff. It was wooden lapstrake, nice boats. There was someone in Seabrook that bought Brunos and finished them off and they had a southern hull up there that they built. There was Gagnon in Portsmouth. I believe he built two or three fiberglass 54s. There was someone on Badger's Island off Portsmouth that built.

Like all major fishing ports there has been the tragedies. Red said that a lot of years ago they lost two who were tuna fishing. "I remember someone stole a boat one night and the guy instead of heading out the river he headed up into a crick and run it aground up there. There were lobsters tied off to the back of the boat so the owner showed up there and as he commenced loading a shot gun, the cops were telling him to unload it. They caught the guy and brought him back to the boat. The owner of the boat told the cops, 'You just leave him here and have him get this thing out of here.' You know that didn't happen. Probably mid-70s, late-70s one of the boats was going fishing one morning and they had a whoops. They sunk the boat out on the rocks. They got it towed back in here and the owner said, "I don't want it, get rid of it." They come in and put a backhoe to it and away it went. There was nothing wrong with the boat other than the fact that he sunk it. Another time six guys took a 14-foot skiff out and was hauling gear one night. All six of them drowned. They were trying to haul gear in a skiff and they got tipped over. That probably happened in the 1980s."

We lost a guy here this winter," said Red. "He had his boat tied up to another one and was diving to clear the wheel, I believe on both of the boats. He had a wet suit on and they found him floating. Nobody will ever know. He just had a great personality. No matter what he did in life he was going to succeed. He was a worker."

The person was 36-year-old Juan Peralta-Martinez of Hampton, had been selling to the Co-op the last three years. He came from a town in the Dominican Republic, which was so poor he did not see his first car until he was 6. He moved to the U. S. in 2010 and was working in a manufacturing plant. He then decided he wanted to go fishing and bought a boat, which he named NAUTI KAT. It can be extremely difficult to go fishing if you are an unknown and not



A view of Yankee Fishermen's Co-op in Seabrook, NH.

part of the fishing community, but Juan had the right personality and drive to make it work. Local fishermen really liked him. He left a wife and two sons.

Most of what comes over the dock today is lobsters. Right now, there are few lobsters coming over the dock as it is not the season, but in another three months things will be going full speed ahead. There are no commercial shell fishing licenses in New Hampshire and this means no shellfish comes over the dock. They do offer shellfish in the store, but this comes from an outside vendor. Since scallops are out of the shell, they do purchase them. They also see some ground fish and a few tuna during the summer months. There used to be a lot more tuna brought in here, but not anymore.

When Red wanted to shift gears Linda Hunt took over. Red explained, "It was time for a change of the direction that we had been on for the last 30 years. She has changed a lot of stuff and it's worked." Linda understood

markets and the using the internet to increase sales.

This is a close-knit group of fishermen in a small community just trying to survive. Red still goes in and does some of the maintenance and goes gets things they need to keep the operation running smoothly, but he is pleased he does not have to deal with the everyday operations, which allows him to enjoy life a lot more.

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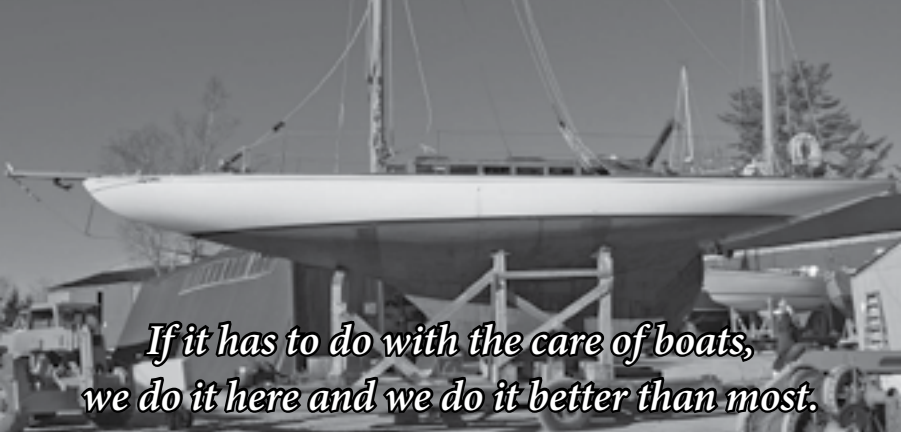
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# GAMAGE SHIPYARD SOLD

On March 12, 2021, the Gamage Shipyard announced new owners who are old and familiar faces. General Manager Mike Tatro led the purchase and is joined by Carol Morrison in Finance and John Vinal in Operations.

Previous owner Rory Cowan said, “I grew up in Gloucester, MA and understand the importance of a vibrant, and working waterfront. Successful, enduring waterfront businesses need solid, knowledgeable teams. Mike, Carol and John are just such a team. They know the operations, the customers, and most of all they know boats. They all grew up in the mid-coast, so they’re familiar with all local opportunities and local customer desires. I’m delighted to be able to support their vision for the yard, and its next phase of development. It’s a proven and reliable team.”

Mike Tatro joined GSY in April of 2015 as a General Manager. Under Tatro’s leadership Gamage Shipyard has been restored to a full-service boatyard. Yards of today need to have several lines of business to stay commercially viable and locally competitive: Slips and moorings, seasonal service, refit, repower, restoration capabilities, and the ability to build new. Utilizing his 30 years of mid-coast yard management and boat building experience, Mike has assembled a highly skilled crew to continue implementing his vision of bringing Gamage Shipyard to the next level.

Under his six years of management, the Gamage Shipyard has seen many improvements to daily operations and expanded the services offered. Tatro’s eye for detail is seen in every customer project and every improvement made along the way. There is demand for more storage buildings, additional slips in the marina, as well as a coffee

shop and perhaps a community work space in the boat house.

He also sees the yard getting back to its roots building boats. In July of 2020 Gamage Shipyard launched the first boat built at the yard in nearly forty years. Currently the yard is engaged in a second build, with a third on the horizon. Refits and new builds require many of the same activities, which allow the team to grow their individual skills.

**History of the Yard**

Gamage Shipyard, located in South Bristol on a 6 acre waterfront parcel, is a full-service yard with over 25,000 square feet of storage space, 2 rental properties, an office and service building. The yard was founded in 1871 with the purchase of land, including the marina waterfront, by Albion and Menzies (A & M) Gamage, who had been building large wooden sailing vessels since the early 1850s. Over the next 50 years, they built more than 88 sail and steam-powered boats.

In 1924, Harvey F. Gamage took over the business and from 1924 to 1976, Harvey Gamage oversaw the construction of more than 288 sailboats, powerboats, draggers, scallopers, and windjammers. The construction of eight wooden military vessel occupied Gamage boatbuilding from 1940 to 1944, the business turned to building rugged, able, and profitable wooden fishing boats. Gamage also built a few yachts, pleasure powerboats, and lobster boats during this period. In 1959, Gamage built the first schooner designed specifically for the windjammer passenger trade, the MARY DAY. The 83-foot MAY DAY, launched in 1960, started a new era at the yard. From the launching of MARY DAY in 1960, to the launching of APPLIEDORE II, the last schooner built at Gamage Shipyard in 1978,

more than 40 vessels were constructed at the yard. These included the SHENANDOAH, BILL OF RIGHTS, the yard’s namesake the HARVEY GAMAGE, the arctic research vessel HERO, and Pete Seeger’s iconic sloop CLEARWATER, America’s environmental flagship. The CLEARWATER was built to support Mr. Seeger’s Clearwater organization’s mission to clean the Hudson River. Also, in 1970, the yard’s first steel-hulled boat, the fishing vessel ELIZABETH, was launched. This concession to change in boatbuilding techniques and materials was followed by nine more steel fishing boats.

After Harvey Gamage passed in 1976, his son, Linwood Gamage, ran the yard until its sale in 2000. During that time it was mainly a DYI storage facility, with seasonal

service work.

In December of 2000, Rory Cowan of Boston, MA, purchased the yard. A long-time resident of South Bristol, he invested heavily and brought Gamage Shipyard into a new era. He made several infrastructure investments including the removal of the derelict buildings, adding a new marina, a state-of-the-art shop, new yard office, and heated storage facilities.

The new management would like to invite everyone to come down, see the yard and marina, meet the people and get a tour of the yard and its history. We’re looking forward to many years of service, refits, building new boats, and maintaining a beautiful yard here on the Gut in South Bristol.

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## Update from Kirsten Golden Globe Challenge

“In the last newsletter Minnehaha and I had just arrived in Summerside, PEI. Minnehaha had been lifted out of the water, safely transported to a private, heated shed, owned by Darren and Susan Cousins. Meanwhile, I was getting settled into charming accommodation – an old farm house at Green Island Getaways at Granville, thanks to Alan Burland, who has been supporting me in so many ways on this project, and without whose help I would not even be here on PEI!

Since then, more than 2 months have gone by and we have made enormous amounts of progress. It has been predominantly Eddie Arsenault and me working on the refit with occasional volunteers. By some miraculous stroke of luck, Eddie Arsenault was asked to assist with the transportation and offloading of Minnehaha, which is how I got to meet him. To say that Eddie is a genius, would be a vast understatement – he certainly IS a genius, and much, much more – and he decided that the Minnehaha refit was a project that he was willing to tackle. He approaches any problem with confidence and instant ideas on how to execute repairs. There is no problem that does not have a workable solution to him. He is a welder and machinist by trade, but when you see him work, plan and come up with ideas around Minnehaha, you would think that he was born on a boat and has been working in a boat yard since before the time he could walk. I asked him once if he wasn’t perhaps born on a boat, and he simply replied: “No, born in a hospital, made on a boat.” At any rate, Eddie does the work of 3 normal humans, in half the time - in between running his own shop, planning the repairs, ordering the materials and working on multiple tasks simultaneously. AND: he is a good and very patient teacher – I have learnt so much on this refit. There has been no shortage of banter and good humor either!

As is often the case, refits land up being bigger than expected, and as you go along, you tend to open up cans of worms – but rather now than later! I knew when choosing this boat, that there were certain areas that could only be surveyed adequately through some destructive probing, so none of the jobs came as a surprise; after all, Minnehaha was launched in ‘88 – she’s not exactly “young”. I was expecting the worst and hoping for the best. We found some of the worst, but the best has come of it – Minnehaha is getting the TLC that she has been needing, and I know now, that by the time she is ready, she will be as rock-solid a boat as she could ever be, and be restored to the timeless classic that she is!

Firstly, we started by probing the bulwarks, which were showing signs of deterioration. We found certain areas to have rot, and so decided to rip the entire bulwarks out and rebuild them. At this point I would like to mention Todd Uecker from Cape George Marine Works in Port Townsend, Washington. Todd has been very supportive and helpful from the

word go, when we first started going on the hunt for a Cape George 36. He has been giving us much guidance and pointers on which areas to pay attention to on a CG36 of this age, and knows intimately how the Cape Georges were built, what materials used, how improvements can be made etc. In order to expose the bulwarks adequately, we would have needed to strip some of the teak off next to them, at which point, we decided that we might as well strip all the teak. The deck was mainly in good condition below the teak, but the teak had certain areas where the bungs had popped out, and who knows what rot might have been lurking below the teak. Fortunately, there was no rot – only some minor leaks, which have now all been fixed. We replaced the teak with a layer of plywood, which we glassed over with epoxy, two layers of glass, one encapsulating the new Douglas Fir bulwarks, (the Douglas Fir, which was recuperated out of an old lathe bench – perfect wood!) and we then went to painstaking efforts to seal the scupper holes 100%, so that there would be no future water ingress. Once the two layers of glass had been laid, it was a lengthy process of fairing, sanding and shaping until Minnehaha’s deck was slick and smooth - and eventually a couple of coats of Awl primer. At first we had hoped we could preserve the teak in the cockpit, but some of the areas in the cockpit needed to be rebuilt, and therefore we stripped it of its teak too. Mermaid Marine Products in Charlottetown, have been supporting us in giving us substantial discounts on West System epoxy resin and hardener, Awl Fair and Awl Primer, sanding blocks and paper and a myriad other supplies and materials that we have needed for the refit so far! A huge thank you!

Running parallel to this, we unhung the rudder, pulled the propeller, shaft and cutlass bearing, pulled the transmission, which is going to be replaced, removed the gudgeons, inspected them for corrosion or damage, removed the rudder pins, bored out new holes and replaced with larger pins. The gudgeons were re-aligned, and the pin-holes were bored out and bogged with epoxy, to make sure there can be no water ingress. We would like to replace the 3-bladed, fixed propeller with a 2-bladed, feathering Max Prop. At this stage, PYI Inc., who are the largest distributors of Max Prop by far, have been extremely helpful, and they are going to try to provide us with the perfect Max Prop, which will be able to propel Minnehaha forward very effectively under power, but will create only the most minimal drag when she is moving under sail, thus, no doubt giving her that important extra edge on speed. In addition to that, PYI Inc. very kindly, would even like to provide us with inflatable “Fendertex fenders”, so a very big thank you, for this support and vote of confidence!

We also removed the bowsprit, and found dry rot, so the bowsprit will imminently be

**Continued on Page 23.**



# U. S. NAVY NEWS

## USS Constitution Names Gun for Navy’s First Female Chief

BOSTON – USS Constitution named one of their 24-pound long guns “Perfectus,” honoring the Navy’s first female chief petty officer on Sunday, March 21 during a Facebook Live presentation.

Loretta Perfectus Walsh enlisted in the Navy on March 17, 1917, as part of the Naval Reserve Act of 1916 and was sworn in as the Navy’s first Chief Petty Officer on March 21, 1917.

Four of USS Constitution’s female crew members gave a presentation on the historic significance of Walsh’s service.

The event was part of the USS Constitution’s observance of Women’s History Month.

Early Navy Sailors frequently named the guns they served on, and while there are no available records for the original names of Old Ironsides’ guns, some of her current guns have been given names based on records from her sister ships: USS Chesapeake and USS United States.

These names include Brother Jonathan, True Blue, Yankee Protection, Putnam, Raging Eagle, Viper, General Warren, Mad Anthony, America, Washington, Liberty for Ever, Defiance, Liberty or Death.

USS Constitution’s modern armament are replicas produced in the 1920s, and the newly-christened “Perfectus” is one of only two guns directly named by the modern crew.

USS Constitution is the world’s oldest commissioned warship afloat, and played a crucial role in the Barbary Wars and the War of 1812, actively defending sea lanes from 1797 to 1855.

During normal operations, the active-duty Sailors stationed aboard USS Constitution provide free tours and offer public visitation to more than 600,000 people a year as they support the ship’s mission of promoting the Navy’s history and maritime heritage and raising awareness of the importance of a sustained naval presence.

USS Constitution was undefeated in battle and destroyed or captured 33 opponents.

The ship earned the nickname of Old Ironsides during the war of 1812 when British cannonballs were seen bouncing off the ship’s wooden hull.

## USS Fort McHenry Decommissions After 33 Years of Service

USS Fort McHenry (LSD 43) holds a decommissioning ceremony at Naval Station Mayport, Florida before its April inactivation.

The Whidbey Island-class dock landing ship USS Fort McHenry (LSD 43) held a small, COVID-conscious decommissioning ceremony at Naval Station Mayport, Florida

on March 27 before its inactivation which will occur in April.

Rear Adm. Robert Katz, commander, Expeditionary Strike Group (ESG) 2 presided over the ceremony, which included the remaining ship’s crew and several of its previous commanding officer, including the ship’s commissioning commanding officer, Capt. George “Dusty” Rhodes, who retired in 1999 and featured prominently in the ceremony.

“I am humbled to be with you on this bittersweet day as we gather here at Naval Station Mayport to commemorate this ship’s 33 years of commissioned service,” said Katz. “The history of Fort McHenry lies within each of the ship’s Sailors, and it is my hope this pride in their namesake guided all who crossed its quarterdeck and reported for duty.”

Fort McHenry was commissioned on Aug. 8, 1987 at Lockheed Shipyard in Seattle.

“During my 17 years of sea duty and four commands at sea, I have no doubt that the Fort McHenry crew was the best with whom I ever served,” said Rhodes. “They were always more than willing to do whatever it took to fulfill the mission. It is remarkable how closely they have stuck together over the past 34 years. I am proud to be among them.”

After arriving in San Diego on Sept. 30, 1987 the ship remained homeported there until 1995 when it replaced the USS San Bernardino (LST 1189) as a forward-deployed ship based in Sasebo, Japan.

Fort McHenry’s maiden deployment to the Western Pacific took place between June 16 and Dec. 16, 1988 as part of an Amphibious Ready Group (ARG) along with embarked Marines from the 15th Marine Expeditionary Unit. The other ships of the ARG were USS New Orleans (LPH 11), USS Mobile (LKA 115), USS Ogden (LPD 5) and USS Fresno (LST 1182). During the deployment Fort McHenry participated in exercises Cobra Gold-88, Valiant Usher 88-6 and Valiant Blitz 89-1 and the Sailors and Marines got some well-earned liberty during port visits to Okinawa, the Philippines, Thailand, Australia, South Korea and Pearl Harbor, Hawaii.

Over the next few decades, Fort McHenry would homeport shift, and deploy several more times, supporting Operations Desert Shield, Desert Storm, Vigilant Warrior and Enduring Freedom. Its crews would assist with humanitarian assistance efforts domestically, such as oil spill cleanup in the Prince William Sound and internationally, supporting disaster relief efforts in East Timor in 2001, the Philippines and Indonesia in 2004,

In Nov. 1994, the ship received the first women to be permanently assigned to the

crew—two lieutenants who reported aboard as the Supply Officer and Electrical Officer.

The ship’s final deployment was as part of the USS Kearsarge (LHD 3) Amphibious Ready Group and concluded in July 2019. While deployed to the Europe, Africa and the Middle East area of operations, Fort McHenry, along with embarked Marines from the 22<sup>nd</sup> Marine Expeditionary Unit, conducted maritime security operations and provided a forward naval presence in these critical regions.

During the deployment, Fort McHenry Sailors conducted a burial at sea for the remains of 34 veterans and two military spouses, a passing exercise with Egyptian navy ships in the Northern Arabian Sea and conducted more than 15 strait transits and port visits to Romania, the United Arab Emirates, Germany and Latvia. The ship capped off their deployment by participating in exercise Baltic Operations 2019.

“The last crew of Fort McHenry has performed with toughness and resiliency,” said Fabrizio, the ship’s final commanding officer. “Like their predecessors onboard, their efforts during the last phase of the ship’s active service and the inactivation process have been nothing short of amazing.”

The ship will be inactivated on April 16, 2021 and will be designated as Out of Commission in Reserve (OCIR). That same day, it is scheduled to be towed by a seagoing tug to the Naval Inactive Ship Maintenance Facility in Philadelphia.

## Mobile Diving and Salvage Unit 2 Divers Train for Any Future Arctic Operations

From Explosive Ordnance Disposal Group Two

VIRGINIA BEACH, VA - Camp Ripley, the sprawling Army base in northern Minnesota, is impressive.

With nearly 53,000 acres of training sites, the installation is normally buzzing

with tanks, troops and jets, but not necessarily in February, when the temperatures rarely see double digits and regularly stay sub-zero.

For one unit, however, this Arctic environment is just right.

“We come up here to train hard,” said Chief Navy Diver Stephen Eide, Mobile Diving and Salvage Unit (MDSU) 2 training and readiness leading chief petty officer.

Navy divers are a far cry from tanks, troops and jets, but the frozen lakes and harsh environment on the friendly confines of a military installation are ideal to prepare the normally deep-sea experts to operate for any future tasking in the Arctic.

The ice dive training, led by MDSU 2, is not in response to any specific threat, but rather an extension of the Department of the Navy’s Strategic Blueprint for the Arctic, and this training has become even more relevant showcasing how Navy divers are at the tip of the spear in building a more capable Arctic naval force.

“We say that we dive the world over but for the last 20 years our mission has been primarily in the Middle East and other warm water environments,” said Chief Warrant Officer 2 Joshua Slack, MDSU2 training and readiness officer. “With the great power competition, that is no longer the case. We need to be ready to operate where we are not accustomed to.”

The frozen lakes on Camp Ripley provide a safe haven for training with access to berthing, training classrooms and normal every-day amenities in order to prepare for a more austere and less forgiving environment.

Although the training does occur on the safe confines of the base, it is not without challenges.

The ice is about 16-inches thick and

Continued on Page 24.



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# It is a Small World

By Sheila Dasset

About two weeks ago, I received a text message from out of nowhere. I didn't recognize the origin of the message and almost deleted it, thinking that it was one of those "robo" messages. But this time, I took a closer look at it and am glad that I did. It was from a fellow fisherman, who's name is Andy and contacting me from Bryher in the Isles of Scilly, around 30 miles off the SW tip of the UK. He said that for our interest, they are fellow lobstermen.

I'm taking a guess that he received my information through the Downeast Lobstermen's Association, somehow, someway. Andy told me that his wife picked up a buoy washed up on the beach during her afternoon walk, from one of our members, Ethan Turner and it is in great shape following its transatlantic trip! He said that they will put it to good use. Actually, he told me "what a small world it is now, a quick search from the info on the buoy and we are in touch." Andy also said for us to have a safe and profitable season to all of our members. Well, I'll be darned! I certainly wasn't expecting such a pleasant surprise as that. I am so pleased that he took the time to follow the name and numbers on the buoy and contact us. It reminds me of old times when people used to put messages in a bottle and hope that the message would go to someone on the "other

shore." With this world of technology, I still find happenings like this very interesting.

Ethan took the time to put his name and numbers on the buoy, which was worth the extra effort for sure. I contacted Ethan about this, who in turn sent me pictures of his boat, F/V Captain Jack to send to Andy. This opened up the doors of communication from the shores of Maine to the shores of the UK. Ethan said for him to "keep the buoy, it's easier than going over there and picking it up." Well said, Ethan!

Ethan and his Dad, Hilton Turner are no strangers to this kind of thing happening. It is a bit of a coincidence, but Ethan's grandfather, Charlie Turner had this happen to one of his buoys many years ago and was contacted from the Cape in Massachusetts. This is a good reminder that the name and numbers on the buoys are also a great means of communication, before cell phones and satellites.

Going back to my conversation with Andy, he said they are very much a fishing family and attached a picture of his son and boat. They are also in business with this his Father-in-law and Brother-in-law with his wife the Boss and Matriarch of all, running Island Fish, Ltd., or [www.islandfish.co.uk](http://www.islandfish.co.uk). I hope that you have a chance to check out their business, as it seems that life on "the other side" is much like ours here in the Gulf

of Maine. I checked out their business and found it too also be generational and very impressive. I had permission to share the conversation and their family business with our public, which is a great way to share the fact that we are a globally involved fishing industry.

If you look at the website of Island Fish, you will see that it looks much like the Coast of Maine. The lobster looks the same as well. One thing that I was impressed with, is that they have "Family Business of the Year." What a concept! They have awards much like we have awards for the best business in our communities. We call it "Best of the Best" and the local folk vote for the best business.

Obviously, our families are also fishing families and are proud to continue with traditions that we do not want to have go away due to all of the difficulties that we are facing. We are all living parallel lives and something like a little trawl buoy brought us together. Is this a coincidence or did this bring us together to make our trials and tribulations seem like we're not the only ones trying to make it possible for our next generation to have the same opportunities that we have had and our forefathers before us.

One thing that we know for sure, fishing goes back to many generations before us. My family goes back to the Viking Days, when they only had sailing vessels and lots of oars. At that time, it was just one of their dreams to venture out to see if there was land to the West. They finally got away from their



Maine buoy found off England.

ruler and made it to the West and landed in the UK. The only reason that I'm bringing this up is the fact that we all have a heritage and a reason to be proud of our livelihoods. We do not want to let this all go "down the drain" due to such things as Windmills and Whale Rules. This is the year 2021, which is much different than the days of the Norsemen, but we have all been around for quite a while. I believe that we all have it in us to be around for a lot longer as well. Without a doubt, people still need to eat, we do not want to see the whales disappear either and now the birds are in trouble due to the huge wind turbines. The Fishermen are now the Endangered Species, but we will survive, I'm sure!

## Maine Dept. of Marine Resources

**Marine Patrol and Local Fishermen Recover Body from Port Clyde Harbor**  
27 March

The Maine Marine Patrol and local fishermen recovered a body last night at approximately 9 PM from Port Clyde Harbor. Marine Patrol received a report earlier in the evening that a local fisherman's skiff was found adrift in the harbor with no one aboard. Marine Patrol, along with members of the Knox County Sheriff's office, local fire and EMS services, US Coast Guard, and a large group of local fishermen and Good Samaritans began a search of the harbor and nearby shoreline. The body has been transported to the Medical Examiner's Office in Augusta for an autopsy.

After notifying family members, the

Maine Marine Patrol released the name of the fisherman recovered as that of Travis Thorbjornson, 54 of Warren.

**Despite Market Challenges, Maine Harvesters Earn Ninth Highest Value on Record**

AUGUSTA - Despite unprecedented market losses, Maine fishermen earned over a half billion dollars for their catch in 2020. Valued at \$516,796,614, the ex-vessel value of Maine's commercially harvested marine resources was the ninth highest on record.

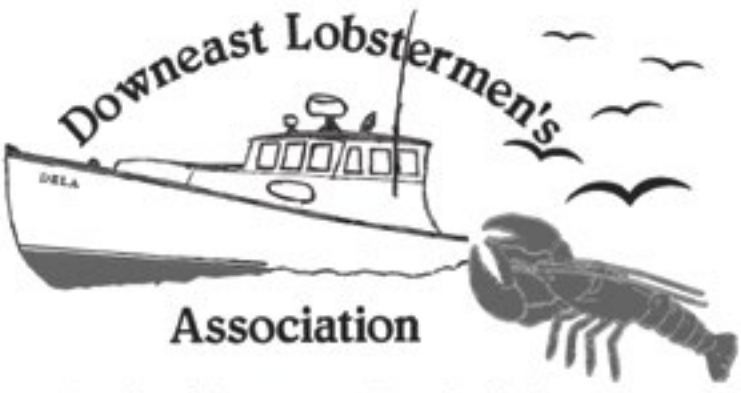
"Maine fishermen and seafood dealers weathered one of the most difficult years in memory, but through hard work and an unwavering dedication to quality, they were able to once again provide tremendous value for seafood consumers, and a vital economic foundation for Maines coastal communities," said Maine Governor Janet T. Mills.

Maine's lobster fishery once again accounted for most of Maine's overall landed value at \$405,983,832, which was only the seventh time in the history of the fishery the landed value has exceeded \$400 million.

"Maine's lobster industry faced tremendous uncertainty in 2020," said Maine DMR Commissioner Patrick Keliher. "At this time last year, the industry was facing a pending market collapse due to COVID-19, but industry's response was remarkable. Dealers developed new markets and harvesters adjusted effort based on market realities, all of which resulted in a good boat price during a year with seemingly insurmountable obstacles," said Commissioner Keliher.

At 96 million pounds, the catch declined by approximately five percent from 2019 landings, but according to landings data, the volume was the ninth highest in the history of the fishery. At \$4.20 per pound, the boat price was significantly better than the \$3.76 average boat price over the past ten years.

"The Maine lobster industry continues  
**Continued on Page 23.**



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Commercial Fishing News

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

From the Director -

Here we are, spring is here! We made it through the winter, which wasn't actually too bad. The winter of 2018-19 was much colder, one of those winters that the bay had ice. I remember because that was the one winter that we decided to stay in the water and continue lobstering and catching a few crabs. That was a bleak winter for sure! By the way, I crossed winter fishing off of my bucket list.

We are starting to get the Covid Vaccine, which is a step in the right direction, but we are still continuing with Zoom Meetings and not quite into meetings in person yet. It does seem that with Zoom Meetings, we can accomplish quite a few meetings within a workweek. There have been quite a few meetings concerning the windmills, which has resulted in the associations working together along with fishermen and their families.

You may have noticed that there is a new site on Facebook titled Protect the Gulf of Maine. This is a private group that you need to sign into for joining. It is made up of all of the associations, lobster and fishing alike, working together for the sake of our industry. We try to post information on it and keep an eye on the guest posts so we don't run into any animosity. Please check it out, it is a very valuable source of updated information. Monique Coombs of Maine Coast Fishermen's Association put the site together, but we are all involved in maintaining the site. If you'd like to be part of it, just sign in, it helps to support our cause for trying to save our industry.

There will be a Rally to Support our Industry on Wednesday, April 28, 2021 at 8:00 AM at the Augusta Civic Center, 76 Community Drive in Augusta. This Rally is to show support of our fishing industry, which takes in everyone involved, such as

lobstermen, dragger men, dealers, truckers, boat builders, and everyone that has a special part in the industry. This is an invitation for a peaceful, family environment. We do not want to exhibit a protest environment. The general public needs to understand the dynamics of the wind power damage to our fishing grounds. There is a lot that is simply not understood and most do not realize the impact that the windmills will have on our livelihoods.

There will also be an Informational Check-In on Saturday, April 17 if you are interested in participating in the Rally on April 28<sup>th</sup>. It will be in Harpswell from 12-4 in Bailey Island. There will also be the same type of gathering in Trenton, 12-4. This is if you'd like to pick up flyers, materials, buy shirts to support the fishermen and get general info. For contact information: Monique Coombs (807-5539), Herman Coombs (807-8596), Matt Gilley (319-9590) for Harpswell and Ginny Olsen (240-0556) for Trenton.

The Department of Marine Resources has been holding informational meetings as well and a series of Zone Meetings to keep us informed. If you are interested in seeing the diagrams or charts, the Commissioner is willing to come to your dock and speak

to everyone in person if you'd like to have further information.

We have all proposed to support Billy Bob Faulkingham's bill concerning Wind Farms in Maine, LD 101. Further explanation of this bill: This bill prohibits any department or agency of the State or any political subdivision of the State from permitting, approving or otherwise authorizing an offshore wind energy development project. The bill also requires the Department of Agriculture, Conservation and Forestry, Maine Land Use Planning Commission, the Public Utilities Commission and the Department of Environmental Protection each to submit by December 1, 2021 legislation necessary to align those provisions of law under their respective jurisdictions with the prohibition on offshore wind energy development projects.

Under the bill, the term "offshore wind energy development project" includes community-based offshore wind energy projects, deep-water offshore wind energy

pilot projects, offshore wind energy demonstration projects and offshore wind power projects which are all categories of projects currently authorized by law.

This summary will help to answer any questions that you may have concerning this bill, LD 101. The number to the Legislature is 207 287-1400 for further questions.

We are waiting on the Whale proposals to see what the court is going to allow and what it isn't. I will try to post as soon as possible the provisions for our gear so you can make sure that it is legal for our waters and boundaries. As far as we know, the decision should be made by May 31<sup>st</sup>. I will stay in touch and hope for the best.

Please stay in touch and get involved if you possibly can! We are there and speaking for our industry and families to help save our livelihoods.

Take care, Sheila



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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

MAFMC and ASMFC Postpone Final Action on Potential Changes to Summer Flounder, Scup, and Black Sea Bass Allocations

During a joint webinar meeting on Tuesday, the Mid-Atlantic Fishery Management Council (Council) and Atlantic States Marine Fisheries Commission's (Commission) Summer Flounder, Scup, and Black Sea Bass Board (Board) voted to postpone a final decision on potential changes to the commercial and recreational allocations of summer flounder, scup, and black sea bass. This delay is intended to allow for further development of the Recreational Reform Initiative before any allocation decisions are made. The Council and Board are now scheduled to take final action on the commercial/recreational allocation amendment at a joint meeting in December 2021.

Summer flounder, scup, and black sea bass are highly sought by both commercial and recreational fishermen throughout the Mid-Atlantic and Southern New England. The commercial/recreational allocations for all three species are currently based on historical proportions of catch or landings. Recent changes in how recreational catch is estimated have resulted in a discrepancy between the current levels of estimated recreational harvest and the allocations to the recreational sector. In response to the revised data, the Council and Board initiated the amendment in 2019 to consider possible changes to the commercial and recreational allocations. This action also aligns with the Council's policy of reviewing fishery allocations at least every 10 years.

The Council and Commission received 334 public comments from both commercial and recreational fishery participants and organizations during five virtual public hearings and a written comment period earlier this year. In general, comments from the commercial sector favored maintaining status quo allocations, and comments from the recreational sector tended to support the alternatives that would increase allocations

to the recreational sector. A more detailed summary of the public comments is available here.

Much of the discussion during this week's meeting focused on the possibility of postponing an allocation decision to allow for further development of the Recreational Reform Initiative—an approach that has been recommended by stakeholders from both sectors, as well as representatives from the NOAA Fisheries Greater Atlantic Regional Fisheries Office (GARFO). The Recreational Reform Initiative focuses on management changes to more appropriately account for uncertainty and variability in the Marine Recreational Information Program data and provide stability in the recreational bag, size, and season limits. Proponents of delaying final action have argued that a better sense of potential management changes through the Recreational Reform Initiative may inform the allocation decisions that the Council and Board are considering through this action.

After several hours of discussion, the Council and Board voted to postpone final action until December. This delay is not expected to affect the timing of any allocation changes, as GARFO has advised that implementation of the amendment would be very unlikely to occur until January 1, 2023, regardless of whether approval occurred at this meeting or in December. In the months ahead, staff may incorporate a small number of new alternatives proposed by Council and Board members that fall within the range of alternatives already analyzed within the amendment. The Council and Board are expected to discuss the need for any additional alternatives at their joint meeting in August.

Additional information and updates on this amendment are available at: <http://www.mafmc.org/actions/sfsbsb-allocation-amendment>.

Changes in Ocean Conditions and Human Activities Impacted the U.S. Northeast Shelf Marine Ecosystem in 2020

The U.S. Northeast Shelf is one of the world's most productive marine ecosystems. Seafood production, commercial and recreational fishing, ocean-dependent jobs, and other services provided by the ecosystem are all being affected by a changing climate.

Two new reports provide an updated picture of conditions supporting fisheries in the U.S. Northeast Shelf marine ecosystems. One report focuses on Georges Bank and the Gulf of Maine, two ocean regions off New England, and the other report focuses on the Mid-Atlantic Bight. These are the three major regions within the U.S. Northeast Continental Shelf Large Marine Ecosystem.

For the first time, the reports focus directly on how well we have achieved fishery management goals and the risks to achieving those goals posed by ecosystem changes and other human activities. Linkages between environmental conditions and managed species are also highlighted throughout the report. This focus ensures that scientists are providing ecosystem information in a form that the regional fishery management councils can use effectively.

Major findings in this year's report include: Seafood production trends downward; Recreational fishing effort is steady, but fewer anglers are taking for-hire trips; Waters continue to warm and marine heat waves continue; Less cold, fresh water is entering the Gulf of Maine; The Gulf Stream is further north; Chesapeake Bay's warmer winter and cooler spring affected blue crab and striped bass; AND More fish species are moving to the north and east of their historic distribution, some into deeper water.

The reports also cover new and rising factors, including offshore wind energy development and COVID-19 effects on fishery harvests and scientific data collection. There are more than 20 offshore wind development projects proposed for construction over the next decade in the Northeast. They have the potential to impact many parts of the ecosystem. With sufficient data, subsequent reports will further address these factors.

Supporting An Ecosystem Approach for Fishery Management

Our *State of the Ecosystem* reports are produced annually by scientists at the Northeast Fisheries Science Center. They collaborate with other NOAA researchers and collaborators from academia, non-profit organizations, and state agencies.

The reports are presented annually to the Mid-Atlantic and New England Fishery Management Councils as part of a larger, ongoing NOAA-wide initiative to advance ecosystem-based management. NOAA scientists use the Integrated Ecosystem Assessment approach to advance this type of management. They incorporate all components of an ecosystem, including human needs and activities, into the decision-making process. This approach helps managers balance trade-offs and determine what is more likely to achieve their desired goals.

2021 Report Results

Seafood Production Trends Downward

In the Mid-Atlantic, the amount of seafood landed continues to trend downward. This is likely driven by the market for seafood, rather than fewer fish available for harvest because of overfishing or other factors. Surfclams and ocean quahogs account for most of the decline in landings and revenue. They are some of the most important seafood species caught in the Mid-Atlantic.

In New England, the amount of seafood caught also continues a 30-year downward trend. Gulf of Maine lobster and Georges Bank sea scallops account for a majority of catch and revenue. Both of these species are vulnerable to decline in a warming ocean; relying exclusively on them can be a risk to fishing communities.

Continuing forward it will be important for scientists to monitor climate change, species shifting distributions, and other ecosystem changes.

Recreational Fishing Effort Steady, More Anglers Fish From Shore

Recreational fishing draws hundreds of thousands of anglers to coastal waters off New England and the Mid-Atlantic. Summer flounder, striped bass, and many other species are sought after by shoreside anglers, boaters, charter and party boats, and fishing tournaments.


In the Mid-Atlantic, recreational fishing opportunities are near a long-term average. Recreational fishing diversity is measured by the number of trips from shore, on private vessels, or for-hire vessels. It is decreasing due to a shift away from trips on party/charter boats to shore-based fishing, decreasing the range of recreational fishing opportunities. Shore-based anglers have access to different species and sizes of fish

Continued on Page 21.

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# Boat And Ship Yard News



Outside at John's Bay Boat Co. in South Bristol, just off the railway, is the former 36-foot PATRICIA GAIL, built 1992, awaiting some repair work on her house for her new owner.

**Continued from Page 1.**

Down in the main shop they had just rolled over the cold moulded hull of the Matthew Smith 46-foot day boat, which will be powered with twin outboards. The hull and top will soon be shipped to Newport where he interior will be installed.

A second 32-footer, like the one in the Odd Fellow Hall, is under construction in the main shop. Her cold moulded hull was recently rolled over and they are now putting the deck on and the bulkheads in.

The Jim Taylor designed 44-foot sloop is moving right along and will be launched this spring. Eric added, "This is the first one we have done that is completely electric propulsion. The batteries and the management of the power has really advanced over the last several years. The power has been there a while, but it is just how it is managed.

Out in the yard was the 29-foot Aroha, a double-ender powerboat designed by Peter Sewell of New Zealand. She is powered with a 38-hp engine and is trailerable. If you are interested in building one, this boat is offered



Last fall this boat was in at Wayne Beal Boat Shop in Jonesport for some keel work following a grounding. She came back to get spruced up and was ready to be moved out.

as a kit for home builders by Hewes & Co. of Blue Hill and Offshore Center Harbor of Brooklin.

By mid-April, all the boats on the main shop floor will be out to make room for a large motorsailer designed by S. & S. for J. P. Morgan, which is coming in for a complete restoration. Presently she is over at Atlantic Boat in Brooklin and will be trucked over when the main shop is empty.

Up in the design office they are putting the final details on an Eggemoggin 47 they tweaked, which will begin building this fall.

**Deep Cove Marine Services  
Eastport**

Last October, Matt Lecasse purchased Moose Island Boat Yard from long-time owner Dean Pike and renamed it Deep Cove Marine Services. Matt then filled the yard with storage customers, serviced the Travelift, and began the work list on some of their storage customers' boats.

This winter they had 150 boats stored at the yard and across the street in the main building of the former Boat School. This is



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more than they have ever had and probably is the limit, without renting more space from the School. However, they are talking about a new storage building so they have more inside space.

Since they work with the area commercial fishermen, they are constantly hauling or launching boats no matter what season. That means keeping the boat ramp across the street clear of snow and ice.

The main project this winter was 50-foot trawler yacht MAINE IDEA, designed

by Joel White and built at Brooklin Boat Yard in 1981. They repaired rot in the transom; upgraded the CNG system to LPG, new stove, new refrigerators, did some work on the systems and then gave her a complete paint job, as well as brightwork.

They also did some repair work on a 50-foot Huckins. This one also included mechanical work and paint.

A 21-foot mahogany lapstrake Pem-

**Continued on Page 19.**

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# Boat And Ship Yard News



At Boricua Custom Boats in Steuben is this Osmond 44, which is a cut down 47. They are nearing completion, but are waiting on the transmission and some other items.

**Continued from Page 15.**

broke, built by the Pembroke Boat Company of New York, was in for sister frames, new deck beams, and then they covered the outside with epoxy as this had been done by a previous owner to the inside.

They also did refits on two Boston Whalers, which included paint and bright-work. One of them had all the wood replaced.

They also built a 20-foot Grand Lake canoe out of fiberglass, which they call the ‘Grand Faker.’ They have another one in the mould, but no owner yet.

Before Matt purchased the yard the mechanical work was done downtown at Moose Island Marine, but now it is all done at the yard. They set up a full-blown mechanic shop and they ran all their winterizations, about 200, through.

This is a full-service yard for boats and outboards but will not do major engine work. They are distributors of Northern Docks. Even though they were full for storage customers, additional space will likely be available this coming winter. Matt says that he will not turn anyone away looking for inside space. This is the perfect yard for those that cruise the Maritimes and want to keep their boat on this side of the border.

## Greene Marine Yarmouth

There are several projects underway. They have a 30-year-old fiberglass peapod that they are refurbishing. She is getting new thwarts, repaired the keel, Awlgrippd the hull, and replaced the ash rails with ones made out of Sapele.

Next to her is a Flying Scott, which is having her sections of her core replaced where water had gotten into the deck. This project is nearly finished and should be going out soon.

In the centre of the floor is a dagger-board for a catamaran being stored at Portland Yacht Services in Portland. The board was repaired and was now being faired and readied for paint.

A customer had just purchased a West-

feet using foam strips and a polypropylene woven. They said people use this instead of carbon fiber, since carbon fiber is \$60 a yard and this \$12. They added the properties are similar to carbon and better than carbon Kevlar. They did some test samples at Greene Marine and found the is worked well. They next need to turn the dinghy right-side up and cover the inside with glass. If it works well, they may want to take a mould off it, but they want to make sure she

performs well in the water.

Outside they have a Newick-Fisher that needs to be finish and have her rig put in. She was built in 1980 and needed some repairs, including a new transom.

Do you have a project you need help doing? They can help you at Greene Marine.

**Continued on Page 20.**



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# Boat And Ship Yard News



This is a new Wesmac 50 FINAL WARNING, powered with twin 1150-hp Caterpillars out-side at Wesmac in Surry. She is scheduled to be launched this spring.



At Gamage Shipyard in South Bristol they have extended the stern of an Osmond 42. They cut pieces out of the turn of the bilge and added a little tumblehome.

## Continued from Page 19.

**Joe Lowell  
Yarmouth**

The end of March the 30-foot ROYAL arrived from Vineyard Haven. She was started in 1983 and finished the following year for a customer from Boothbay Harbor. This was the last boat designed by Royal Lowell, who started building her, but she was finished by Bill and Dan Lowell after Royal passed away. The customer from Boothbay owned her for three years when she was sold to her present owner on Martha's Vineyard. He realized she had some problem (worms in the skeg, leaks under the hauling patch) that needed to be addressed and talk with Joe

about seeing just what it was going to take to restore her.

The first thing Joe did was have the hull vapor blasted by Aquaterra, which stripped all the paint off the hull. After a quick going over, Joe said, “

I know the keel is not healthy, the stern post is really not healthy. The stem and fore foot needs some serious help. The bottom third of the stem is split vertically and that is not healthy.

A closer look was going to be done and then Joe was going to go over what needed to be done and hoped the owner would do the project. He added, “There is going to be a lot of work involved. To get the keel out

I will go in and snip the keel bolts on the timbers and cut the ribs and drop it down and out and take patterns off the old keel. After I will probably do the fore foot and stem.”

Also underway at the shop Joe is finishing off a 22-footer that just needs seats put in. He has a mould for a 22 and 26-footer but will now offer them as a finish boat. Many times, a fiberglass hull goes out as a kit and the finished product leaves a lot to be desired, which comes back on the hull builder even though he did not finish it off.

Once the okay is given, Joe will bring ROYAL inside and begin restoring her and that will keep him busy for awhile. Joe said he has been receiving calls about other work. He also said that he would like to build new wooden lobster boats under 40 feet.

was all done for her new owner.

Now it is getting all their storage customers ready for the upcoming season.

**Wesmac  
Surry**

Outside getting her final touches is FINAL WARNING, a new twin screw Wesmac 50 for a customer from New York. A couple of years ago he sold his Wesmac 46 FAIR WARNING and ordered this one. Everything is done and they were doing a yard start-up and then in early April she would go to the shore and be launched. She still needs sea trials to make sure everything is working.

The State of Georgia boat, which is being built for the Department of Marine Resources, is also nearing completion. They still have hydraulics to do and install the crane. Right now, they are fairing out the interior, house, and cockpit. She is powered with a 700-hp Scania.

In the next bay is a Wesmac 46, which was recently sold and the new owner is making several changes to make it more of a sportfisherman.

Next to her is a Wesmac 42, which will be going to Cape Cod as a sportfish/6-pack boat. Her engine, a 1,200-hp MAN is in and they are installing the exhaust and painting out below the platform.

In the next bay is a Wesmac 50 walk-around being built for the City of Bridgeport, CT as a classroom for the aquaculture school. Accommodations are simple with berths, galley, and head. She will be going over this summer.

Last year Linda Greenlaw purchased a 50-foot Wesmac pleasure cruiser powered with twin jets, which was finished off by Johanson Boat Works in Rockport. This boat has been lengthened so she can carry more passengers. Most of the work is finishing the cockpit and upgrading the systems. They expect her to hit the water mid-spring.

In the layup shop they have a Superwide 46 going to a finisher in mid-coast Maine. This will be followed by a 42, 46, 50 and a couple of 54s.

**Maine Yacht Center  
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One of the major projects this past winter has been refitting the interior of the wheelhouse on a Calvin Beal 36. They ripped everything out of the salon, including the electronics, right back to the bare skin. They added a booth-style settee on one side and a galley on the other side with a seat at the helm. The owner wanted an interior that was a little more comfortable and useable. Next year she will be returning and the owner want to redo the forward section and the year after they will redo her exterior.

A Bristol 47-7 is in to be repowered and have her systems upgraded. Her owner is looking to do a transatlantic passage in 2022 and wants everything gone over. Along with the new engine, she got a new generator, refrigeration, and heads.

There are several of the 40-foot racers at the yard. One of these they are getting ready for her owner to do a circumnavigation.

A J-122, which races locally, has been refurbished for the upcoming season.

In the paint shop they are finishing up on an older Alden 43 powerboat, which underwent a complete deck restoration. This was a major job as they took off all the hardware and stripped her back to good glass and then rebuilt the glass and added the non-skid. This

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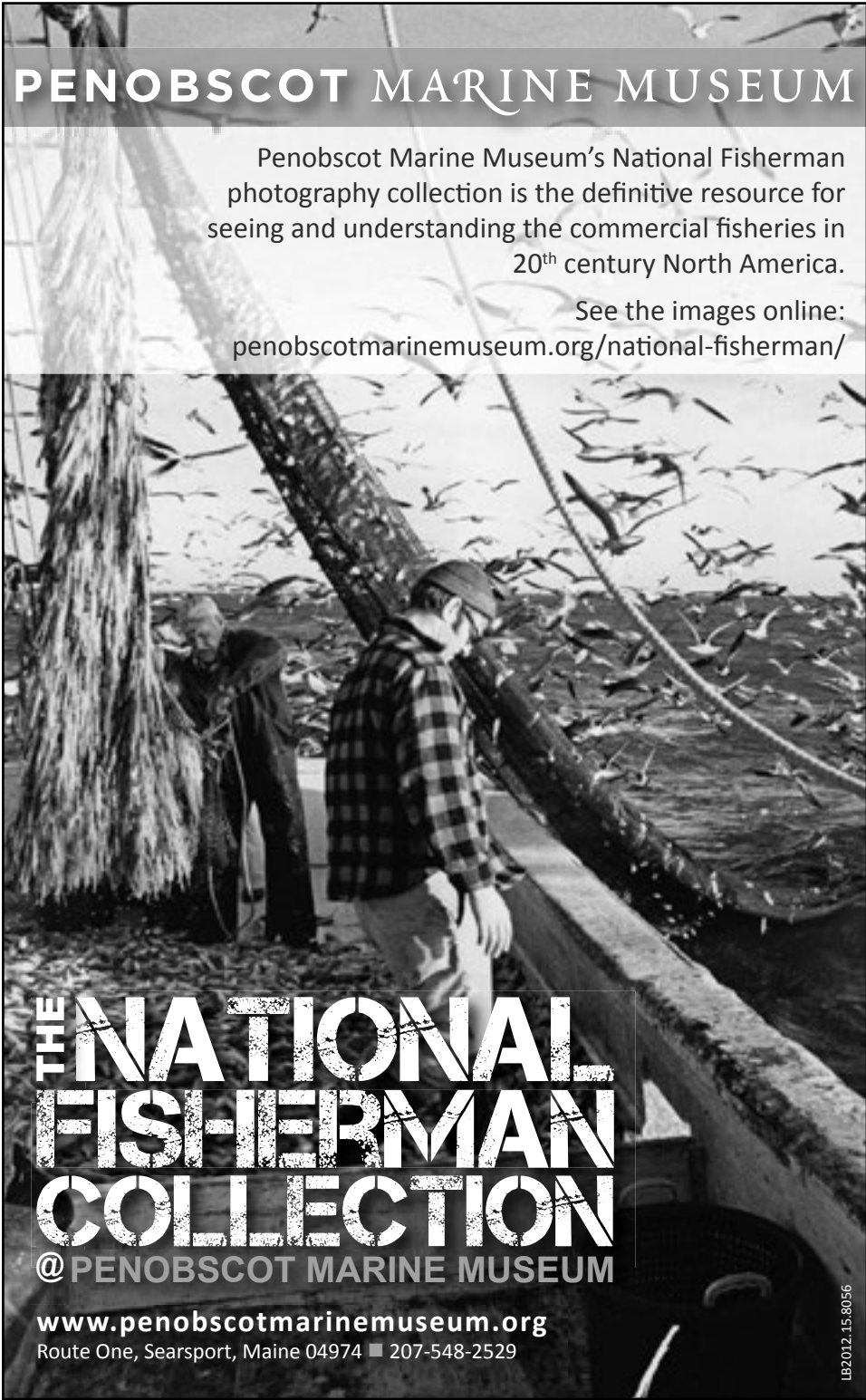
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# MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued From Page 12.

than vessel-based anglers. In New England, recreational opportunities have been relatively stable.

2020 Ecosystem Changes  
Warmer Water in the Gulf of Maine and Chesapeake Bay

In 2019, the Gulf Stream was at its most northern position since 1993. A more northerly Gulf Stream means warmer ocean temperature on the Northeast U.S. shelf and increased sea surface height along the East Coast. The Gulf Stream influences the oceanic conditions on the shelf by moving heat from the equator northward. This movement of heat impacts ecological productivity—the amount of plants and animals in the ocean.

Deep source water that enters the Gulf of Maine is typically a mix of both Labrador and warm slope water. We continue to observe little to no Labrador Slope water entering the Gulf of Maine. The source water determines part of the temperature, salinity, stratification, and nutrient content of the Northeast Shelf marine ecosystem.

Warmer ocean temperatures impact many important species in the region. For example, surfclams and ocean quahogs are vulnerable to damage from warming ocean temperatures. Warmer waters also cause the ocean to be more acidic, reducing calcium carbonate, a mineral that clams need to build a shell. Surfclams and ocean quahogs are commercially valuable, and among the most popular seafood eaten in the United States. New observations show that acidification in surfclam summer habitat is approaching, but has not yet reached, levels affecting surfclam growth.

Satellite data show the Chesapeake Bay experienced a warmer winter and a cooler

spring in 2020 compared to the 2010–2019 average temperatures. Above-average winter water temperatures likely helped blue crabs, but hurt striped bass numbers. More blue crabs could live through the warmer winter. The cooler spring may have reduced survival of larval striped bass, and the warmer winter probably meant less food for them.

Chesapeake Bay blue crab is highly sought-after by commercial and recreational fishermen because of its value and taste. As both predator and prey, blue crab are also a keystone species in the Chesapeake Bay food web. Striped bass are another top predator in the Chesapeake Bay food web, and important to commercial and recreational fishermen.

Fish Distribution Shifts Continue

Many species continue to shift northeast along the shelf and into deeper waters. This impacts what fish are available to catch, how much time and effort it takes to catch those fish, and who is responsible for managing human use of those species. In particular, fishery management measures based on historic distribution of a species may not have the expected outcomes if that species is changing when and where it occurs.

NOAA scientists will continue to work with the fishery councils to advance ecosystem-based management.

How Much is a Clam Worth to a Coastal Community?

A new study looks at the value of the water quality benefits provided by shellfish aquaculture.

A new study estimates that oyster and clam aquaculture provides \$2.8–5.8 million in services that remove excess nitrogen from the coastal waters of Greenwich, Connecticut.

The study was conducted by shellfish

biologists, economists, and modelers from NOAA Fisheries, NOAA National Centers for Coastal Ocean Science, and Stony Brook University. It was recently published in *Environmental Science & Technology*.

Researchers used a “transferable replacement cost methodology” to estimate the ecological and economic value of nitrogen reduction that results from oyster and clam aquaculture in this coastal community. The replacement cost method puts a dollar value on ecosystem services by estimating what it would cost for humans to provide those services. In this case, that was the cost of improving wastewater treatment, upgrading septic systems, and better managing stormwater.

“When we started discussing this work, I had a long list of ecosystem services in mind—not just nitrogen remediation, but water clarity for swimming and seagrass colonization, habitat for recreational fish—all leading to improved quality of life in a coastal town,” said Gary Wikfors. Wikfors is chief of the Aquaculture Sustainability Branch at NOAA’s Northeast Fisheries Science Center’s Milford Laboratory in Milford, Connecticut, and a co-author of the study.

“As a biologist, I learned from this study how complex a comprehensive economic valuation is! The economic benefit estimates in this report are just a small fraction of the total—the tip of the iceberg—but still appreciable at the municipal level,” he said. **Oysters and Clams as Nutrient Management**

Nitrogen is a nutrient that enters coastal waters from many different sources, including agriculture, fertilizer, septic systems, and treated wastewater. In excess it fuels algal growth, which can affect water quality and human health. As a result, a growing

number of communities are required to follow regulations to release less nitrogen. Shellfish can be a valuable part of a community’s nutrient management plan when preventing nitrogen release is not enough.

Growing bivalve shellfish, including oysters and clams, provides direct economic benefits to a community by supporting jobs and making fresh local seafood available to consumers. It also provides ecosystem services—benefits that nature provides to people—including habitat for native species and improved water quality.

An adult oyster can filter up to 50 gallons of water per day. While clams filter a little more slowly, large adult clams can filter up to about 40 gallons daily. Both clams and oysters take up nutrients when they filter feed on algae. Some of those nutrients become part of their shells and tissue, and are taken out of the watershed when shellfish are harvested. Nutrient removal is beneficial to the watershed. It reduces the risk of excessive algal growth that can starve fish and other organisms of oxygen, resulting in fish kills and other negative outcomes.

Estimating the dollar value of those water quality benefits required a multidisciplinary approach; one that got biologists thinking about economics and economists thinking in ecological terms.

Economic Value of Water Quality Improvements

More than half of the local nitrogen input in Greenwich is nonpoint source, such as runoff from lawn fertilizer. The rest is point source input, such as treated wastewater. Nonpoint source input is often more challenging and expensive to reduce than point source input, requiring a multifaceted strategy.

Continued on Page 22.

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# MISCELLANEOUS COMMERCIAL FISHING NEWS

## Continued from Page 21

The researchers found that replacing the nutrient removal benefits of shellfish aquaculture in Greenwich with traditional, engineered nutrient reduction strategies would cost between \$2.8-5.8 million per year. The estimate assumes nitrogen removal by shellfish would be replaced with a combination of wastewater treatment improvements, septic system upgrades, and stormwater best management practices in proportion to the local nitrogen sources.

Clam and oyster aquaculture removes approximately 9 percent of the locally-deposited nitrogen from Greenwich’s coastal waters annually. That’s about 31,000 pounds of nitrogen per year. The percentage removed is even greater when considering only nitrogen from nonpoint sources (16 percent), fertilizer (28 percent), or septic sources (51 percent). Per-acre nitrogen removal for oyster aquaculture was higher because oysters are grown more densely, but clams contributed more to nutrient reduction because more clams are harvested overall.

Shellfish are unique because they take up nitrogen across all sources, whether from lawn fertilizer, deposition from the atmosphere, or treated wastewater. Residents of the community benefit from shellfish aquaculture whether or not they eat oysters, as they enjoy improved water quality.

“Shellfish provide water quality benefits that coastal residents and visitors may not fully appreciate on a day-to-day basis. Our findings show that shellfish populations grown for harvest may complement land-based nutrient management approaches as part of the portfolio of solutions for excess nitrogen in our coastal waters,” said Anthony Dvarskas, who co-led the study while an assistant professor at Stony Brook University.

### Developing a Transferable Approach

The team developed two ways to estimate the value of shellfish nitrogen re-

mediation. One is appropriate for a well-established shellfish aquaculture industry and estimates nitrogen removal from the annual harvest. The second allows ecosystem managers to project the nitrogen removal of a new or growing industry.

“We developed a method to estimate potential harvest in communities with limited or no current aquaculture, but with opportunities to expand or start aquaculture, to highlight possibilities,” said project co-lead Suzanne Bricker from NOAA’s National Centers for Coastal Ocean Science. Bricker used computer models to calculate the amount of nitrogen removed.

The approach detailed in this study can be applied to other communities wishing to reduce nutrients to improve water quality. Even without a local shellfish aquaculture industry, decision makers will find the study useful in understanding the environmental benefits of shellfish to their coastal waters.

“There is growing interest in shellfish aquaculture in coastal communities around the United States, and our hope is that the approach we developed here can help inform local discussions about aquaculture around the country,” said project co-lead Julie Rose from the Milford Laboratory.

Rose added, “The next phase of our project will be estimating the value of all of the clams and oysters taking up nitrogen from Greenwich waters, rather than just the harvested portion.”

### Clam and Oyster Growers Pitch In

Greenwich is a community with a thriving shellfish aquaculture industry located on a populous coastline. It serves as an ideal case study for the nutrient-capture benefits of shellfish. About 60 percent of the seafloor off Greenwich is used for shellfish activities, including aquaculture, recreational areas, and seed beds. Particularly in communities with diverse and diffuse nitrogen sources like Greenwich, growing shellfish for food can make a big difference to nutrient management.

Partnerships with two local shellfish growers, Atlantic Clam Farms and Stella Mar Oyster Company, were crucial to this study. The companies provided data on their annual shellfish harvest and local aquaculture practices, which researchers used to model the amount of nitrogen removed.

The shellfish industry in Greenwich has been supported by an active municipal shellfish commission for more than 30 years. The Greenwich Shellfish Commission was an enthusiastic partner in this research. They made local field logistics possible and will include these findings in their ongoing education and outreach efforts.

“Our commission assisted by providing access to field sites and pinpointing locations for sampling. When we’re involved in a NOAA project, it’s an educational experience,” said Roger Bowgen, Greenwich Shellfish Commissioner. “The more we learn, the more we can explain to coastal homeowners and the general public when we engage them in conversations about shellfish aquaculture. It’s a chain of discussion: everyone tells someone else.”

The owner of Atlantic Clam Farms, Ed Stilwagen, also goes by the moniker “Captain Clam.” He has been growing shellfish in Greenwich waters for more than 20 years and shellfishing since the 1940s. He invented a system for more environmentally-friendly harvesting, and frequently cleans up marine debris while tending to his leases.

“Shellfish are a wonderful food source, and we have perfect conditions to grow them here,” said Stilwagen. “They don’t call me Captain Clam for nothing. I get a lot of interest when I tell people I’m a shellfish farmer—people want to know how many there are and how many I harvest. I hardly ever meet people who don’t like clams, but even if they don’t, they can appreciate that they take care of the environment by filtering the water. Having shellfish in the water improves water quality.”

### Victor Loosanoff: Pioneering Shellfish Researcher

In celebration of our 150th Anniversary, we are highlighting some of the people who helped build the foundation of fisheries and marine science. Meet Victor Loosanoff, Russian refugee and shellfish science icon.

The NOAA Fisheries Milford Laboratory is well known for research on commercially important shellfish, especially the Eastern oyster. The laboratory’s first permanent biologist and eventual director, Victor Loosanoff, began these studies. Born in Kiev, Russia in 1899, Loosanoff was the son of an Imperial Russian Army officer. He served 4 years in the same army as an artillery officer before he fled Russia to escape the Bolshevik Revolution. He came to the United States in 1922 and took jobs in logging and commercial fishing to learn English while earning a degree in fisheries science from the University of Washington.

After graduating, he held positions as a marine biologist with the states of Washington and Virginia. In late 1931, Loosanoff was hired by Paul S. Galtsoff, acting director of the Woods Hole Laboratory, the original NOAA Fisheries Laboratory. Both labs were part of the Bureau of Fisheries, which was then part of the U.S. Department of Commerce.

### Early Federal Career

Loosanoff’s tenure in Milford, Connecticut, began modestly in temporary quarters on the shore of the Wepawaug River. He eventually moved to a small wooden building provided by a local oyster company. Federal scientists had conducted oyster research at Milford at the request of the industry beginning in 1917; however, Loosanoff’s arrival marked what would be-

come an enduring institution. Equipped with only an “oyster knife and a microscope,” Loosanoff set out to improve the productivity of the oyster industry — a mission that he energetically embraced.

In the 1930s, oyster growers depended on natural “seed.” These are produced when adult oysters spawn and free-swimming larvae attach as “spat” to hard surfaces, like old oyster shells. Shellfishermen collected natural seed from estuaries and moved the seed to underwater shellfish beds leased from the state, where the oysters grew to a harvestable size. Alternatively, shellfishermen placed clean shells in areas where spatfall was expected. After natural settlement and some growth, shells with spat attached were moved to leased beds.

To successfully collect natural spat, timing is essential. If the shell is placed too early, it becomes fouled by algae and encrusting animals and the oyster larvae won’t set. If the shells are placed too late, they miss the seasonal spatfall. Solving this dilemma was one of the first problems Loosanoff addressed.

Loosanoff devised a clever way to determine when and where oyster larvae settled. He deployed small bags of shell in different locations, measuring environmental conditions at the same time. He identified the conditions that the industry could monitor, allowing for a more methodical and successful approach to seed collection.

Not content to remain behind a desk, Loosanoff frequently spent time collecting data aboard the Connecticut Shellfish Commission’s vessel *Shellfish*. He routinely engaged with those working on the water. In addition to scientific publications, Loosanoff released “real time” bulletins to the industry, providing advice on planting shell during the spawning season.

When not on the water, Loosanoff spent hours in the lab peering through a microscope to better understand the early life history of oysters and other bivalve shellfish. He devised a way to measure filtration rates and responses to environmental variables. He sought to understand what oysters eat. Importantly, Loosanoff envisioned a process to farm shellfish in a manner similar to livestock or land crops. His research led to the “egg-to-market” shellfish aquaculture practiced widely today.

### Loosanoff as Laboratory Director

In 1935 Loosanoff was named director of the Milford Laboratory, and in 1936 he earned a Ph.D. in zoology from Yale University.

Around this time, Congress established a permanent research laboratory in Milford. By 1940, a well-equipped two-story brick laboratory building was completed. Typical of the time, a director’s cottage was built adjacent to the laboratory, where Loosanoff lived with his wife, Tamara, who was also a researcher.

The small laboratory staff increased to include other researchers and scientific productivity grew. In 1951, a 50-foot research vessel was built in New Haven for use at the laboratory. It was named the R/V *Shang Wheeler*, after Charles “Shang” Wheeler, a supporter of the lab.

As laboratory director, Loosanoff expected his staff to abide by his rigorous work ethic, and he could be a demanding taskmaster. It was said that he thought of himself as an orchestra conductor with his staff as the musicians. He insisted on steady progress and results from his scientific staff. He had a remarkable ability to identify the pertinent research questions that needed to be answered to advance the shellfish indus-

Continued on Page 23.



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# Update from Kirsten Golden Globe Challenge

## Continued from Page 8.

rebuilt. At this stage we are just waiting for the Douglas Fir to arrive from Washington State. The wood for this prominent, structurally and performance-wise very important piece of the boat has been very kindly donated by John MacRae Tree Farms / Ranney Day Custom Milling and Scott Ranney – and we are very grateful for this very kind gesture. The wood will be of absolutely top quality, as the trees there grow in gravel, and therefore very slowly – the growth rings are really tight, and there are no knots in the wood that we will be using. No shortcuts could possibly be taken with as an important part as the bowsprit!

The stainless steel bobstay attachment has also be removed – this entailed a couple of hours of itchy fibre-glass grinding job in the confined space of the anchor locker – but to be honest, the discomfort of being covered in fibre glass dust almost comes as second nature to me by this stage of the refit! It will be worth the hassle to replace the old stainless steel bobstay fitting with a bronze one instead. The Cape George Marine yard has made us up the new bobstay, as well an Ash tiller, and these will soon be shipped over to PEI.

The through-hulls have recently been removed – and no doubt, many of you know what a mission that can be! They will all be replaced. They had certain wooden spacers on the hull, which were still perfectly intact, and most of the through hulls were in such good condition, they could probably have lasted another 30 years! We are replacing the wooden spacers with fibre glass pucks, that we (with Eddie’s boundless creative streak) made by laminating multiple sheets of fibre glass together, and then had the “donuts” cut out of this “lamination” by the super-cool CNC machine and its operator, Brent Cousins, at Baltic Creek Woodworks. Baltic Creek has been doing various jobs such as machining pieces with the CNC for us, such as molds and plugs, as well as restoring of old teak, and rebuilding of the rudder cheeks out of oak, and being willing to have our Douglas Fir in their kiln to dry it. Not only that, whenever we’re missing a particular tool, be it a vacuum clean-

er, chisel, c-clamp, file – no matter what – we rush over to the Baltic Creek workshop, where we can always borrow the tools we need!

This is to name but a few of the jobs! A big theme of the last month has been that of the new spars – a daily debate: we have been doing extensive research into getting the strongest possible rig, to replace Minnehaha’s wooden mast and boom. A very big thank you to Thomas Degremont, Sam Howell and James Teeters who have done many calculations and much research, in order to determine the righting moment of Minnehaha, and explore what our best options for mast sections could be. Not only that, they will also be doing the VPP’s and Polars for Minnehaha, from which we will then be able to do research into some of the possible best routing based on historical weather data. I am extremely grateful for all the time and effort that they have put into this – and it is so good to have such top notch, professional advice! Bearing in mind, that Minnehaha is quite a heavy displacement boat, compared to some of the other designs permitted in this race, we believe that a sturdy section is what she needs! She was designed with a rugged, beefy wooden mast. Therefore, going over to aluminum, the rig will invariably be lighter, and there is room to go up a size on the sections – which adds a little extra weight but a whole lot of extra strength! Keep watching and following us for when we announce our choice of new spars!

Thanks to a very kind person, Robin Imber, who spontaneously donated a GoPro, we can now try to document some more of the refit. This was a very generous, personal donation and we look forward to sharing more videos in the next newsletter.

And then, a donation of the two Bomar, water-tight hatches was made, purchased by an anonymous donor, from Hamilton Marine who gave a generous discount! Wow! These are examples of all the corporate and personal support that this project has been receiving. And there have been many donations of this kind!

A thank you to Tom Amory for donating a Jordan Series Drogue, to Barry Kennedy

for donating a Watt and Sea hydro-generator, James Bennett for the offer of Solbian solar panels and controller, an anonymous donor donated a trailing log and a cutlass bearing, and there have been a whole lot of donations via PayPal and GoFundMe. If it had not been for all these generous gifts, the project would not be able to keep ticking over – so an enormous thank you to each and every one.

Very substantial assistance has come from Chuck Gates and Mark Lindborg, who have been supporting me in this race ever since I had the pleasure of sailing with them on Pelagic in Newfoundland. Without them, I certainly would not be here with Minnehaha! Knight Coolidge has played (and continues to play) a role that cannot be understated, in bringing all these aspects together. Jennifer Coombs has also made a substantial contribution, for which I am extremely grateful, and so good to know she is cheering me on! And, of course, there’s the media team, with Alicia Biggart and Erin Ranney right in the foreground!

Support has also come in the form of interest and encouragement. Here I would like to thank Dale and Doug Bruce for organizing a Zoom presentation for the Cruising Club of America – it was a great opportunity to share some images of life aboard Pelagic, of recent sailing and refit of Minnehaha, and general preparations towards the Golden Globe Race with a keen and enthusiastic group of sailors! Without all the kind words, the sharing of information and the knowledge that people are rooting for me, the tough times would feel a lot tougher!

And last, but not least, the ongoing support and friendship from the Prince Edward Islanders – Darren and Susan Cousins for not only having Minnehaha in their shed, and the services they have provided through Baltic Creek Woodworks, but also for always looking out for me – always a warm supper to be had at the end of a day’s work, always a cozy

room and a bed to go to, if the weather is too bad and the roads are too icy to drive back, and generally just watching my back, and making me feel like I am part of the family! Eddie and Katelyn Arsenault for the ongoing help in so many things over and above the refit, Albert Arsenault for the free labour, and Arleigh Hudson for her consistent enthusiasm and assistance.

The refit list is still long, and sometimes it looks like the mountain is growing taller as one climbs, but it is an incredibly rewarding journey – with a great team behind me, amazing encounters – and friendships. There is nowhere else I would rather be right now in this life!”

Kirsten

\* \* \* \* \*

## Melissa Payne Takes Helm of Golden Globe

Don McIntyre founder of the Ocean Globe Race (OGR) and the Golden Globe Race (GGR) has announced that former senior IMG executive Melissa Payne, is now officially Chief Executive Officer (Media) for the two, historic, round-the-world sailing events.

Payne, who left IMG last year after 20 years, was previously Vice President, Head of Technical Services and also Head of Sailing/ Nautical Sports at IMG Media. During her time at IMG, she worked on two America’s Cups, the World Match Racing Tour, Extreme Sailing Series, the Volvo Ocean Race and the H20 series.

Her new role will oversee all media requirements for the two events, including sponsorship, media sales, production and distribution. She is currently in the process of assembling an experienced team, to work across both events. The GGR starts in Sept 2022 and the OGR in Aug 2023 - marking the 50th anniversary of the original Whitbread/ Volvo Ocean Race.

# Maine Dept. of Marine Resources

## Continued from Page 10.

to demonstrate exceptional resiliency,” said Commissioner Keliher. “I’m extremely proud of the commitment by harvesters and dealers to adapt to change and to sustain the value of this critically important industry.”

Softshell clam harvesters earned the second highest value of all Maine fishermen in 2020 on the strength of a six-cent per pound increase in value. Despite 1.2 million fewer pounds landed, harvesters were paid \$15,671,473.

Maine scallop fishermen brought ashore an additional 224,874 pounds compared to 2019, ranking the fishery as the third most valuable, despite a 19-cent per pound decrease in value.

Blood worms, used as bait for species like striped bass, were the fourth most valuable fishery at \$6,649,864. The value was an increase of \$363,773 over the previous year as a result of a \$1.34 per pound jump despite a decline in landings of just over two percent.

Menhaden, used as bait for lobster, were Maine’s fifth most valuable commercially harvested species at \$6,395,527.

Oysters, cultivated in aquaculture operations, were valued at \$5,907,859 which made them the sixth most valuable commercial species in 2020 due to a per-pound increase of 24-cents, notwithstanding a drop in overall value of \$987,628.

Despite a decrease in per-pound value of more than \$1,500, elvers remained one of the most valuable species harvested in Maine in 2020, with harvesters earning \$5,067,521.

“Maine harvesters, dealers, and aquaculturists have faced an unmatched year of

challenges,” said Commissioner Keliher. “But I’ve been extraordinarily proud to see how this industry deals with hardship, solves problems, and continues to deliver the best seafood in the world.”

## Preliminary 2021 Elver Landings Report Through 6pm April 7, 2021

The following represent preliminary totals for Maine’s 2021 elver harvesting season through 6 pm April 7, 2021. These data will be updated throughout the season.

**DMR** - Pounds Reported - 589.44; Overall Quota - 7,566; Remaining Quota - 6,976.56

**MALISEET** - Pounds Reported -; Overall Quota – 107; Remaining Quota – 107.

**MICMAC** - Pounds Reported -; Overall Quota – 39; Remaining Quota – 39.

**PASSAMAQUODDY** - Pounds Reported - 1,325.77; Overall Quota - 1,288.7; Remaining Quota - -37.07.

**PENOBSCOT** - Pounds Reported - 24.98; Overall Quota – 620; Remaining Quota - 595.02.

**QUOTA TOTAL\*** - Pounds Reported - 1,940.202

All 2021 data are extremely preliminary and subject to change without notice.

All jurisdictions not listed either have no reported landings or their landings are currently confidential.

Dealers reported buying a total of 1,940.202 pounds out of 9,620.70 available pounds with a reported value of \$2,283,918.00 for average price per pound of \$1,177.

# Misc. Commercial Fishing News

## Continued from Page 22.

try into the modern era.

In a 1951 *Saturday Evening Post* article, Robert Yoder wrote about his visit to the Milford Lab. He interviewed Loosanoff, who hosted the author aboard the *Shang Wheeler* and described the oyster farming practices on Long Island Sound. The article includes a photo of Loosanoff eating a raw oyster and his claim that after 20 years of researching oysters he had eaten his first only the year before!

In 1962, Loosanoff stepped down as Milford Laboratory’s director after 28 years of service. He and his colleagues published more than 200 scientific papers and articles about the biology of shellfish. His vision and dedication helped make modern shellfish aquaculture a reality.

## A Lasting Contribution: The Milford Method

Significantly, Loosanoff and his team developed methods to artificially spawn and rear shellfish in a hatchery. Research revealed how laboratory manipulation of seawater temperature could induce gamete production out of season. It could stimulate spawning of eggs and sperm, fertilization of eggs, and the culture of embryos and larvae. They devised methods to grow large quantities of the microalgae, necessary to feed the growing larvae. This new protocol allowed the free-swimming larvae to pass through metamorphosis and settle as tiny versions

of the adults.

Loosanoff combined previous science and innovative ideas to demonstrate a hatchery for shellfish production. This new approach to shellfish cultivation became known as the “Milford Method,” which is still used worldwide.

Today, growers obtain oyster seed from hatcheries and plant them in natural waters, protected from predators in cages or by netting. This method of shellfish farming has expanded rapidly in all coastal waters of the United States and the world. Much of the recent resurgence of availability and popularity of oysters is a result of these aquaculture practices.

Coastal shellfish aquaculture is an environmentally friendly endeavor, because shellfish help remove excess nutrients from seawater, which otherwise can contribute to algal blooms. Eating shellfish that are “low on the food chain” also presents an ecologically-sound alternative to more energy consumptive types of food production.

Today, NOAA Fisheries scientists at the Milford Laboratory continue to conduct state-of-the-art science that informs management for the sustainable expansion of aquaculture, provide services to the shellfish aquaculture industry, and advance new technologies through collaborative research.

*This article was adapted from a manuscript written by retired Milford Laboratory scientist Ronald Goldberg.*



# U. S. NAVY NEWS

## Continued from Page 9.

water temperature hovers just above freezing at 34 degrees, which leads to equipment challenges that the divers have not seen in the last 20 years.

“With the extreme cold, there are significant equipment considerations that we need to make that we did not run into in our normal operating environment,” said Eide. “Chainsaws and sleds are not in our normal gear load out but this is the reality now and I’m confident that our divers can perform the mission in an Arctic environment when called upon.”

This was the first year that MDSU 2 incorporated additional expeditionary skills training in the Arctic environment. Above the ice, the divers trained in cold weather acclamation, demolition, M9 service pistol and M4 rifle familiarization, stoppage and malfunction remediation.

Under the ice, 27 divers braved the water for a combined total of 10 hours on the bottom of the frozen lakes.

This was also the first year that MDSU 2 incorporated a final evaluation problem (FEP) for one of the dive companies in an Arctic environment.

For the FEP mission, the dive company was called upon to retrieve sensitive items from under the snow and ice covered lake. They were given approximate coordinates where the items were suspected to be and went on their mission.

“The value of conducting a FEP in this environment cannot be overstated,” said Chief Warrant Officer 2 Beau Lontine, MDSU2 company 2-2 officer-in-charge.

The real-world scenarios presented to the dive company forced them to think outside the box and take into consideration the constraints of operating in such an austere environment.

“This Arctic environment forces us to get uncomfortable and creative and function with the gear and the people we have, which is crucial to accomplishing the mission by ourselves this far from our normal resources,” said Lontine.

The successful completion of FEP certified the dive company for deployment and served as eye opening experience for any potential cold weather future tasking.

“This was the first time that MDSU 2 had done a FEP like this and it really showed us the significant logistical lift required to complete the mission under the ice,” said Lontine. “While we are training, we want to make sure we are advancing the force at every level possible and the lessons learned from this exercise will pay dividends in the end when we need to accomplish the mission in the real world.”

With all of the gear stowed and secured, the MDSU 2 team returned to Virginia Beach to track lessons learned and prepare for the next mission.

MDSU 2, headquartered out of Joint Expeditionary Base Little Creek-Fort Story in Virginia Beach, VA, is the Navy’s premier East Coast diving and salvage unit, capable of providing skilled, capable, and combat-ready deployable forces around the globe to support a range of operations.

### Keel Laid for Future USS Harvey C. Barnum, Jr.

From Team Ships Public Affairs  
BATH, Maine - The keel of the future USS Harvey C. Barnum, Jr. (DDG 124) was ceremoniously laid at General Dynamics Bath Iron Works (BIW) shipyard, April 6.

The ship’s namesake, Col. Harvey “Barney” Barnum, Jr. (USMC, Ret.) and his wife and ship sponsor, Martha Hill, attended the event. Acting Secretary of the Navy, Thomas W. Harker, Maine Senators Susan

Collins and Angus King, Jr. and Member of the House of Representatives from Maine, Chellie Pingree were also in attendance.

With the assistance of BIW welder Marty Fish, Col. Barnum inscribed his signature onto the keel plate. As the sponsor, Martha Hill authenticated the keel by etching her initials into the keel plate, a tradition that symbolically recognizes the joining of modular components and the ceremonial beginning of the ship.

“Col. Barnum has spent his life in service to our country and it is an honor to lay the keel of his ship,” said Capt. Seth Miller, DDG 51 class program manager. “This ship and all who serve aboard it will be a reminder of the honor, courage, and commitment that Col. Barnum embodies.”

Col. Barnum twice served in Vietnam and is a Medal of Honor recipient for heroic actions taken against communist forces at Ky Phu in Quang Tin Province in December 1965 after his company came under enemy fire and was separated from the rest of their battalion.

DDG 124 is a Flight IIA destroyer equipped with Aegis Baseline 9, which provides improved Integrated Air and Missile Defense capabilities, increased computing power, and radar upgrades that improve detection range and reaction time against modern air warfare and Ballistic Missile Defense threats.

BIW is also in production on the future Arleigh Burke-class destroyers Carl M. Levin (DDG 120), John Basilone (DDG 122), Patrick Gallagher (DDG 127), and Flight III ships, Louis H. Wilson, Jr. (DDG 126), and William Charette (DDG 130), as well as the future Zumwalt-class destroyer, Lyndon B. Johnson (DDG 1002).

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

### Acting SECNAV visits East Coast Commands, Shipyards

Acting Secretary of the Navy Thomas W. Harker visited commands, installations, and industrial construction and maintenance locations as part of a multi-state trip across the East Coast.

Acting Secretary of the Navy Thomas W. Harker wrapped up a multi-state trip across the East Coast April 7 where he visited industrial construction and maintenance locations to view current work, tour facilities and discuss industrial base economic wellness and workforce health.

The secretary’s East Coast trip included visits to institutions in the Northeast region, reaffirming partnerships with long-standing contributors to the development of the maritime services, as well as the education and development of future naval leaders. He also visited private and public shipyards, ships and commands in the Norfolk and New England-areas, and Marine Corps commands in Virginia and South Carolina, including Marine Corps Recruit Depot Parris Island.

“I am extremely impressed with the work our Sailors and Marines are doing across the Fleet in support of our maritime strategy,” said Harker. “They are working alongside our defense industry partners to improve the effectiveness of the force as we modernize to sustain our long-term advantage at sea.”

Harker added that his visit to Parris Island gave him an opportunity to observe recruit training and interact with recruits and permanent personnel aboard the installation. The visits to U.S. Fleet Forces Command, Marine Forces Command, and aboard the aircraft carrier USS Gerald R. Ford (CVN

78) in Norfolk, offered opportunities to meet with Sailors and Marines both ashore and afloat.

While visiting commands in the Northeast region, Secretary Harker visited Naval Submarine Base Groton in Groton, Connecticut, where he engaged in discussions with senior leaders about submarine fleet readiness. He also toured and met with cadets from the U.S. Coast Guard Academy, and engaged in discussions with leadership about the Tri-Service Maritime, and Arctic Strategies underscoring the importance of the integrated Navy, Marine Corps, and Coast Guard roles in the maritime domain.

The Secretary also toured Surface Warfare Officers School Command on board Naval Station Newport, Rhode Island, where he was briefed on various facilities and programs. Additional stops on the trip included the Naval Undersea Warfare Center, Naval War College, and Navy Officer Candidate School.

Harker made a concerted effort to visit both public and private shipyards to see firsthand the processes and the technology, and talk to the workers on the frontline of shipbuilding for both surface ships and submarines.

While in the Norfolk-area March 14-17, Secretary Harker toured Norfolk Naval Shipyard where he met with senior leaders and observed progress as part of the Shipyard Infrastructure Optimization Program (SIOP), a 20-year, \$21 billion undertaking for refurbishing the nation’s four public shipyards with modernized equipment, improved workflow and upgraded dry docks and facilities. He then visited the waterfront to receive updates on the shipyard’s availabilities.

Secretary Harker also visited Portsmouth Naval Shipyard (PNSY) in Kittery, Maine, where he received a tour and update from PNSY leadership on the status of ongoing construction projects, and SIOP efforts. He also received an update on the facility’s efforts to protect workers from the spread of COVID-19.

“Over these past couple months, I’ve had the opportunity and privilege to visit several of our public and private shipyards and I am impressed and inspired by the work that I have seen conducted at each of these locations,” said Harker. “Shipyard workers are valuable members of our shipbuilding community and have built great ships for our Navy. We continue to invest in our naval shipyard workforce and supporting infrastructure to ensure we can continue to get our ships in and out on time, and it is critical that we’ve got the industrial base to support that mission.”

The Secretary’s private shipyard tour included stops at Austal USA shipyard, in Mobile, Alabama; and Huntington Ingalls shipyards in both Newport News, Virginia, and Pascagoula, Mississippi. He also visited General Dynamics Electric Boat’s facilities at Quonset Point in North Kingstown, Rhode Island, as well as in nearby Groton, Connecticut.

During his visit to Bath Irons Works shipyard in Bath, Maine, Harker attended the keel-laying ceremony for the future guided-missile destroyer USS Harvey C. Barnum Jr. (DDG 124). Barnum, a Vietnam Veteran and Medal of Honor recipient, and his wife participated in the ceremony marking the start of the ship’s construction.

Harker concluded his trip to New England with a visit to Sikorsky Aircraft, a Lockheed Martin company and the manufacturers of the Marine Corps’ CH-53K heavy lift helicopter, in Stratford, Connecticut.

### Naval Submarine School Opens Detachment at Portsmouth Naval Shipyard

From Charles E. Spirtos  
PORTSMOUTH NAVAL SHIPYARD, Maine - The Naval Submarine School opened its newest training facility located at Portsmouth Naval Shipyard (PNS) in Kittery, Maine, at a ribbon cutting ceremony on April 7, 2021.

Present at the ceremony were Rear Adm. Edward L. Anderson, deputy commander for Undersea Warfare, Naval Sea Systems Command; Stephen B. Fahey, Senior Executive Service, Portsmouth Naval Shipyard (PNS) Nuclear Engineering and Planning manager; Capt. Matthew R. Boland, commodore, Commander Submarine Squadron 12; Capt. Daniel W. Ettlich, commander, PNS; and Capt. Steven W. Antcliff, commanding officer, Naval Submarine School.

The planning and construction of the the state-of-the-art training facility was a result of intense collaboration between the Navy’s Submarine Learning Center, Naval Submarine School, Naval Sea Systems Command, Naval Nuclear Laboratory, Naval Facilities Engineering Command, Portsmouth Naval Shipyard, and Electric Boat Corporation. The facility will contain multiple trainers developed by NAVSEA which simulate various configurations of combat systems onboard submarines.

This innovative training facility will enhance submarine warfighters’ mission readiness by providing high velocity training to crews attached to boats homeported at PNS. This training will allow the crews to become better submariners and work more effectively as a team.

In the past, Sailors attached to submarines homeported at PNS had to travel 320 miles round trip from Kittery to the Naval Submarine School in Groton to conduct required training to prepare for at sea operations. For every 700 man-hours of training, an additional 1000 man-hours of travel had to be factored into the equation—taking crews away from their boats, increasing stress and displacing other priorities.

However, with the opening of the Portsmouth Naval Shipyard detachment, Sailors do not need to leave their homeport to access the many of the same training capabilities. With the opening of the Portsmouth Naval Shipyard detachment, crews will be better prepared, have more hands-on practice, and will achieve warfighting readiness faster and more effectively than in the past.

“This new training facility is intended to support the Navy’s goal to enhance Sailors’ combat readiness by increasing access to training facilities and instructors to improve individual and team performance on our submarines,” said Antcliff. “To succeed in the era of Great Power Competition, our Sailors must remain the best trained and educated naval force in the world. The opening of this detachment allows us to meet this goal by providing local access to Ready Relevant Learning to our submarine crews stationed at Portsmouth Naval Shipyard.”

The Naval Submarine School builds a foundation upon which officers and enlisted personnel are prepared to develop the competence and proficiency in skills necessary to operate and maintain their submarines. The Naval Submarine School is part of the Navy’s Submarine Learning Center, and is located aboard Naval Submarine Base Groton in Groton, CT.





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COMMERCE AND TRADE.

Among recent charters are the following: bark HATTIE N. BANGS, from Kennebec to Philadelphia at \$1.25 per ton; bark SKOBELEFF and schooner MAGGIE S. HART, Wiscasset to Philadelphia, ice \$1.15; C. S. BUSHNELL, Bangor to Key West, ice \$2.50, cancelling previous charter, Musquash to New York; schooner RUTH SHAW, Bangor to Philadelphia, ice \$1.25; schooners ISAAC T. CAMPBELL, ANDREW ADAMS, PURITAN, and C. W. CHURCH, Bangor to Philadelphia, ice \$1.25; brig GEO. G. GREEN, Rockland to Philadelphia, ice \$1.25, schooner ANNIE M. ALLEN, Kennebec to Richmond, VA, ice \$1.60; schooner S. P. HITCHCOCK, Kennebec to Philadelphia, ice \$1.25; schooner MAGGIE ELLEN, Kennebec to New York, ice p.t.; schooner FRANK S. WARREN, Philadelphia to Havana, coal \$2.25; schooner LIZZIE DEWEY, New York to St. Pierre, Martinique, basis about 40 cents bbl.; schooner CLARA LEAVITT, Philadelphia to Havana, coal, \$2.25; schooner LEONESSA, Perth Amboy to Bangor, coal 80c; schooner WEYBOSSET, Norfolk to Portland, coal \$1.10; schooner A. F. KINDBERG, Perth Amboy to Hampden, coal 77 ½c; schooner MEYER & MULLER, Darien to Thomaston, lumber \$8; and brig EMMA, Turk’s Island to Bangor, salt 9c.

THE FISHERIES.

The Bar Harbor Canning Company propose to build a new sardine and lobster factory at Tremont. Lane, Libby & Richardson Bros. have already started to build a wholesale fish establishment.

The fish receipts at Gloucester last week were 51 fares, aggregating 694,000 lbs. codfish, 167,000 lbs. halibut, 287,000 lbs. haddock, 42 bbls. alewives, 1022 lbs. fresh herring, 27,000 lbs. hake, 13,000 lbs. cusk and 11,000 lbs. pollock.

The artificial propagation of lobsters has been tried with a fair degree of success by the people of Newfoundland who have recognized the danger of the extinction of the lobster fisheries. It has been held until within a short time that the artificial propagation of lobsters was impossible, as, unlike the true fishes, it does not shed its spawn freely in the sea. The boat naturalists now hold that the ova are fettilized within the body of the female. When expelled, they attach themselves to a glutinous substance to the enormous hair-like appendages, swimmarets, or fibrila, under the tail of the mother. To those they adhere till hatched, a period extending over several months. The movement of the mother keep them constantly in motion. Each mother lobster carries from 12,000 to 18,000 or 20,000 ova under her tail. The process of hatching which has been initiated at Newfoundland, aims at saving these fertilized ova by removing them from the captured mother fish before they are canned in the factory, placing them in properly constructed hatch jars, in which a constant flow of pure sea water is kept up till they are hatched. The young fry are kept till sufficiently strong to take care of themselves, and are then liberated to begin the battle of life on their own account. Last year, five millions of lobsters were hatched in this way, and planted in the waters of Trinity Bay.

SHIPBUILDING NOTES.

W. T. Donnell, the Bath shipbuilder, is to build another four-masted schooner at his south end yard in that city this year. She will be of about 1250 tons.

One schooner is timbered out at Belfast and contracts have been signed for a second schooner and a barkentine to be built there this season, with a probability of other con-

tracts.

Henry A. Pierce, of Lincolnville, has obtained a contract to furnish 20,000 oak treenails for George W. McQuestin & Co., Boston, and it is thought this contract will lead to more extensive transactions with the same parties.

Captain E. H. Bramhall, Camden’s successful steam launch builder, after being confined to his house for several weeks on account of a severe cold, is able to be about again, and has resumed work on the thirty-five feet steam launch which he commenced the past winter. She will be rapidly rushed to completion.

The yacht building by McDonald of Bath for George Trotter of New York is the largest yet designed by Burgess, the celebrated builder. She is to be called the FLEUR-DE-LIS, and is to be 86 feet long on the water line, 22 feet beam, and 13 feet draught. She will be fitted with every cruising comfort, and will be used by her owner for a cruise around the world.

A company is being formed in New Bedford with a large capital to establish a plant in New Bedford for building iron and steel sailing steamships. The proposed vessels are to be of large carrying capacity, and fitted with all modern improvements. They will be especially adapted to carry American products to all parts of the world at a low rate of freight. This company is ready to begin operations as soon as the Farquhar Subsidy bill for American ships become a law.

**From The Shipbuilding City.  
Great Activity Among the Shipyards.—  
Prospects for a Lively Season very  
Bright.**

(Correspondence of The Journal.)

Wednesday Charles B. Harrington launched the steam yacht MAITELAND. She is 55 feet long, 10.5 feet wide and 6 feet deep. She will carry 15 passengers and was built for Dr. C. W. Bray of Portland. Her engine is building in Portland. The cabin is finished in white wood and cherry.

Schooner DOUGLAS DEARBORN, owned by the Sewalls of this city and which was reported lost in January, has arrived at Philadelphia. She left Port Bleakely, Oregon, December 5.

A. Sewall & Co. have laid the 288 feet keel for the big ship SHENANDOAH which they are to build.

Hon. William Rogers has two schooners on the stocks at his yard.

William T. Donnell will build a 1,200

ton four masted schooner this season.

The Morses have got their 1,600 ton four master all closed in. After she is launched they will build another giant coal barge like the INDEPENDENT.

McDonald has got the frames up on his schooner.

Hawley is building another three-masted schooner. The stern post was raised this week.

The Marine Railway is rushed with work; vessels are booked several weeks ahead.

Moulton furnished the tanks for the Morse four-master.

Morse Brothers are to build a 450 ton three-masted schooner on the old Treat and Lang mill site.

There are to pile drivers at work on the foundation for the new buildings at the Bath Iron Works. The work on the new office is well along.

Men are at work rebuilding the head house at the Bath Cordage Works which was recently destroyed by fire.

The New England Company has contracts for seven four-masted schooners.

Steamer COTTAGE CITY will be ready for sea about May 1.

Kelley, Spear & Co. are to build a 1600 ton schooner for Joseph Church of Taunton, MA.

Schooner ANNA E. J. MORSE, which was thought to be a total loss, is now repairing at the Marine Railway.

The Shaw mill is in operation for the season.

Much ship timber arrives daily by freight for Bath builders.

Work is booming in all the yards and the

prospects for a lively season are very bright.

HARRY C. WEBBER  
Bath, April 24, 1890  
\* \* \* \* \*

The new elegant steamer KENNEBEC made her first trip for this season between Boston and Augusta last week. The KENNEBEC will run twice a week touching at Hallowell, Gardiner, Richmond and Bath.

2 May  
Page 1.

Industrial Notes.

J. A. Creighton & Co., lime manufacturers, Thomaston, are experimenting on using steam in burning lime.  
\* \* \* \* \*

The Union Granite Co., Long Island, Friendship, are already at work upon th Triumphal Areir to be erected in Brooklyn, NY, in commemoration of soldiers and sailors. It will be the finest of the kind in the country, and there will be a large shed 150 feet long, an addition to blacksmith shop 60 feet long, which will increase the fires to eight. Steam hoisting works are about to be introduced, also steam drills and other modern improvements. John A. Daly, formerly on Dix Island, is Superintendent. More or less street work, sewer stone, cross walk and paving will be cut there. The company will also run a store this summer.

\* \* \* \* \*

Columbia Falls advices are that the manufacture of bricks which was started there last season by outside capital, bids fair to become an important industry, and one that will add largely to the material welfare of the town. The company have

Continued on Page 26.



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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

already expended \$44,000 in erecting their plant, and it will in the course of the year expend a corresponding sum in machinery and improvements. Preparations are going on for building four patent kilns, and having a capacity of 450,000 bricks. To facilitate business the company have purchased a steam tug, which is expected to arrive from Philadelphia at once. The working force has lately been increased, and at present the weekly pay roll amounts to \$350.

Page 3.  
**The Decay of Woods.**  
**How it Takes Place.—The causes thereof and the Prevention.**

Since the time when primitive men emerged from his cave dwelling armed with a crude club and endowed with sufficient intelligence, strength and courage to use it for the purpose of procuring food, he has looked to the forest for his principal means of support. In all ages they have supplied his most urgent needs, furnished a large portion of his food, material for the construction of the dwelling and the wherewith to clothe himself and offspring.

And in all ages, too, man has in many ways evinced his gratitude for the favors of the forests—all the poetry of his soul and mind has been devoted to their priase, and the purest of all idolatrous worship was the homage rendered to the trees, the groves and the sylvan dieties. So great was the early man’s reverence for the trees that the prophets of old found it necessary to utterly destroy the groves in order to eradicate this form of worship. The contemplation of the groves and forest has not only exerted a powerful influence over man’s moral and physical nature, but the preparation of their products into material to contribute to his necessities and comforts have ever been a constant stimulant to his mental facilities, and never at any time more so than at present.

Considering the important part it has played in man’s existence the development of the act of preparing wood for use has been wonderfully slow. There is a vivid contrast between a lot of savages twisting twigs and boughs into the framework for a mud hut and a lot of skilled mechanics operating a modern planing-mill, but for all that the first artificial dwellings were made of sticks and mud are prepared at present marking progress made during the centuries. It is noticeable, also, that development in the art of preparing mud has been vastly more rapid than that shown in wood, many people having in early ages attained a light degree of skill in the manufacture of bricks and pottery who semed to have known but little of working in wood.

The progress in architecture has been in the direction of the use of fewer sticks and more mud in the construction of buildings, but it still requires a great deal of wood in some form to build a good brick house. The greater durability of brick and stone naturally suggests their use instead of wood, but as a matter of fact by far the greatest number of structures in this and all other countries are principally wood. A prime

Feature then to be taken into consideration in the selection of a wood for any special purpose is its natural durability under the conditions it will be exposed to, and how to increase its durability by artificial means is a problem now up for practical solution. Whatever we may know in theory on this subject, it is certain that we have made little progress in practice. The piles the Britons prepared and drove in the bank of the Thames nineteen centuries ago to prevent the Roman army crossing are sound yet. It is extremely doubtful if the piles prepared and driven recently, under no more pressing emergeny in the banks of the Mississippi, to stop the crevasses, will last as many years.

Before we can set intelligently to preventing the decay of wood we should learn the cause of it, and it is a subject that is not fully understood, owing to the differences in woods. We do not know that any structure that has been built up by the forces of nature acting in the vegetable world, from the simplest plant that grows in the water to the stateliest tree in the forest, will, after it has attained full perfection or its life is destroyed, begin to undergo a change if exposed to the air undeer ordinary circumstances, and this chang will continue until the substance almost disappears unless checked by artificial means. This change we call decay, and is classified under three forms, or processes, by cheralists—combustion, fermentation, and putrefaction. As we ordinarily apply the term decay to wood, it simply means slow combustion, and the final result is the same as though the wood were place in the fire and burned up. All substances which are liable to this form of decay are composed mainly of carbon and hydrogen, and the process depends upon a free supply of air from which the necessary oxygen is absorbed.

This form of decay is very easily prevented, it being only necessary to exclude the air. Wood excluded from the air in a tight vessel may be subjected to a destructively high temperature without undergoing any change of form. It is converted into charcoal, which is more durable than any wood, but it is devoid of strength. Wood can be thoroughly protected from decay by slow combustion (which is the most common) by paint, but if it contains within itself the elements of fermentation, paint is of no value whate4ver. Substances composed of three elements; carbon, hydrogen and oxygen, are usually very stable; their elements united like the links of a strong chain. If to these three one more—nitrogen—is added, the chain falls to pieces, a weak and destructive link has been put in, and fermentation or putrefaction may ensue, generally accompanied by the evolution of gases. If the gases given off have an offensive odor the presence of ammonia is indicated, and the process is called putrefaction. If the gases given off are carbonic acid or alcohol, the process if fermentation, the most rapid form of decay wood is subject to.

We know that sugar, as long as it is kept dry, is very stable, but when put into water is one of the msot active elements of fermentation. The white of an egg is almost pure albumen and the most active principle of putrefaction, giving off a most offensive odor. Both sugar and albumen are present to a greater or less extent in the sap of all deciduous trees that have a tree-flowing sap. Various kinds of acids are also to be found in tree saps and mingled with the wood fiber. As song as the tree is in a healthy, growing state the changes and combinations that are continually going on among the various elements that compose the sap or fluid portion are continually forming new elements to add to its growth. When the tree is cut down this process ceases and others begin, resulting in final decay. Very often this healthy process is checked ins some portion of the tree while it is still living, and the outside may appear perfectly sound and healthy long after the interior has entirely gone to decay by fermentation. Hence we may see two boards from the same tree nailed side y side on the same fence and one last twice as long as the other. It is because fermentation had already begun in a portion of the tree while it was still alive.

To prevent the beginning of ferment and to check it speedily after it has set up is the principal object sought to be attained by quickly drying timber and lumber after ii is manufactured. Heat instantly checks all forms of fermentaioin, and when lumber is properly dreid by heat, all the moisture driv-

en out and the solid parts heated sufficiently to kill the germs of fermentation, about all has been done that can be economically to increase its durability without impairing its strength. The rapid heating of thick lumber or timber should be avoided, as it closes the pores of the outside and confines the active germs of decay. No amount of outside coating will preserve timber that contains the active germs of fermentation within. There are in the South several establishments for treating timber by more costly methods to secure its maximum durability. The process consists in first driving all the moisture out and then filling the pores by immense pressure with mineral salts that are not liable to ferment and that become soluble in water, or with tar or creosoted mixture. The latter method has given good results, but is costly, and the wood so treated is unfitted for some uses.

A large amount of timber is used for purposes where no practical methods are known for artificially increasing its durability, such as for crossties, trestles, sills, sleepers, itc. The best that can be done is to select healthy trees of the most suitable timber available, and cut them at a season when the sap is least abundant and active, so that decay shall occur by the slow process of combustion rather than by the rapid decomposition from interior fermentation. The latter process of decay is to be carefully watched in the case of trestle and bridge timbers, for the season that its progress is hidden, and the outside may look to be sund and will even appear so under the blow of a hammer after the interior is dangerously weak. For such purposes there is no timber in the South more reliable than pitch pine. Its gases are filled with a resin that is only slowly soluble in water, it is rarely subject to dangerous ferment and shows its signs of decay on the outside. As a rule, the so-called hardwoods of the South are not specially subject to decay by fermentation, and when, properly handled do not require any costly preparation to render the timber satisfactory as to its durability for all ordinary purposes. When it is desirable to secure extreme durability in any part of a structure it is generally practical to substitute brick, stone or metal for wood with less additional cost cout be required to creosote or kynaize it. In most modern wooden buildings the portions most exposed are composed of thin stuff tht readily dries after being wet, and can also be protected by paint. No fermentation is possible without warmth and moisture, and when lumber is once dried thoroughly before fermentation has begun, it is not liable to it from exposure to dampness for short periods, provided it is allowed to make periods of dryness. Where fermentation has once begun and has been checked by heat, cold or dryness, it is likely to become active again as soon as the conditions are favorable.

A great deal can be done to preserve the extreme limit of the natural durability of any species of timber by proper handling. The immersion of logs from trees with free-flowing sap (by which is meant all except those having a resinous sap) in water is no injury to the lumber afterwards out from them, provided they have not “soured,” as the term is used. This “sourness” is the beginning of fermentation and such lumber should be stacked immediately from the saw. When laid in bulk until it becomes stained or “blued” its value, as well as its selling price is much reduced. A great deal of incipient rot and off color in lumber arises from bad piling. The general faults in this regard most common are: the piles are made too wide, too close together and the piling sticks too thin. A fee ventilation is very necessary if the lumber is expected to come out of the piles in its best condition, and the best and cheapest prevention of premature decay in lumber and

timber is in its judicious handling from the cutting of the tree to the final consumption. [The Tradesman.]

**The Expert Lumber Trade.**  
**A Review of the Situation.—The Dull Trade in Lumber Exporting Explained.**

The exceptionally dull trade in the lumber exporting business at present is one of the most prominent features of the market. Not only is the market dull at present, but will in all probability remain so for six or eight months to come. The Argentine Republic, which is our best foreign market for yellow pine, white pine and spruce., is in such an unstable financial condition that neither Americans want to ship nor Argentineans to sell lumber. Gold is as high as \$2.18 and fluctuates so that dealers run great prospects of loss if shipments are made. Moreover, the foreign markets are well stocked, in fact, over-stocked. The European market is not in as poor shape as the South American, but yet it is dull, although since the first of the year there has been a little improvement to the English demand for deals.

The export lumber business done last year with other countries is best shown by comparative figures. In pitch pine, the exports in 1889 were 134,258,000 ft; in 1888, they were 78,000,000 ft; in 1887 they were 83,000,000 ft; in 1886 they were 44,000,000 ft; in 1885 they were 57,000,000 ft, and 1884 they amounted to 60,000,000 feet. Last year’s figures show a larger business than was ever done before in yellow pine. White pine and spruce show much the same increase. The total exports of white pine in 1889 were 120,959,000 feet and in 1888 they were 65,908,000 feet. The total exports of spruce for 1889 amounted to 80,899,000 feet and in 1888 the aggregate was 48,638,000 feet. The most important question that would be naturally asked under present conditions is, What is going to be the effect on the domestic lumber market? As far as white pine and hardwoods are concerned the marketing of just so much more lumber here in this country will most likely soften prices somewhat, but the outlook in the domestic trade is firm otherwise and therefore the effect of the extra lumber will not be felt much. The English market may take considerable of the spruce and pine deals later and what is not salable, either here or abroad, will be held over for next year.

The situation in Southern pine is more doubtfu. The Southern States being the only district where yellow or hard pine can e found, supplies the world with that special kind of lumber and consequently abut one-third of the cut is yearly exported to the Argentine Republic, Brazil, England, France, Spain and Australia. The chances are that but one-third the lumber will be exported this year that was shipped out of the country last, which means 80,000,000 ir 90,000,000 feet of yellow pine will be thrown on the domestic markets, as the cut will be no less than last year. On the face this would seem to indicate lower prices on yellow hard pine this year than last. The yellow pine combination of the South, which fixes prices, after advancing them \$2.00 per thousand in the past year, but may be compelled to droop them if trade should not warrant their maintainance. A part of the stock may be put on the home markets and what could not be sold at fair prices could be easily held over for next year. Then again the European markets, which are generally active when the Argentine market is dull, may later in the year consume a good part of the surplus that there may be in the American market. It is doubtful, however, as those markets are in poor condition to import much this season.

The only good feature in foreign market outside the improvement in the English



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deal trade is the active demand in Brazil for yellow pine. Exports to Brazil in January exceeded those of a year ago, which is a good showing. The exports of yellow pine to Brazil in 1889 were 17,000,000 feet, as compared with 13,000,000 feet in 1888, 18,000,000 feet in 1887, 11,000,000 feet in 1886, 9,000,000 feet in 1885 and 8,000,000 feet in 1884. As for a continuation of the present good demand it all depends on local conditions, which are encouraging, but as that market consumes but a comparatively small amount, it will not materially effect the domestic situation.

The domestic and foreign demand for lumber was so heavy in 1889 that yellow pine brought from 16 to 18 per cent. more for export than during the previous year, while white pine, spruce and hard wood brought full prices, in fact a little higher in some instances. In addition to this the great demand for tonnage caused freight rates to go up a high as \$18 per thousand feet last fall, from Southern ports to the River Plate. The rates for the year ranged from \$16 to \$18, whereas now they are about \$12 per thousand feet. Likewise, white pine and spruce tonnage was high, ranging from \$15 to \$18 from Boston to the Argentine Republic and from \$18 to \$20 from Montreal. To-day there is so little doing that prices are nominal. [Boston Commercial Bulletin.]

The detailed statistics of the Maine ice harvest, as compiled by the Ice Trade Journal for May, are of much interest. The number of tons cut the past winter exceed any previous harvest by one and one-half million tons, showing a grand total of 3,093,400 tons, of which 1,441,200 tons is on the Kennebec River, 506,300 on the Penobscot, 42,300 tons on the Cathance and 839,800 along the coast and interior ponds, also 263,800 tons shipped direct from ponds to vessels. It further shows ice has been cut in 100 different ice houses. As an estimate of men employed during the cutting season, 83 men and 20 horses would be employed to make up an average crew. Thus, 19,090 men and 4620 horses were at work, showing of what value the crop has been the past winter to the laboring men.

The Portland Yacht Club celebrated its twenty-first anniversary Tuesday night at the Preble House, at which nearly one hundred were in attendance. The club now has 206 members.

Hotel Sorrento at Sorrento, will be run this season by Mr. Stockham who was manager for Mrs. Stockham at the Bluffs last year. Mr. Stockham is one of the proprietors of the Langham at Washington, D. C. during the winter.

Captain R. C. Ivory, late of the Ocean House, Old Orchard Beach, and for several years manager of Hotel Santa Fe and Hotel Pable, Florida, has leased the hotel Idaho, at the foot of South Carolina Avenue, Atlantic City, NJ, and is now ready for guests. Captain Ivory's extensive acquaintance and large experience insure him a successful season.

Dark Harbor, Islesboro, the new Penobscot Bay resort, where a hotel is now building, is to have steamboat connection with the outside world. During the summer a daily steamer will be run from Rockland and Camden to Bar Harbor and return every day, giving the new resort every communication with those points to the benefit of each one of the. Bar Harbor promises finely for the coming season.

The steamer KENNEBEC, of the Boston & Kennebec Line, was obliged to make an extra trip last week to take care of the large amount of freight on the wharf at Boston, awaiting shipment.

The steamer RIVER BELLE will be

taken from the Jefferson to Damariscotta Mills and transferred to salt water. She will be used for an excursion boat on the Medomak, plying between Waldoboro village and the islands.

The initial trip of the elegant steamship, VALENCIA of the New York Steamship Company was a complete success and the nearby welcome accorded this fine craft on her maiden trip from the metropolis to Eastern Maine and St. John, New Brunswick, must have been very gratifying to her enterprising General Manager, W. L. Newcomb.

Captain Prouty, of Lowell, MA, who is building a steamboat to run on the Saco River the coming summer, says he will have the boat in season to begin regular trips to Camp Ellis, Hills Beach and Biddeford Pool, July 1<sup>st</sup>. The steamer will be much better adapted to the river than was the S. E. Spring, drawing only three and one-half feet of water. She will be capable of carrying 250 passengers. The putting of a steamboat on the river will be a great convenience to summer cottage owners and a boom to the hotel business at Biddeford Pool.

**From The Hub of The Universe.  
A Boston Concern Well Known to  
Aroostook County—A Brief Sketch of a  
Native of Maine.—A Botanical Trip to  
Middlesex Falls.—How a Ship goes into  
Quarantine.—Process of Fumigating  
and Disinfecting the Bark “Hawaii,”  
Which arrived in Boston Harbor from  
The Azores with Small-pox on Board.**

(Correspondence of The Journal.)

Perhaps not every one of The Journal readers knows what it means exactly when a vessel goes into quarantine by reason of disease on board. Therefore a brief description of a recent case in Boston harbor may be of interest to those who reside inland. In my letter last week mention was made of the bark SARAH which came in from the Azores or Western Islands, Fayal being her hailing port, with small pox among her 200 Portuguese passengers. The SARAH, which is the sistership of the bark KENNARD of which I wrote to you nearly a year ago, left Fayal early in March. On March 20<sup>th</sup>, she put into a port of Flores where she attempted to land her then single case. But the authorities there believing they had no use for small pox refused to allow the sick passenger to be landed. So the physician of the bark procured a few points of vaccine virus and vaccinated the passengers as best he could, and the bark proceeded on her way. During the passage she encountered heavy weather almost constantly, with head winds. In the meantime several new cases, only one of which was violent, broke out, and the first passenger who had been taken sick soon after leaving Fayal died and was buried at sea. On April 15 the bark put in the harbor of Boston and at once proceeded to the quarantine station.

The process of going into quarantine is this: and to illustrate I will take the case of the SARAH. On entering Boston harbor, and orange-yellow flag was run up to her fore-peak, denoting that she had a contagious disease on board and she came to anchor just off Nix's Male beacon. I have now in my possession a piece of yellow fabric which is a part of a quarantine flag that once did duty in the harbor of Havana, Cuba, when they had yellow fever there. When the bark had come to anchor, the quarantine steamer ran along side the condition of affairs was learned, and the bark was ordered by the harbor physician to proceed to Galloupe's Island where the quarantine station is located. Here the scions of Portugal, every mother's son and daughter of them, were quarantined. Some of them did more or less vigorous kicking during the operation, but the affable and portly doctor was inexorable. The next thing was to put the

immigrants ashore on the island—the sick ones in the meantime having been moved to the pretty white cottage that serves as a smallpox hospital—while the ship was fumigated. The fumigation is accomplished in this wise.

Little iron pots are filled with brimstone or sulphur, placed in every compartment of the ship where human beings have been and set on fire. The hatches are then tightly closed and allowed to remain so for twenty-four hours. The ship is then opened and her woodwork throughout is washed with a solution (strong,) of carbolic acid and water, or some other disinfectant. The ship is then sweet and healthy. The bedding and clothes of the passengers are also disinfected. This is done by hanging or suspending the articles in an air tight room in a wooden building. Super heated steam is then let into the room by means of a hose. After about fifteen minutes the steam is shut off, and the process of disinfection is complete. The passengers will be detained at the quarantine station anywhere from one to two weeks, depending upon whether or not any new cases break out. ALLEN ERIC.  
Boston, April 25<sup>th</sup>, 1890.

How Whales Feed.


The great Greenland whale has no teeth, its baleen plates, or whalebone, taking their place. Along the centre of the palate runs a strong ridge, and on each side of this there is a wide depression along which the plates are inserted. These are long and flat, hanging free, and are placed transversely—that is across the mouth—with their sides parallel

and near each other. The base and outer edge of the plates are of solid whalebone, but the inner edges are fringed, filling up the interior of the mouth, and acting as a strainer for the food, which consists of the small swimming mollusks and meduse, or jelly fishes. This whale rarely, if ever, swallows anything larger than a herring, shoals of these small creatures being entangled in the fibres of the baleen, the water which does not escape from the mouth being expelled by the blow holes. Though the cavity of the whale's mouth is big enough to contain a ship's long boat, the gullet is not larger than a man's fish. The lower jaw has neither baleen nor teeth, but has large, fleshy lips within which the upper is received when the mouth is closed. While the Greenland whale has no teeth, the sperm whale has theirs in great quantities on the lower jaw, and used them, too, when occasion requires. On the other hand, the narwhal very seldom develops more than one, the left upper canine. It makes up for the lack of numbers by the extraordinary growth attained by this one tooth. It grows out and right forward, on a line with the body, until it becomes a vertiable tusk, sometimes reaching the length of ten feet. Apropos of tusks, the elephant's are its unduly developed upper incisors; those of the walrus are its upper canines, and so are those of the wild hog. Some fishes are absolutely toothless, like the sucker and lamprey; others again have hundreds and hundreds of teeth, sometimes so many that they cover all parts of the mouth.

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## POWER

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27' EASTERN, 1993. With 2012 MerCruiser 5.7L Alpha 1 I/O. Asking \$19,000. Call for more details. Casco Bay Yacht Sales, Freeport, Maine (207) 865-4103; [www.cascobayyacht.com](http://www.cascobayyacht.com).

## POWER



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60' Bonner Yachts 1985 - Charter Boat - YS200226. This boat was used for a fishing charter business. It is reported this 60' Bonner Yachts

## SAIL

partial sank just below the Pilothouse during Hurricane Sally. The hull is fiberglass, superstructure is plywood with fiberglass, and being submerged for nearly 12 days, it soaked up excessive amounts of water. Call Mike Costa Phone: (401) 732-6300 - [www.YachtSalvage.com](http://www.YachtSalvage.com)

## SAIL

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