

Maine Coastal News

Volume 34 Issue 11

November 2021

FREE



This Wayne Beal 32 BELLEARINI has been finished off as a lobster boat for a fisherman out on Vinalhaven. She should be delivered before mid-October.

Friendship Boat  
Friendship, Maine

In the shop they have a Young Brothers 42 lobster boat that had not been out of the water for several years. Despite being in that long she only needs some basic maintenance. This includes changing out some of the seacocks; change hatch covers, adding hatch over engine, some engine work and paint the bottom. She will be out the later part of October.

On the other side is a Calvin Beal 36, which is being finished off as a sportfish boat for a customer from Martha's Vineyard. Down below she is getting just a V-berth and a cabinet, up there is a split wheelhouse with a modified lazarette and under the platform are two 150-gallon fuel tanks. She will be powered with a 650-hp Scania with wet exhaust. They expect to have her done the end of winter.

Randy Young, who manages the shop, said that they are talking with several potential people about new builds. One is on a 25-foot bass boat and another is a Calvin Beal 44 for a person from New Jersey. He added that they are only doing one project at a time due to the problem every yard on the coast has: cannot find workers.

H & H Marine  
Steuben, Maine

There is plenty of work, but the problem

is finding help to get it all done. This is constantly be said at all the yards I have stopped in over the last year.

In the mould shop they have an Osmond 40 hull and top under construction. This boat is going to be finished out as a pleasure boat. In mid-October they began laying up an Osmond 42 hull and top, which will be finished out as a lobster boat by someone in the Harpswell area. After these they have a couple of Osmond 46s and a 50 to lay up.

In the finish shop they have got an Osmond 46 split wheelhouse lobster boat going down to Mount Desert Island. She is spartan down below with two fuel tanks for a total of about 700 gallons and a lobster well under the platform and an 18-inch hauler. She is powered with a C-18 1,000-hp Caterpillar and possibly a gen-set.

Beside her is an Osmond 42, which is being finished out as a salmon trawler/crab boat for a fisherman from Half Moon Bay, California. Down below she has four bunks, enclosed head, and galley. Up in the pilothouse there is a L-shaped console for the steering station, settee with table and storage cabinets. She is powered with a 750-hp John Deere with a 9 kW Northern Lights generator. She has a 500-gallon fuel tank, a 12 x 14 x 3-foot insulated fish hold, a couple custom made big hatches and a big radar stand, which is being fabricated by Esposito's in Surry.

Just put in the shop to be finished is an Osmond 32 hull and top. She is being finished out as a sportfish/pleasure boat. The engine, a 440-hp Yanmar is in and they are working on the interior that will include berths forward, enclosed head down below and a settee and simple galley in the shelter.

In the last bay they have a 40-foot hull, which is being finished off as a commercial lobster boat for a fisherman from the mid-coast. She will be powered with a 750-hp John Deere. This one they just started on so she will not be over until next year.

Bruce Grindle said he has been looking for more crew and he had a new guy starting mid-October. He also was hoping to get back his fishermen who leave in the spring and come back the end of the year when they stop hauling.

Bruce has also announced that he will be getting done sometime soon, saying that he had some odds and ends that needed to be finished before he departed. He is a part owner and another person has come in and is purchasing his portion of the business. Bruce has been in the business a long time having started at Flye Point Marine in Brooklin, before heading east and buying into H & H Marine. If you go to his office in August, you will not find him there as he is also a blueberry farmer in Blue Hill, which he will continue doing.

Hutchinson Composites  
Cushing, Maine

In the shop they are laying up a Mussel Ridge 42, which will be going over to Farrin's Boat Shop to be finished as a cruiser.

When that one is out of the shop, they will start on a Coast Guard inspected boat for a customer from Portsmouth, New Hampshire.

Over the summer they laid up and shipped out a couple of 42s and 46s, which a couple went to Clark Island Boat Works in St. George; another to Farrin's Boat Shop in Walpole and a 54-footer to Oceanville Boat Works in Sunrise (Stonington). Back late winter they shipped out a 54 to Newport Off-shore in Newport, Rhode Island, which was finished out as a lobster yacht for a Newport resident. They had sent up a person to laser the inside of the boat and they were already building the interior as the boat was being laid up. Owner Albert Hutchinson said that they are interested in doing another one.

Believe it or not they have already turned out 76 boats of the Mussel Ridge line, which is impressive in the short time they have been building them.

Johanson Boat  
Rockport, Maine

With fall here many yards are in the

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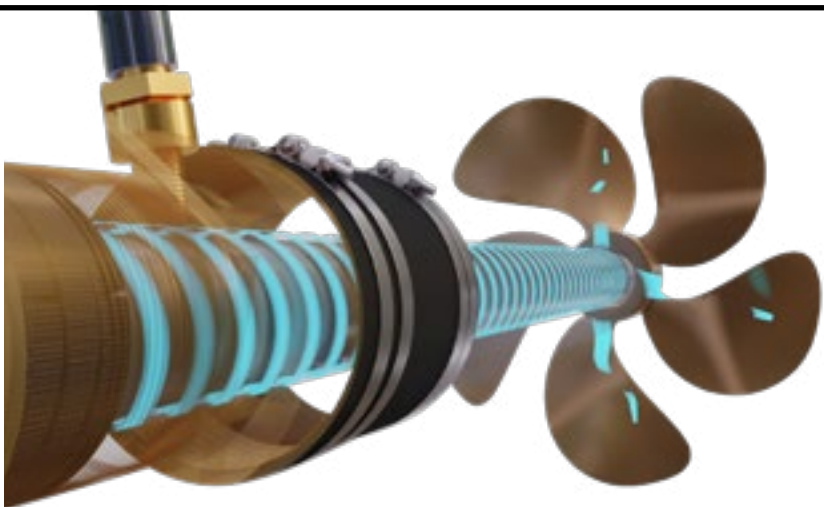
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**Advertising Deadlines:** The deadline for the December issue is November 5.  
The deadline for the January issue is December 3.

# MCN's Calendar

**On-going Exhibits**

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

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

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

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

Shipwrecks & Salvage  
Maine Maritime Museum  
Bath  
Info: [www.mainemaritimemuseum.org](http://www.mainemaritimemuseum.org)

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

“The SPRAY will Come Back”: Sole Circumnavigator Captain Joshua Slocum  
New Bedford Whaling Museum  
New Bedford, MA  
Info: (508) 997-0046

Voyaging in the Wake of the Whalers  
Mystic Seaport  
Mystic, CT  
Info: [mysticseaport.org](http://mysticseaport.org)

**OCTOBER**

16 Annual Meeting & Awards Banquet  
Robinson’s Wharf  
Southport Island  
Info: Jon Johansen (207) 223-8846

**2022 MARCH**

3-5 Maine Fishermen’s Forum  
Samoset Resort  
Rockport  
Info: [mainefishermensforum.org](http://mainefishermensforum.org)

**JUNE**

18 Boothbay Lobster Boat Races  
Boothbay Harbor  
Info: Ashlee Lowery (207) 808-9230

19 Rockland Lobster Boat Races  
Rockland Harbor @ Breakwater  
Rockland  
Info: Nick O’Hara (207) 542-4348  
Mike Mayo (207) 542-1879

26 Bass Harbor Lobster Boat Races  
Bass Harbor  
Info: Colyn Rich (207) 479-7288

# Publisher's Note

It was challenging to get the last issue written, typeset and off to the printer a day early as I needed to be on the road to set up the Maine Built Boats booth at the Newport International Boat Show in Newport, which opened 16 September and ran through the 19<sup>th</sup>. I left Tuesday for Portsmouth and the next morning headed to the most important stop of the trip: the Book Barn in Niantic, CT. If you are a book lover this is an extremely dangerous place to go. There are four buildings filled with all sorts of books (any subject, new and old) and after three hours I had put together four boxes, some for my library and some for resale at my booth at the Wiscasset Antiques Mall.

When Ann and I arrived in Newport we got right into the show to unload the booth and then headed for the hotel. I was not sure what to expect as COVID rates were climbing and restrictions were returning. That evening I caught up with Lisa Knowles, who is one of managers of the show, and she said that she had lost six exhibitors within the last two days. The show promoters did a remarkable job staying on course and putting this event together. After looking at the docks and peeking into the tents the show looked a little smaller, but still big. The following morning, I walked the docks and found my favourite boat of the show, the Wheeler 38, which was built by Brooklin Boat Yard and launched last year. The work was impressive and it was learned that there was some serious interest from a couple of potential buyers. Wes Wheeler, who heads the new Wheeler company, is the grandson and grand nephew of the original owners and is hoping to build more of these. I also learned that he has already booked a slot for a 50-footer, which Brooklin Boat Yard should begin building within the year.

So, what was attendance going to be like? When the show opened there was a mass of people at the gates ready to come in and it did not slow down until late afternoon. I was surprised as I had leaned toward a smaller crowd but that certainly was not the case for any of the four days. After each show, it was challenging to find a place to eat as all the restaurants were packed and booked solid for the evening. Ann and I found a couple of places further down Thames Street with outside dining and ate there every evening. Thankfully some are not willing to walk that far, but that also meant that I had to walk back to the centre of town for ice cream, but well worth the walk. At the close of the show everyone I talked with was more than pleased with how it went. There were plenty of people, and many of them were buyers. In the Maine Built Boats booth I did not see many serious buyers the first two days, but Saturday and Sunday there were about five people each day serious about building a new boat or repairing their present one. However, on the first two days I did help someone from Maine look for a serious cruising boat. They had gone through the show and the brokerage show up the road at Newport Offshore. Knowing that Jon Knowles of East Coast Yacht Sales is a serious cruiser, his boat presently being in Norway, I introduced them to him and they were more than pleased with the options he suggested.

As for the brokerage show, it seemed a lot smaller, but there were still some great boats, both power and sail, offered for sale. The one that caught my eye was the Mussel Ridge 54, which was finished off this spring and summer as a lobster-yacht by Newport Offshore for a customer from Newport. However, the price tag was a little staggering at \$3.5 million. Unfortunately, each show operates separately, but if they helped promote each other it should be beneficial for both. The other major question is this is a Safe Harbor facility and it is unknown what their plans are for this site in the future. They are still hauling and working on boat there, but they have also purchased New England Boat Works in Portsmouth, RI and it was thought that this where the repair work would be done in the future.

Last year Travis Otis had solved the engine problems on CINDY JEN, but unfortunately Ann and I have not been able to get out on her as we would like. We did one great run down through the Fox Island Thoroughfare, but I was hoping for a few more long cruises to take more photographs of boats and the coast. Hopefully next year I will have more available time, but that means giving up something else.

Of course, the research is still ongoing. I have just 25,000 vessels to update in the Vessel list but have also been adding additional information for vessels that I have run across. The push is to get this update done as it becomes a baseline and then I can begin adding more and more information from the pile of books next to my desk that is growing exponentially. I am also working hard on getting several newspapers (Gloucester Telegraph, New York Herald and Republican Journal) inputted into the computer. As you input these articles it become quickly obvious how valuable this basic information is. Ralph Stanley has not slowed up his ship research and was asking for help finding information on the bark J. C. NICHOLS, built in Eden in 1854. I ran through the Republican Journal and found some of her voyages, but after their hiatus in the mid-1860s they only reported on the comings and goings at Belfast. I then turned to the New York Herald and found more comings and goings, but not her ultimate fate, even though we had a good idea her life ended in 1866 or 1867. Someone did a search of other newspapers and found that she had gone ashore at Teneriffe and became a total wreck in 1867. What was interesting was that this was never reported in the New York Herald. You learn very quickly that not everything makes every paper and that is why it is important to input them all into the computer.

Over the summer I had obtained some documents related to the steamers of Moosehead Lake in the late 1800s, early 1900s. These I scanned in and then needed to take them up to the Moosehead Marine Museum in Greenville. When I called to say I was bringing them up I also inquired into when the m/v KATAHDIN would be going out on her last run of the year. So, on 10 October Ann and I headed for Greenville and arrived a couple of hours early. We played tourist and walked around town and then took the three hour trip up to Sugar Island and back. On board I met one of the engineers, who is from Bailey’s Island, and had a long and interesting talk with him since we knew many of the same people on the coast. For those that have never done this cruise it is one of the best even though not on salt water and one I try to do every year. They serve great food at a reasonable cost; the views are spectacular and the narrative of the places along the lake interesting. Next year Ann and I want to go all the way to the head of the lake, which should be really a great time.

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# THE KELSEYS, BILL AND LARRY, OF SOUTH BRISTOL

SOUTH BRISTOL – There are a lot of very interesting people on the coast of Maine and capturing the history and the stories is very important. Bruce Farrin of Farrin’s Boat Shop realizes the importance of capturing this and said you really need to talk with Bill Kelsey as he knows a lot of the history of South Bristol. My first meeting with Bill he said he would be more than happy to talk, but he wanted his brother Larry to be part of it.

Larry was born in 1939 and at that time the family lived over on the West Side Road. Their father was Wilder and he built the house they lived in, but soon after he sold the house and moved to the foot of the bridge when their father began operating the bridge. He was also caretaker, selectman, fire chief and clergy.

Their mother, Henrietta Bennett came from Boothbay and her father was the captain of the sardine carrier TRIDENT.

Larry said he got interested in the water, not just because they lived on it, but he was friends with Linwood Gamage. After high school Larry joined the military, spending five years in Germany and the remaining three years between Korea and the United States. When he returned, he worked for a sonar test facility on the island in South Bristol where he did shipping and receiving and later quality control. They had another facility at St. Croix and Larry would travel back and forth. He did this for six years and said, “Bob Woodward was getting ready to retire, he was the office manager for Harvey for 30 years and when he retired, I took his place in ‘71. I was with him until I think 1981. After I got done there, I was with Di-pietro Kay Corporation with the Volvo Penta engines running their parts department and delivering engines. I did whatever was needed but was not a mechanic and I was there until 1998. I took one summer off and my two boys and I went lobstering. We had a little 19-foot Seaway and we spent the summer on the water, it wasn’t real profitable for me, but it was a very enjoyable summer.”

When Larry went to work at the Gamage yard they were just finishing the schooner HARVEY GAMAGE and the ferry BAY STATE was under construction. It was also the time that they were transitioning from wood to steel. When asked who was working there, Larry said, “Edward Gamage was there. Edward and Linwood really kind of ran the shop. When I went there Linwood was running the wood section of the shop which we built some small 40 to 50-foot wooden draggers and Edward was in charge of the steel section of the steel boats. ACT I was the first boat that was built when I was there. She was not a very big boat, just a small western rigged dragger, which I think went to New Bedford.”

Another transition at the time was from eastern to western rigged draggers, which was due to safety. It was dangerous to haul over the side, especially if the boat caught on something and tripped. Larry remembers FRAM, adding, “Hauling over the stern could be dangerous too if you had a captain that didn’t know what the hell, they was doing which is what happened to the FRAM. It was the owner’s son that was captain of the FRAM when she went down. Nobody was lost on her. Got everybody off. She never completed her first maiden voyage.”

Most of the boats built at Gamage either went to Gloucester or New Bedford. Larry added that they did build one that went to New York, saying, “We built one for a fellow on Long Island, a 50-foot wooden boat. His name was Ed Winters and maybe Fred Bates designed her. Young Fred worked for us; he was a welder at the yard. Fred was a hell of a nice fellow. He would come down at least once or twice a week and have lunch with Bob Woodward while I worked there. I worked probably six or seven months with Bob. Bob knew what he was doing. I wish I could have learned and known half what he knew. Accounting and ordering, he did everything. He kept Harvey going.”

Other workers at the yard were Don Ziegler, who did all of the carpentry, interior finish work and he was Harvey’s son-in-law; Hartwell Carter which was a Carter from the Bremen area; Earl Haley, which was a ship’s carpenter; Wes Thompson did all the caulking on the boats; Mert Staples, he steamed and cut planks and Bruce Farrin and Peter Kass came there and learned the trade.”

Larry added, “We finished off Bruce’s last boat. She had enough planks on it so we could float her across over and up into one of our shops over there. Harvey finished that off himself with Jim McFarland.”

Bruce had this boat under construction when his shop was down on the water in South Bristol. During the Blizzard of ’78, with the boat nearly complete, the storm surge lifted up the shop and moved it out into the middle of the harbor where it sunk.

Jim McFarland was Sumner’s son and worked mostly in East Boothbay for Hodgdon Brothers and Goudy & Stevens. He sailed back and forth from South Bristol, even in the winter. Bill explained that it was said that he was one of the best planers on the coast, “Planing a wooden hull, he could fair them up as good or better than anybody, supposedly.”

Larry added, “I know when we got the mast for the Lady, the last boat that Harvey built, the Friendship Sloop, it came in square and Jimmy was the one that turned it into a mast.”

“I left there in ‘81,” stated Larry, “but



A view of the South Bristol Co-op.

then I came back and I worked a winter for Linwood. I took a couple years off and lived in Tucson. I came back that summer and Linwood wanted me to come down and work for him and I did. In fact, I was planning on going back to Tucson that fall and wound up working for the new owner for 15 years.”

The new owner was Rory Cowan and he purchased the yard from Linwood with the intention of keeping it a functioning boat yard.

Looking back again, I brought Edward Gamage again. Larry added, “We built the AMERICAN EAGLE for American Cruise Lines and he left then and went over to Boothbay. I think it was called Eastern Shipbuilding and it was down around where the old schooners used to be. Charlie Robinson, who we built the AMERICAN EAGLE for, I think he was the money behind Edward.

They built maybe two or three. They were all passenger boats for American Cruise Lines. You see a lot of these advertised now, these stern wheelers and things on the Mississippi, I think that is part of the same outfit. In fact, Henry Thorpe in Christmas Cove was working for him and I think he may still work with him and he used to be Captain of his boat and when they needed a captain he’d step in and take over for them.”

When Edward closed the operation in Boothbay he moved to Thomaston and was there until he passed away. Larry added, “Ed was a nice fellow and he treated me like gold. Even though he and Linwood were at odds and I tried to not take sides. They both treated me really good. Harvey was a very generous man; a lot of people don’t realize

Continued on Page 6.

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# KENNEDY MARINE ENGINEERING SOLD

STEUBEN – Kennedy Marine Engineering in Steuben, run by Roger and Angela Kennedy, has been getting progressively more and more successful to a point that the business was running them, not vice versa. During the summer Roger decided to drop some of his engine lines in the hopes that he could slow down and decrease the stress level. This opened a market for others and one of them, Josh Gay, met up with Roger at the Winter Harbor Lobster Boat Races and he and Roger came to an agreement to sell the engine company to him.

Roger added, “I think an opportunity for both parties involved presented itself because obviously with my health issue we were downsizing and moving away from the engine side of the business just to free up more of my time and as a result, he went out on his own because he saw an opening in the market.”

When Roger downsized Josh opened a mobile marine service business with his wife Virginia, Downeast Diagnostics. Josh, who had grown up in the area, had gone to a vocational school in Ohio and got certified as a diesel technician. He then went to work for Toppin’s Diesel in Columbia Falls and then for Milton Cat.

Roger explained, “They realized it was a little harder than it looked and I don’t think they were getting the traction they needed. We also didn’t really feel comfortable leav-

ing all of our customers in the lurch, because we have spent almost 20 years building this business to as big as it has become. It was one of those snowballs going downhill, it just kept getting bigger and bigger every year. I didn’t have enough time or the capacity to take care of everything so I let go of the dealerships: FPT, Cummins, Nanni, Volvo, and Baudouin. FPT right now is what his main focus is going to be; the size he’s starting out at with the crew he’s going to have, he is going to have plenty of work with the FPT customers and of course he’s still has got to maintain the Cummins and MAN customers. I cautioned him against jumping right back into picking up five or six dealerships because it is overwhelming, especially with the deficit in trained personnel. One of big things we were coming up against is finding good help that you could trust to go get the job done without you having to babysit every five minutes.”

Roger continued, “Why start from the second rung on the ladder when you can start out on the second rung from the top, by buying this place. There is no sense to reinvent the wheel when we’ve spent 18 years figuring it all out. Angela and I are going to stay on for the next couple years. Angela is going to work the office and I will help him do repowers until he gets more employees and gets more confident doing it all on his own. I am going to make sure he doesn’t fall

on his face.

“I split the property right in half,” continued Roger. “I am selling him 2½ acres with the office and the engine repower shop. I am keeping the boat shop and I am going to continue running the boat hauler.”

Going from engine sales and repairs to boatbuilding is like jumping from one fire to another, but Roger said, “The older I get the more I like it. I know it is a lot easier to keep one person at a time happy doing a boat than it is keeping 300 a day happy. I am still renting to Moises and I have got Benny [Copperthwaite] over there helping me and we have two 36s to build this winter.”

The 36 is the Crowley Beal 36 and with the moulds came Don Crowley, who has a wealth of knowledge laying up hulls and finishing them off. He is known as one of the best fiberglass guys on the coast. “The two builds I have got going right now are stick boats,” said Roger. “One is going to Cape Cod and one is out of New Hampshire. They really want that 36 because of course the bulkhead is back a little bit further and the trunk is a little bit longer so they have got more down forward space. We took the 36 top two months ago and I had Benny completely re-tool the whole thing. We also reshaped the front of the trunk to give it a little better crown because before it was straight across and looked awful. It is completely re-tooled, and we resprayed the whole thing and I am just now laying up our first 36 top out of it. I am pretty anxious to get the first part out of it and see how it looks.”

Roger seems lucky in the realm that he has several people that will come in and work building boats with him. One is Carrie Cramer who used to run the office and worked at Hinckley for decades. She is



coming in and lending a hand.

There is no question that Roger will miss selling and repairing engines, but he does love building boats. For those that got a close look at WHISKEY TANGO FOXTROT, which he launched this year for himself, will realize he and his crew are more than capable of turning out a well-built, good-looking boat. He is also going to help Josh when he needs it: whether it is working on an engine, repowering a boat or just advice. He added, “I feel comfortable I can give them the ball and they can take it and run with it, but I am going to be right there on the sidelines making sure they don’t trip and fall. They already have 5 or 6 repowers lined up this winter and I am going to end up having to give him a hand just because he’s going to need it. He is really strong mechanically and electrically but he doesn’t have a lot of the whole boat experience. It will be the best of both worlds.”

## Moose Landing New Rossiter Boat Dealer

NAPLES — Moose Landing Marina has become a certified dealer for Rossiter Boats. For over forty years, Rossiter has been producing sleek, streamlined vessels and has evolved into one of the leading manufacturers of fully composite, luxury powerboats. Whether boating on fresh or salt water, Rossiter’s hulls can handle the seas with grace. Their unrivaled quality and craftsmanship combine the pinnacle of style and performance. Using top quality construction methods, superior marine engineering, and the latest and most technologically advanced materials, every Rossiter vessel is handmade and built to last a lifetime.

“Renowned for their smooth, quiet and efficient ride and unrivaled craftsmanship, Rossiter Boats are a great fit for our customers who crave classic design and exceptional quality,” explained Steve Arnold, owner of Yarmouth Boat Yard, Moose Landing Marina and Freedom Boat Club of Maine. “They offer big water performance with unmatched practicality, beauty and comfort.”

“We’re thrilled to partner with Moose Landing Marina,” noted Jeffrey Burchell, Co-Owner of Rossiter Boats. “They’re a powerhouse in the boating industry and we look forward to having them help us expand our footprint in the Maine market.”

Rossiter has been manufacturing quality, handcrafted boats since 1974. Known for combining distinct heritage design with top quality construction and superior marine engineering, Rossiter backs all its boat hulls with a lifetime warranty. Their classic boat design evokes nostalgia while

also providing superior ride quality and reliability that brings peace of mind whether you’re navigating coastal waterways, lakes, or rivers. Models range in size from 14 - 23 foot. For more information about Rossiter, visit [RossiterBoats.com](http://RossiterBoats.com).

Recognized as one of the top marine facilities in the country, Moose Landing Marina is a Five Star Certified and Top 100 Dealer, ranking #9 in North America in 2020. They strive to deliver above the competition by providing exceptional accommodations in their marina and impeccable customer service from sales to service to storage and transport.

The largest on water facility in the lakes region, Moose Landing Marina’s 15-acre property has over 1,000 feet of water frontage and offers easy access to both Long and Sebago Lakes. Located just minutes from Portland on Brandy Pond in beautiful Naples, Maine, their full-service marina has over 200 deep water slips, a convenient boat launch ramp, a double-sided fuel dock, and the region’s largest and newest fleet of rental boats.

Moose Landing Marina is an authorized dealer and service center for Yamaha, Mercury and Honda Marine engines as well as BRIG, Cutwater, Defiance, Montara, Pursuit, Ranger Tugs, Regal, Rossiter, Sea Fox, and Starcraft boats.



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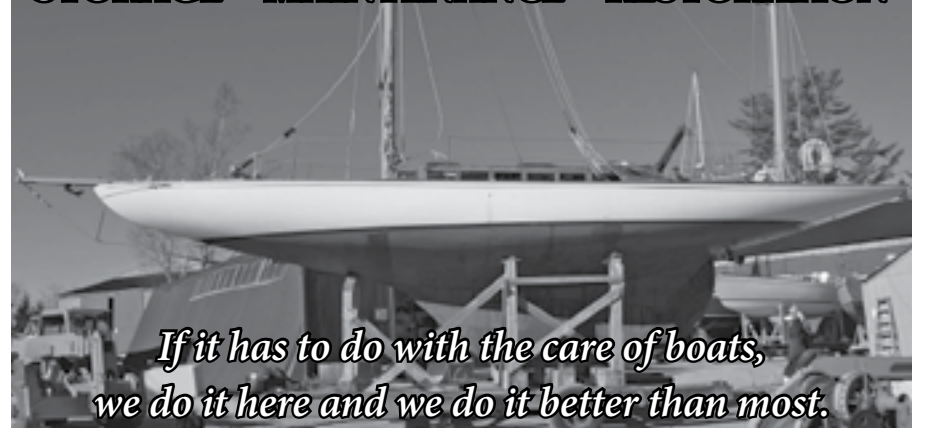
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# U. S. NAVY NEWS



**WASHINGTON (April 18, 2016)** This infographic shares the history of the Doolittle Raid – how America struck back after Pearl Harbor. (U.S. Navy graphic by Annalisa Underwood) Brown presented a certificate of Cole’s posthumous promotion to colonel to Cole’s children, retired Air Force Lt. Col. (Dr.) Rich Cole and Cindy Cole Chal.

**Last of Doolittle Raiders Memorialized  
From David DeKunder  
13 September 2021**

Remembered as a man who faithfully served his country and was a devoted father and a man of faith, Lt. Col. Richard “Dick” Cole, the last of the Doolittle Raiders, was honored and posthumously promoted to the rank of colonel during a September 7 ceremony at the Joint Base San Antonio-Fort Sam Houston Golf Course ballroom.

Family members and distinguished guests, including Air Force Chief of Staff Gen. CQ Brown, Jr., gathered to pay their

respects for Cole, who died at the age of 103 April 9, 2019.

Cole was the last surviving member of the Doolittle Raiders, a group of 80 crew members led by Lt. Col. James “Jimmy” Doolittle, who flew 16 B-25 Mitchell bombers from the USS Hornet April 18, 1942, en-route to an air raid to attack Tokyo in World War II, after the Japanese had bombed Pearl Harbor Dec. 7, 1941.

Cole was Doolittle’s co-pilot in the lead B-25 aircraft during the mission.

In his opening remarks, Brown said Cole and the rest of the Doolittle Raiders embodied the idea of service before self, as Cole volunteered for many dangerous missions during his 26-year military career.

“I would say Dick Cole lived a life and had a career that many of us would say was full of danger, but he was up to the task,” Brown said. “He is truly a member of our Greatest Generation. And I’m proud to say this heritage of volunteering to do what is right and answer the nation’s call lives with our Airmen today.”

After the Doolittle raid, Brown said Cole undertook other dangerous missions, including going to the China-Burma-India Theater where he flew C-47s to transport supplies to China through “The Hump,” a difficult air passage through the Himalayan Mountains, to help the Chinese in their fight against Japan.

In 1944, Cole flew with the 1st Air Commando Group, who supported a commando group in the jungles of Burma by providing fighter cover, airdrops and landing of troops, food and equipment as well as evacuation of casualties.

Rich Cole said his father was a faithful husband to his wife of nearly 60 years, Lucia Martha, or “Marty,” who passed away at the

age of 79 in 2003, and a devoted father to his family of five children.

“I struggle with how you really put into words 180 years of collective life and 60 years of marriage,” Rich Cole said. “But if I had to say one thing about mom and dad, it would be that they fought their entire lives for their family, their faith and their friends and their flag.”

When one of the Cole children, Andy, contracted spinal meningitis which affected his brain when he was a year old, Rich Cole said instead of putting him in an institution, as suggested by doctors, his parents decided to do whatever they could to make sure their son could have a normal life as possible.

“They brought him home and taught him how to walk and talk,” Rich Cole said. “He got his GED and led a productive life. Even though Andy remained special needs all his life, we all enjoyed him and mom and dad gave him every opportunity that they gave the rest of us to be successful in life.”

Retired Chaplain (Maj. Gen.) Charles Baldwin, who was a friend of the Cole family for 30 years, said Cole will now rest in peace with his beloved wife, Martha, and the rest of the Doolittle Raiders.

“After 103 years of serving his country, raising a beautiful family and honoring all of those who have served in the armed forces, Dick Cole went home to be with his beloved wife, and a group of (Doolittle) Raiders and is settled down in the Father’s house,” Baldwin said. “It’s a promise from God. Mission complete, Col. Cole; at ease for eternity. Amen.”

After the memorial service, the remains of Cole and his wife, Martha, were interred at Fort Sam Houston National Cemetery during a graveside service, which included the presentation of colors and flyovers of B-25, C-47 Skytrain and F-15 Eagle.

The memorial service and posthumous promotion for Cole and interment of his remains occurred on what would have been his 106th birthday.

**USS Wyoming Successfully Tests Trident II D5LE Missiles**  
**From U.S. Navy Strategic Systems Programs**  
**18 September 2021**

The U.S. Navy conducted a scheduled, two-missile test flight of unarmed life-extended Trident II (D5LE) missiles from USS Wyoming (SSBN-742), an Ohio-class ballistic missile submarine, on the Eastern Test Range off the coast of Cape Canaveral, Florida, September 17.

“The DASO test, and others like these, underscore our readiness and capability for 21st Century Strategic Deterrence,” said Rear Adm. Thomas E. Ishee, USSTRAT-

COM director of Global Operations. “SSBN crews undergo constant training and regularly planned testing to ensure the weapons systems remain ready and reliable. The Sailors and support element who make up the silent service prove every day they are capable and prepared to protect America and its allies.”

This launch marks 184 successful missile test flights of the Trident II (D5 & D5LE) SWS.

“Today’s [September 17] test demonstrates the unmatched reliability of our sea-based nuclear deterrent, which is made possible by a dedicated team of military, civilian and industry partners who bring expertise and dedication to the mission that is truly extraordinary,” said Vice Adm. Johnny R. Wolfe, director of the Navy’s Strategic Systems Programs. Further, “This same team is now developing the next generation of the Trident Strategic Weapon System, which will extend our sea-based strategic deterrent through 2084.”

The Trident strategic weapon system is highly accurate and reliable. The Trident II (D5) missiles recently underwent a life extension program to address potential impacts from aging and obsolescence. The life-extended missiles – Trident II (D5LE) – are now being deployed to the Fleet and will serve for the remaining service life of U.S Ohio-class and United Kingdom Vanguard-class SSBNs, and as the initial load-out for the U.S. Columbia-class and U.K. Dreadnought-class SSBNs.

USS Maine (SSBN-741) successfully executed the Navy’s last DASO in February 2020 off the coast of San Diego, California. The Navy’s most recent flight test – a Commander’s Evaluation Test – was a series of four launches in February 2021 off the coast of Florida. Each of these flight tests were of the life-extended Trident II (D5LE) missiles.

Flight test missiles are not armed, and safety of the public and the crew conducting the mission is paramount. The launches were conducted from the sea, the missile flew over the sea, and landed in the sea. At no time did the missile fly over land.

The missile test was not conducted in response to any ongoing world events, nor as a demonstration of power. Test launches – including DASOs – are scheduled years in advance.

A credible, effective nuclear deterrent is essential to our national security and the security of U.S. allies. Deterrence remains a cornerstone of national security policy in the 21st century.

Strategic Systems Programs is the Navy command that provides cradle-to-grave lifecycle support for the Navy’s strategic weapon systems. This includes training,

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# U. S. NAVY NEWS

systems, equipment, facilities and personnel responsible for ensuring the safety, security-and effectiveness of the nation’s Submarine Launched Ballistic Missile (SLBM) Trident II (D5LE) strategic weapon system.

SLBMs are the sea-based leg of the nation’s strategic nuclear deterrent Triad that also includes the U.S. Air Force’s intercontinental ballistic missiles (ICBM) and nuclear-capable bombers. Each part of the Triad provides unique capabilities and advantages.

The sea-based leg makes up the majority—approximately 70 percent—of the U.S.’s deployed strategic nuclear deterrent Triad. The SLBM is the most survivable leg of the triad, provides a persistent presence, and allows for flexible concepts of operations.

**CNO Keynote Interview with Bradley Peniston for Defense One’s “State of Defense”**  
by CNO Public Affairs

**24 September 2021**  
*Below is a transcript of the interview:*  
BRADLEY PENISTON: Hello, everyone, and thank you for joining us today. I am Bradley Peniston. I’m deputy editor of Defense One. It is my pleasure to welcome you to the third event in our month-long State of Defense Series, “State of the Navy.”

Today, we’ll be discussing the future of the Navy and how the service branch is rethinking its fleet, its operations, its manpower, its mission as it evolves to face new threats. Joining me for this conversation is Admiral Michael Gilday, Chief of Naval Operations for the U.S. Navy.

But first, a brief housekeeping item. To the right of your screen, you’ll find the chat box and this is where you can put questions for the CNO, and you can also chat and interact with your fellow attendees. Toward the end of our discussion, I’ll put some of your questions to Admiral Gilday. But don’t wait till then to get them in. File them at any time and we’ll take a look at them.

Admiral Gilday, welcome, and thank you so much for joining us.

ADMIRAL MICHAEL M. GILDAY: Thanks for having me this morning. It’s great to reconnect again with everyone.

MR. PENISTON: Terrific. Well, let’s start off by talking about the force design studies that I know you’re involved in. You’ve said in the past that it’s important for the Navy to rethink its force design.

Of course, over the past few years, there’s been a little bit of churn in that. Battle Force ’45 started – 2045 was released near the end of last year. But I know you’ve got a new study looking a little bit further in the future. Can you tell me a little bit more about that?

ADM. GILDAY: Yes. So we had a number of studies that we’ve been building upon. We had the Integrated Naval Force Structure Assessment late in 2020 – excuse me, late in 2019, and we moved from that to a broader study under Secretary Esper that looked out to 2045. And that was delivered, as you mentioned in late 2020, and now we’re just in the next iteration of that.

And so based on insights we’ve gained from additional analysis, from the large-scale exercise that we just – that we just finished, from the integrated Battle Problem that we did with manned and unmanned about three or four months ago, to every single iteration of fleet Battle Problem that we do with deploying strike groups, carrier strike groups and amphibious ready groups, all that is informing the how we fight these, which is Distributed Maritime Operations, which is really foundational to what we need to fight, giving us an understanding of what we need to fight with in terms of capabilities and then platform. So that – the next round of the force structure assessment that won’t be finished in 2021. More like 2022 and possibly into ’23.

We’re just in the beginning stages of framing what kind of questions we want that study to actually get after.

MR. PENISTON: Gotcha. OK. Well, let’s talk then a little bit about there’s lessons that the Navy has recently learned that are starting to inform that study. You mentioned, of course, large-scale exercise. What were the most important things to come out of that, in your view?

ADM. GILDAY: So in December, I expect to have – expect to have a much deeper analysis completed on the large-scale exercise. But I watched the large-scale exercise both from Norfolk and then from Hawaii, and so probably best to just explain it through a couple of vignettes.

So while I was in Norfolk, one of the things that I found very interesting was our ability to transpose geography in the high north, so off of Norway, off of Finland, and to transpose that geography or that setting off of the VACAPES.

And so within the VACAPES op areas off of Norfolk and the Carolinas, we had a carrier strike group. We also had an ARG. But we also were able to use live or constructive and virtual U.S. ships as well. So the Iwo Jima ARG as an example, it was underway, and 5th Fleet in the Middle East that was transposed into that scenario. There were ships that were pier-side in Norfolk that were actually part of the exercise but they were virtually transposed into that battle space.

It allowed us to – it’ll allow us to exercise Distributed Maritime Operations and, essentially, operate and fight as a fleet

rather than just singularly as an amphibious readiness group, as a carrier strike group, or as a surface action group. And that, of course, was all run from the fleet maritime operations center that over the past several years we’ve been – we’ve been refining.

One of the neat things – one of the neat things about a live virtual construct is its ability to let us transpose adversary characteristics on U.S. platforms, and so we can make a Super Hornet look like an adversary aircraft both in terms of its electronic signature as well as its – as well as its weapons that it carries.

We can do the same thing with surface ships, and so you can actually create more opposing forces by being a lot more – a lot more flexible with how you use everything possible that you have that’s both underway and in port.

Besides being able to train at the fleet level, I see the value of the live virtual construct in allowing us to do reps and sets almost continuously, right, where down to the individual sailor, the individual lieutenant on a ship. They’re actually – they actually get to experiment, right, with the concepts that we’ve laid out. They actually get to give us feedback. So they are vested players or stakeholders in the formulation or the refinement of our operating concepts.

And so those were some of my insights from Norfolk. When I went to San Diego – I mean, when I went to Hawaii, excuse me, we had – the 3rd Fleet commander had taken his maritime operations center and turned it into an expeditionary maritime operations center. They were actually operating out of tents at Pearl Harbor.

And so one of the neat elements that they were exercising as part of their command and control was something that we refer to as the maritime targeting cell. And so

the maritime targeting cell allows us to take organic sensor data that ships and aircraft are collecting real time, as well as to take nonorganic sensor data from other platforms and to fuse that together in a way that gives us a much, much more robust common operating picture.

It also allows us to use technology to create fire-control quality tracks very quickly from this fused data that we’re actually able to push out to different platforms that they can shoot.

When I went to Kauai when I was out there in the Marine Corps as part of this large-scale exercise, that’s when they fired their Nemesis System, which were, you know, ground based – actually mobile – a mobile missile system that they fired on using their expeditionary targeting cell, which was actually a sister to our maritime targeting cell.

So, we did get to exercise the concept of Distributed Maritime Operations. We got to exercise that with a lot more platforms than we typically would have in a conventional exercise. And, again, I see the value of this as we move on and refine it and continue to invest in it down to the individual level where we can train, train, train continuously with the operating concepts that we think we need to fight and win.

MR. PENISTON: So, I know you said that you’re waiting for more detailed analysis in a couple months. Does any of this suggest anything about future force design?

ADM. GILDAY: It will. I think – one thing I didn’t mention was the fact that we also folded unmanned into this as well, unmanned under, on, and above the sea. And so those operating concepts are now beginning to nest within the Distributed Maritime Operations concept.

**Continued on Page 18.**



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# "It's Maine and It's Autumn"

**By Sheila Dassatt**

How many of you remember the song by Dan Fogelberg, “The Reach?” It is a beautiful tribute to our area, right here in Eggemoggin Reach, Deer Isle, Maine, which a lot of folks are not aware of. If you have a moment for something positive, look it up on your phone and take a listen. It has one verse that says, “It’s Maine and it’s autumn, the lobster boats come returning, with the catch of the day in their hold.” I won’t go on and on, but it also refers to the young men being cold and complaining, but their father’s had them on the boat, regardless. It was and is all a learning curve. It taught them how to survive and tolerate the colder elements while on the boat. This also taught what hard work is all about. Believe me, I know.....I was on the boat with my Dad and Mike during the month of October! Actually, it was overwhelmingly beautiful being on the water when the trees are all colors of red, orange and yellow. The air was crisp and the catch was generally very good. A few years back, it was referred to as “Fall Harvest” but for lobsters and fishermen as well as Harvest time for the farmers.

We have had a lot of talk and articles about the Final Whale Rule and the Law suits that are ramping up, which are all necessary for survival. After a while, we get a little weary with the constant “fight for survival.”

I am, as well as our fellow association members and fishing families, doing the best that we can to not take this lightly and try to get the message out that a lot of people depend on this way of life. I can honestly say, when it is said that fishermen are the “salt of the earth” they weren’t kidding. When times are hard, they are right there to help one another. This is why it is so absurd that people would honestly think that we would deliberately harm a whale or anything else that lives in the sea.

A little while back, I wrote an article on the Lost Generation, which has had an opportunity to reach out and touch a few people along the way. I am very glad for this! There has been an awareness for this and some very good attention and articles and radio interviews. Shannon Mullen of Maine Public Radio contacted me over the summer and we collaborated about this subject. She had an opportunity to meet with some of our younger folks and ask them if they feel they can rely on the fishing as a lifelong means of making a living. I posted the information in my DELA Report that links you to the articles and interviews. This is also a very good awareness to check out if you have the time. I believe that there will be more in the near future concerning our “Lost Generation.” It was a pleasure to work with Shannon, and I thank you very much!

Since Mike and I have been living in Stonington, (I’m back home), we can first hand see how dependent a fishing community is with fishing. It all fits together like one of those thousand piece puzzles. All the boats come in at a certain time of the day, then the lobster trucks are there to get loaded with the catch. About the time that we get home from haul, we always say, “here come the lobster trucks!” They are leaving for the mainland to deliver our catch for outside deliveries. In the mornings, we see the bait trucks coming in, delivering the bait that we need before we go out to haul. This involves fork lift drivers, dock workers and well organized lobster dealers located on the waterfront. Let’s not forget that a lobsterman needs a boat, which is a very valuable tool! So there are boat builders all along the Coast of Maine that are always designing the best way to meet the needs of the upcoming regulations, fuel efficiency, safety, and so on. Every day we see boats coming in to the boat yard, which is always there in time of need, especially if you need a repair in a hurry to get you back out there. There’s bait

dealers, marine stores, seafood markets and restaurants that feature the best seafood in the world!

I don’t want to bore you with putting the pieces of the puzzle together, but it is all very important if you live in the areas that is totally dependent on these puzzle pieces. We can not afford to lose this way of life that has gone this way for generations.

I am at a point in my life that I have faith in the next generation, as I have seen the good side of these young people. Oh, there’s always room for a little work with a few things, but after a few hard knocks, we do learn eventually. We don’t know unless we have a little discipline and set ourselves up as an example to lead by. My Dad, who many of you may remember, always said at the boat shop, “I won’t ask any worker to do something that I wouldn’t do myself.” And he lived by that, some days being covered with grinding dust and the smell of gel coat and resin. His legacy lives on, that’s how we learn and respect one another! We will survive this, if we all put one foot in front of the other and *don’t back down*. Take care....

## 12 Metre North American Championship



With Newport RI’s Kevin Hegarty at the helm, COLUMBIA (US-16 on far left) won the Traditional/Vintage division at the 12 Metre North American Championship, held Sept. 23-

*Competing in a Variety of Wind Conditions, NEW ZEALAND and COLUMBIA Emerge as Champions*

NEWPORT, RI (Sept. 27, 2021) – Over three days of racing for their North American Championship, eight historic 12 Metres had every type of wind condition with which to

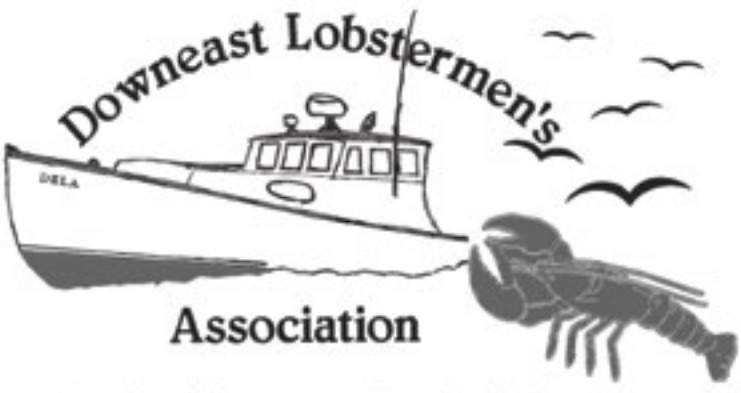
contend. Starting Thursday (September 23), the fleet completed two races in marginally high winds of 16-18 knots with gusts in the high 20s. Friday followed with two additional races sailed in moderate 8-10 knot breezes after the Race Committee from Ida Lewis Yacht Club delayed starts until late afternoon due to a passing squall. Finally, on Saturday, racing started ahead of schedule because the Race Committee anticipated a dying breeze in the afternoon; for the two concluding races, sailors dealt with light breezes of 5-8 knots.

“If you would have said last Tuesday that we would get all six races in with the conditions forecasted, I would have said ‘no way,’” said Brad Read (Middletown, RI), who steered Gunther Buerman’s NEW ZEALAND (KZ-3) to North American victory over the Modern and Grand Prix boats, which for the purposes of this Championship started together and scored as a single class. “That the Race Committee delayed when they needed to delay and started early when they needed to start early...it was brilliant.”

As for NEW ZEALAND’s stellar performance (with all victories, save one, in its score line), Read says many of the team members have been sailing together for ten years. “The boat handling was flawless, which made it easy for us in the back of the boat to keep it dialed in. It felt very positive to sail that well with so many other seasoned crews around us.”

Read commended the tough competition, especially from second-place finisher

**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 in October already! The leaves are starting to show their beautiful colors and the catch is starting to show some positive signs once again. Let's hope it lasts a little while longer.

It won't be long and the new October 18<sup>th</sup> deadline will be approaching us. The deadline that will be closing a key area in Area 1 to fishing until January of 2022 due to the latest whale rulings. Where do we go from here? At this point in time, a letter has gone out to President Biden, signed by our State of Maine Representatives and Senate. There are now two law suits happening, by the Maine Lobstermen's Association and the Union 207. The complaints asserts that NMFS's new Biological Opinion is unlawful because they reacted by failing to rely on the best scientific information and failing to account for the positive impact of the conservation measures that were already adopted by the Maine lobster fishery. It also asks for relief from the final whale rule arising from flaws in the Biological Opinion released in September.

Also, the Mills Administration, with the approval of the Office of the Attorney

General, has also contracted the law firm Nossaman, LLP to represent the State of Maine as an intervenor in this lawsuit. The Governor is supporting the effort by funding the use of specialized representation through the Governor's Contingent Account. "We are committed to making sure we have the legal expertise and resources necessary to capably represent the interests of Maine's lobster industry in this pivotal court fight," said Commissioner of Marine Resources, Patrick Keliher.

We want to assure you that we are all involved in this endeavor, to do the best that we can to protect our fishery and livelihoods. We are all in this together and the best that we can do is to work united as well. D.E.L.A. was notified right away concerning the MLA's law suit against NMFS. We will stay in touch with one another and continue to fight for our rights. D.E.L.A. also has a Legal Fund that has contributed to this "fight for survival" and will continue to do so.

On another note, we have been contacted by the U.S.C.G. base in Jonesport, who are reaching out to the associations and representatives to join them in a food drive that will be held at the Jonesport High

School on October 29<sup>th</sup>. They will be sending us more information about the details of this drive, which includes the donation of canned foods and imperishable items. This is also a very good cause that we will post more information about in the near future. Thank you Coast Guard for including our association!

You may be familiar with Shannon Mullen's article and audio that was posted recently. We worked with Shannon on this project, which is concerning the future of our next generation. Shannon is with Maine Public Radio: <https://www.mainepublic.org> and the audio link is: <https://www.npr.org/2021/09/1036328606maines-next-generation-of-lobstermen-brace-for-unprecedented-change>

Shannon worked extensively on this project, with it being a pleasure to work with her. If you can, please check out the links to her work. I believe there is more to come!

We would like to extend our sincere condolences to the family of Norbert Stamps, who lost his battle with lung issues. Norbert was the President of the Rhode Island Lobstermen's Association and was a strong advocate of collaborative research and passionate about preserving the lobster fishing industry. May he Rest in Peace and will be strongly missed by our industry.

The meetings are continuing with the planning of the Fishermen's Working Group. This group is concerned with the Windmill Research Project, which had its most recent meeting on September 28<sup>th</sup>.

These meetings are done via Zoom, but very informative and effective. The meetings go over suggestions for monitoring the project with the fishermen's best interest in mind. Please, if you have any input or suggestions, please contact me and I will put forward your concerns. My email is: [dassatt711@yahoo.com](mailto:dassatt711@yahoo.com) and my phone is 207 322-1924. I welcome your suggestions any time.

The Maine Fishermen's Forum is still moving forward, and also has had their first meetings already. We are hoping to have more involvement with our next generation and welcome their involvement at the Forum. This is all a work in progress and going well at this point. We want this Forum to be one of the best ever!

Please stay in touch and keep an eye on our Facebook site for further information. Take care and stay safe, Sheila



Passing through Pig Gut off Beals Island after a day of fishing.

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## Commercial Fishing News

# MISCELLANEOUS COMMERCIAL FISHING NEWS

### Northern Shrimp Population Collapse Linked to Warming Ocean Temperatures, Squid Predation

September 28, 2021

This study provides further evidence that as ecosystems reorganize due to climate change, species interactions will also change.

An extreme heatwave in the Gulf of Maine in 2012 resulted in the warmest ocean temperatures in the region in decades. By 2013, the Atlantic northern shrimp population in the gulf had experienced a stock “collapse.” That is what fishery scientists call a rapid decrease in numbers that is not a natural fluctuation in stock size. Scientists studying the collapse have found that during this time, warmer temperatures were linked to increases in longfin squid, a major shrimp predator. They arrived in the Gulf of Maine sooner than usual and in more areas where shrimp occur.

“Our results suggest that longfin squid may have been a major player in the collapse of Gulf of Maine northern shrimp during an extreme heat wave event,” said Anne Richards, a biologist at the Northeast Fisheries Science Center’s laboratory in Woods Hole, Massachusetts.

Richards co-authored the study with Margaret Hunter from the Maine Department of Marine Resources Division of Biological Monitoring and Assessment. They recently published their conclusions in the online journal *PLOS ONE*.

#### Temperature is Everything

A northern shrimp’s early life is highly influenced by temperature. The Gulf of Maine population is at the southern edge of this species’ distribution, and they are mostly found in the cooler western part of the gulf.

Recruitment success—how many shrimp survive their first year to become one-year-olds—is related to both spawning biomass and ocean temperatures. Higher spawning biomass and colder temperatures

produce stronger recruitment of new, young shrimp into the population. In 2012 waters in the region were 2°C above the 1982–2011 average, and remained above average in all months of the year.

The Gulf of Maine has been warming rapidly. The northern shrimp population had shown signs of stress before 2012, with low survival of young shrimp to age 1 in 2010 and 2011. Even though 2012 was a very warm year, it did not seem that high temperature was enough by itself to cause the population collapse that occurred.

#### Other Factors Driving the Collapse

To study other possible factors in the shrimp decline, Richards and Hunter used data collected between 2003 and 2017. Gulf of Maine warming accelerated in that period and was the most intense in more than 30 years. They examined data from the commercial fishery and extensive ecosystem monitoring data gathered on scientific surveys in the Gulf of Maine in the spring, summer, and fall. Those surveys were conducted by: Northeast Fisheries Science Center; State of Maine; State of New Hampshire and Atlantic States Marine Fisheries Commission, which manages the northern shrimp fishery.

By reviewing survey data, Richards and Hunter showed that shrimp did not change their distribution in 2012. A look at existing studies showed that while the water temperatures were high enough to have affected shrimp physiological processes at some level, they were probably not high enough to kill them outright. Commercial landings data showed that fishing removed some shrimp, but not enough to account for the population collapse.

Looking at temperature data, it was clear that 2012 was a hot year. It was also clear that the warmer temperatures caused spring to come early in the Gulf and last longer than in an average year. That meant that female shrimp stayed inshore longer, delaying their migration to offshore areas.

Could a predator have taken advantage of this mismatch and tipped the population into collapse?

#### Catching a Predator

If you want to know who is eating whom, you look at stomach contents. Researchers next analyzed stomach content data for all species caught during the four scientific surveys in 2012. No new predators were identified, but 11 species exhibited a population peak in one or more seasons during 2012.

Of these, longfin squid was the only species that clearly increased, and also increased in areas where shrimp were also present in 2012. Their numbers were also relatively high in all four seasonal surveys and in the 2013 spring surveys, both inshore and offshore. The early onset of spring in the Gulf in 2012 also meant that female shrimp were still inshore when the longfin squid arrived, in areas shrimp would have left in cooler years. This increased the opportunity that squid had to feed on shrimp.

#### Shrimp Population Has Not Recovered

“Despite a fishing moratorium beginning in December 2013, the population has not recovered and the fishery is still closed. Our study provides further evidence that changing species interactions will have major impacts as ecosystems reorganize due to climate change,” said Richards.

Today, an increase in other northern shrimp predators—spiny dogfish, redfish and silver hake—may also be contributing to a decline in the stock. Ocean temperatures in the Gulf of Maine remain high.

#### Ravenna Ukeles Helped Write the Recipe for Successful Shellfish Aquaculture

October 07, 2021

In celebration of our 150<sup>th</sup> anniversary, we are highlighting people who helped build the foundation of fisheries and marine science. Meet Ravenna Ukeles, a pioneer in algal culture and key figure in devising the “Milford Method.”

Our Milford Laboratory became a leader in aquaculture research in large part because of the foundational studies on algal production by pioneering scientist Ravenna Ukeles. Her career as an algologist (a person who studies algae) spanned four decades.

While at the NOAA Fisheries Milford Laboratory, she made significant contribu-

tions to the development of modern shellfish aquaculture. Her methods for cultivating algae to feed oysters and other shellfish resolved a critical bottleneck in hatchery production. She also expanded the Milford Lab’s Microalgal Culture Collection, a key resource for the shellfish aquaculture industry and the research community.

Ravenna approached her experiments with tenacity and attention to detail. She said of phytoplankton, “The bugs don’t lie, so it’s our job to figure out what they are trying to tell us.”

#### Early Life and Education

Born on August 1, 1926 in New York City, Ravenna studied biology at Hunter College and graduated with honors in 1947. She earned a master’s degree from New York University in 1954, where she focused on carbon sources for culturing the protozoan, *Chilomonas paramecium*. Ravenna completed a doctoral degree at New York University in 1959, working with Dr. Richard P. Hall, one of the top protozoologists at that time. This was a remarkable achievement in the 1950s, when fewer than 10 percent of all doctoral degrees were awarded to women.

#### Establishing the Milford Method

Soon after, Ravenna (who asked friends and colleagues to call her “Renee”) was hired by Dr. Victor Loosanoff to serve as algae expert for the Milford Laboratory. Victor and his team were developing protocols for spawning shellfish in the laboratory, but encountered a stumbling block—how to successfully grow algae to feed shellfish larvae. Researchers discovered that oyster larvae could be raised in the lab by feeding them certain kinds of marine phytoplankton. However, there wasn’t a reliable system for growing phytoplankton, especially in the quantities needed by the aquaculture industry.

Solving the algal culture part of the shellfish aquaculture equation was the primary focus of Ravenna’s early career. She built on preliminary algal culture studies conducted by her colleagues. Harry C. Davis was a research biologist at the Milford Lab, and Robert R. Guillard at that time was a biologist at the Woods Hole Oceanographic Institution. After years of rigorous experimentation, Ravenna designed and built a phytoplankton



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culture system that mass-produced specific marine phytoplankton cultures that were free from bacteria. It was dubbed the “Milford Method.”

This “Milford Method” for growing algae to feed young shellfish is still widely used by the shellfish aquaculture industry around the world.

The Milford Method selects phytoplankton specifically for their nutritional value to shellfish, then cultures them for use as algal feeds. This protocol replaced the existing method (the Wells-Glancy Method) which relied on wild phytoplankton blooms to develop feeds. In comparison, the Milford Method provided superior nutrition for young shellfish.

**Building Algal Infrastructure**

Once a way to grow algae for superior feeds was developed, the next step was to do so reliably and in large quantities. This consumed the next part of Ravenna’s career. In the late 1960s, she designed a microalgal culture room for the large-scale production of microalgae under controlled, near-clean-room conditions. This state-of-the-art microalgal mass culture room remains a unique and valuable resource for research, dependably producing kilograms of microalgal biomass with consistent biochemical quality.

From the 1960s through the 1980s Ravenna expanded the Milford Lab Algal Culture Collection, originally established by Robert Guillard in the 1950s. It became a repository for pure cultures of more than 100 different algal species. Today, this extensive algal library contains more than 230 algal strains. Scientists and industry professionals from around the world routinely benefit from using starter cultures from the collection.

**Her Legacy Lives On**

Throughout her 40-year career, Ravenna published dozens of publications on algal and shellfish research. Her legacy continues through the annual Milford Microalgal Culture Workshop, during which Milford Lab staff teach hands-on skills and culture techniques based on the Milford Method. Participants come from commercial, extension, academic, and government organizations.

Ravenna retired from federal service in 1989. She continued to contribute to Milford Laboratory publications and research efforts.

Within the lab community, Ravenna was known for her interest in both the professional and personal lives of colleagues, often offering advice on both. She loved nothing more than to debate the logic of a scientific interpretation, and her imposing stature and penetrating intellect encouraged colleagues to muster their best arguments. Her sense of humor was mischievous, dry, ironic, and often missed by an audience not expecting it. For example, each monthly report to the laboratory director included a line from a nursery rhyme at the conclusion of a sentence describing the result of a real experiment. “I just want to see if anyone is actually reading these,” she said. Apparently she was never questioned about these insertions.

“[Dr. Ravenna Ukeles] leaves us an influential and uniformly excellent body of written work, an appreciation for the truth that underlies life in all its forms, and a sense of curiosity and skepticism that compels us to continue probing living things for the truths they hold.”

**New Report Provides Recommendations on NOAA Fisheries Budget Process, Aligning Funding to Mission Priorities, Engagement**

*NOAA Fisheries Assistant Administrator*

*Janet Coit provides her perspective on the recently-released National Academy of Public Administration’s report.*  
*September 20, 2021*

As the new director of NOAA Fisheries, it is my good fortune to receive an expert evaluation of the agency’s strategic planning, stakeholder engagement, and budget process by the National Academy of Public Administration. The findings are summarized in NAPA’s “National Marine Fisheries Service Budget Structure and Allocation Review.” From my vantage point, it provides a valuable opportunity to move forward on improving our budget process, better aligning funding to our mission priorities, and expanding our communications with Congress and our partners and stakeholders.

While this report is hot off the press, we are already taking heed of the recommendations and planning and implementation are underway. NOAA Fisheries is committed to improving the dialog and processes around the budget and strategic priorities, internally and externally, with an increased focus on tackling long-term challenges. More broadly, we will use the recommendations in the report to further improve communication with Congress and our partners and stakeholders.

I want to thank NAPA and the Study Fellows for a job well done. This was a big challenge. In 2020, they were asked to evaluate how the agency connects three processes—budget development, planning, and decision-making—with our national mission and regional priorities. The NAPA team interviewed about 90 individuals for the study, including NOAA Fisheries employees in headquarters, the regions, and the science centers. They also spoke with Congressional staff, employees in other science agencies, and various stakeholders.

The NAPA report includes five recommendations for NOAA Fisheries and a sixth recommendation directed at Congress. NAPA’s top-level recommendations for us are: Make strategic planning a more important driver of the budgetary process; Implement stronger program management at the HQ level; Implement stronger functional planning, to include operations and mission support; Request funding for the NOAA Fisheries facilities portfolio’s requirements through NOAA and its Facility Capital Investment Plan by conducting robust assessments of the portfolio; and Embracing and implementing the previous recommendations, NOAA Fisheries should request Congress provide greater discretion that allows it to be more strategic with its resources, using an evidence-based approach and managerial flexibility to identify and organize around Agency priorities and address them more effectively.

Along with the recommendations, NAPA recognized that NOAA Fisheries has made significant efforts to improve its strategic and budgetary processes in recent years. It was great to hear that the Fisheries team is already on the right track in many areas.

My leadership team and I understand that this report is intended to fuel significant changes at NOAA Fisheries. We welcome the challenge. While work is underway to address many of the recommendations, implementing change takes time. Building relationships and trust also takes time, and we are fully committed to doing that as well.

Overall, I am confident that we can use the NAPA recommendations to drive change and improve our processes and our communications around the budget as we work to better engage with partners at all levels.

**Continued on Page 22.**



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# Boat And Ship Yard News



The 85-foot oyster schooner A. J. MEERWALD of Bivalve, NJ sitting next to Front Street Shipyard in Belfast. A temporary building will be constructed to house her while she is totally rebuilt by Clark & Eisele Traditional Boatbuilding.



A look under the tarp of the 55-foot Grebe getting a new bottom at Portland Yacht Services. They are fairing the frames so all the planks fit properly.

### Continued from Page 1.

middle of their hauling season and owner Peter Johanson added that he has 105 boats to store this winter, which is the most they have ever had. He was also wondering where he was going to put them all.

They have a Jeanneau 54 that they are putting new teak decks on. Before the teak goes down they will do repair work to the core. A Swan 40 will be coming in to have teak decks put down. Peter said another customer had just come by with a Sweden

38 and wants teak decks.

If a few teak deck jobs are not enough they have got about seven repowers to do this winter. These will all be Beta engines, except for the twin Mercruiser engines going in a Blackfin. The Blackfin is presently in the paint shop getting Awlgripped, before having her engines replaced and a new custom dash made.

Talking about the paint shop they have 14 boats to paint this winter. One of them is an older Morgan 41, which will be peeled down to the gel and then Awlgripped. She

will also be getting new teak toe rails.

In the shop they have been working on a small power boat giving her complete going over. The work included a new galley, systems, and cosmetics. She will be launched later in October for a couple of weeks.

Also in the shop is a Hinckley Bermuda 40 that they are just finishing up. She is in the water and the plan was to truck her back to Michigan, but that will probably not happen now until spring.

Another project this winter will be on a Wesmac 38, which will be getting a sliding door to the helm and maybe more Sound-down.

This summer they were busy with scheduled projects and did not have time to do much transient work. One of the summer projects included repairs on a Glacier Bay catamaran, which flipped over on her mooring last fall in one of the storms. They put two brand new Suzuki outboards on her, completely rewired the boat, installed new pumps, new dashboard, and all new electronics. She was done and launched late summer.

Johanson Boat Works was also associated with chartering, but when COVID struck they gave up chartering. Peter added, “We are done. I had six boats I owned and I think I only have one left. A few of the customers still charter, but through another charterer.”

Wayne Beal’s Boat Shop  
Jonesport, Maine  
Sitting right in front of the main door

was an almost finished Wayne Beal hard-chine 32 lobster boat, powered with an 8.3 500-hp Cummins. She was finished off Leland Osgood of Vinalhaven and is scheduled to be delivered in late October. She is finished off as a simple boat with a V-berth and storage compartment down forward. She has a partial winter-back and a 140-gallon fuel tank behind the engine, 12-inch pot hauler with a fairlead, a 2-inch shaft to a 2:1 ZF gear and a 26 x 32 DQX propeller with a No. 5 cup. They are waiting on a part for the wire harness and then just finishing hooking up the fuel line and Shawn Alley to finish the wiring, Ira Guptill the hydraulics and Blaine Blackmore hooking up the electronics.

Behind the 32 is a Millennium 49 that was started elsewhere but will be moved out and finished next year. Jeremy Beal said that he will then bring in the 36 hull and top mould and lay up two of each, maybe three, which will be finished off as lobster boats. One will be going to Vinalhaven, another to Kittery and the possible one to stay right in Jonesport. One of these will have chines added as well as maybe the third one. Jeremy added, “I think it is going to be pretty simple. I am going to go into the mould on the 32 and I am going to start them up front and run them until four feet shy of the transom. Then just blend them into the hull which I think is going to take a little bit of persuasion but I think we can do it. We are going to find out shortly.”

Other work includes: a Young Brothers slippery 38, which will have a Wayne Beal

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This is the Wheeler 38 built by Brooklin Boat Yard last year. There has been strong interest in this boat and it is thought she might be sold. Whether sold or not Wes Wheeler, grandson and grand nephew of the original owners, has an upcoming slot for a 50-foot Wheeler.

32 top put on; a Young Brothers 30, which would be Ernest Libby, Jr.'s NIGHTMARE, also getting a 32 top, will also get a Yanmar diesel engine installed; a MDI maybe coming in this spring to be refurbished; a Wayne Beal 36 will be in for a new top and once that is on they will cut the windows out and shipped to the owner who will finish the project; another 36 is coming in to have her shaft angle adjusted; a Dixon 45 will be coming in to have a four or five feet added to her stern; an Osmond 40 is coming for some repair work; a South Shore 30 tuna boat, which Wayne Beal finished for a customer

from Long Island off Portland in '85, and she will get a 32 top, platform and hull redone; and then a Calvin Beal 38 for a facelift.










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# U. S. NAVY NEWS



**BREMERTON, Wash. (Dec. 15, 2016)** The Seawolf-class fast-attack submarine USS Connecticut (SSN 22) departs Puget Sound Naval Shipyard for sea trials following a maintenance availability. (U.S. Navy photo by Thiep Van Nguyen II)

One of the things that – one of the things that that we’re doing right now is just standing up a new task force under the U.S. 5th Fleet commander in Bahrain, Task Force 59, which is an unmanned task force whose real focus is to inform the refinement and the maturation of our operating concepts with unmanned to, essentially, inform what we’re producing, right, in the production line at a much faster, tighter rate, allowing us – allowing us to experiment, allowing – in some cases, we succeed, in others we don’t. It helps us make informed decisions about what unmanned platforms we should double down on and which ones we should sundown very quickly and focus our attention on stuff that works.

MR. PENISTON: Oh, that’s fascinating. We’ll be watching that very closely, I’m sure.

Admiral, you’re about two years into the job now, and in the past you’ve been very vocal about what you see as the need for a larger Navy, more ships, a larger budget to face the threats that you’re facing. I think it’s fair to say that Congress has not given you a substantially larger budget and so now you’re – now you’re, you know, dealing with those conditions and moving forward.

What are you – what are you thinking about the tradeoffs that you’re going to need to make now as you try to do what – you know, try to set the Navy up for success?

ADM. GILDAY: So I can tell you where we don’t want to be. What I’ve said was – what I’ve said consistently, including in my posture hearings this past spring, is that the Navy’s top line has been relatively flat since 2010. In other words, our buying power has been, essentially, static during that time frame.

During that same time frame, the number of ships in the fleet has increased. We’re at the point now where we saw after the collisions in 2017, what we learned through the strategic review, from the comprehensive review has informed our focus and our priorities so we never get back to a place where we’re – where we’re increasing risk unnecessarily on the backs of O5 and O6 COs out there on ships, on submarines, in command of squadrons.

So that has driven my prioritization of readiness and training, and then modernization, or we call it capabilities, and then capacity at an affordable rate and, of course, we’re also investing in people. And so where we don’t want to be, Brad, is we don’t want to be in a place where we have a smaller fleet and that smaller fleet is also less ready, less capable, and less lethal.

I want to take the money that – I appreciate and support the president’s budget, and what I’m trying to do, what we’re trying to do as a Navy, is deliver the most capable Navy that we can based in the money that

we have. And so I think that prioritization is right. I’ve been consistent in terms of putting readiness number one because I do believe that we need – we all believe that we need to be ready to fight tonight, and it can’t just be a bumper sticker.

As some examples of what that – what that investment strategy has yielded, first, in terms of people, so now our gaps at sea are down to just 3 (percent) or 4 percent of the total 140,000-plus number of billet – number of sailors that we need out there to man our ships.

We’ve driven that down from – you know, from probably 15,000 gaps down to a much, much lower level, and so that’s allowed us to do things like implement the results of the sleep studies we’ve done in the surface community to reduce fatigue out there, to give people a good night’s sleep, then, again, to reduce risk, to put the right number of technicians out there to keep these – keep these older ships operating at the level that they need to be operating, to sufficiently man watch teams out there. And so that’s an example with respect to manpower.

I could say the same thing with respect to munitions. So we’re now filling magazines with weapons that have – that have speed and range where we were reducing those numbers in the past, and so that needs to be a steady investment as well in terms of readiness. And in terms of ships, submarines, and aircraft maintenance, we’re not yet where we need to be but we are making steady progress. COVID has had an impact, particularly in the private shipyards.

But we are rebounding, and I am optimistic about the direction that we’re heading on using Perform to Plan and other analytic – the analytic framework that we’ve adopted – we’ve adopted at Echelon I in the Pentagon to help get us in a better place with respect to – with respect to maintenance and overall readiness.

I hope I answered your question, but I’m ready for a follow-up on that. I know I went in a couple of different directions on it.

MR. PENISTON: Well, let me – let me ask you this, Admiral. So, you’ve talked about improvements in manning the ships. You’ve talked about improvements in maintaining the ships. Both of those things help to make a more effective fleet.

But as you say, the Navy’s budget has remained, essentially, flat. As you adjust to new threats – you know, great power competition, not counterterrorism anymore or not primarily anyway – are you thinking about altering the force posture? You know, changing the way ships are forward – ships and forces are forward deployed, moving them somewhere, responding to demand signals from the COCOMs differently? You know, these sorts of things, you know, sort of outside the United States?

ADM. GILDAY: So right now, there’s a number of – a number of studies in play – studies and efforts in play in the Pentagon and so, really, at the OSD level, right, and at the interagency level. So one of that is a new National Security Strategy that’ll be followed up with a new National Defense Strategy that’ll be informed by a Missile Defense Review and the Nuclear Posture Review.

There’s also the ongoing Global Posture Review that the secretary of defense is still in the middle of. I think that Global Posture Review will, to some degree – actually, to a large degree – inform how we’re going to posture the globe against the five problem sets that are identified in the National Defense Strategy.

So the Defense Strategy prioritizes China as number one, Russia as number two, and so on, how we posture the globe to deter and to put us in a position to respond to threats, to assure allies and partners, and to be able to pivot or to give the president options if things escalate with any one of those problem sets.

I think how we’re postured is going to be informed by that review, and I think it’ll put a punctuation point on the fact that China continues to be our leading competitor or our pacing competitor, and I think it’ll shift much more emphasis on China. And some of that, of course, will be in the INDOPACOM AOR but it’s actually a global problem set.

And so each of these problem sets, but in particular, Russia and China, we view as transregional and all-domain problem sets. And so it’s not just – it’s not just the Navy. It’s really the Joint Force and so to get to the multi-domain piece, and it’s also competing with China outside of the INDOPACOM AOR.

MR. PENISTON: Well, let’s talk about the INDOPACOM AOR real quick. There’s been some news there. Australia is about to get nuclear-powered submarines to replace its conventional powered submarines. You’ve talked a lot about the need for the U.S. to work with its allies in projecting naval power. What’s that change going to mean for you?

ADM. GILDAY: So interesting, we just came off of a week up in Newport, Rhode Island, where we were able to gather over 140 heads of Navy and Coast Guard together at our International Seapower Symposium that we have every other year. Australia was – Australia tuned in virtually for that – for that particular event. The French were there, the Brits were there, and, of course, a whole host of other navies.

The AUKUS announcement was made during ISS, and so I think, strategically, that’s a very, very important and, I think, brilliant stroke with respect to our posture in the Pacific, particularly vis-à-vis China. And I think that the effort that’s ongoing as a result of the agreement that was announced has the United States Navy working very closely with the Australian navy to help determine what the optimum path will be to safely deliver not solely the submarines but the enterprise that has to support them.

This is everything from a defense industrial base in Australia to a community inside the Australian navy that’s able to man, train, and equip those submarines to sustain them to the oversight mechanisms similar to what we have in the United States Navy to oversee those nuclear-powered vessels.

This is a very long-term effort that’ll be decades, I think, before a submarine goes in the water. It could be. I don’t see this as a short-term timeline. We have an 18-month exploratory period that’ll get after a lot of these questions and help Australia come to grips with exactly what they need to do to

get in a path akin to the United States Navy.

I know that a follow-on question will likely be about the French. I would tell you that last week at the Seapower Symposium my French counterpart was there. We met four times last week and talked about this and other things, and what we committed to, although, you know, this was a bit – this announcement was a bit contentious for the French, what we committed to at our level was continue to work together.

And if I could talk about the French real quick and what they’ve done in conjunction with us. Most recently, the Charles de Gaulle carrier strike group – the French strike group – actually served as our task force under our 5<sup>th</sup> Fleet commander. So under the operational control of our 5<sup>th</sup> Fleet commander was a French strike group with French ships, and we had U.S. ships and others that were part of that – that were part of that strike group.

That is a step beyond interoperability to interchangeability when you can have a foreign strike group fill a carrier gap in a theater force seamlessly. There’s no reason why we can’t look to having that same arrangement in other theaters, whether it’s in the Mediterranean or whether it’s in the 7<sup>th</sup> Fleet.

So, the bottom line with the French is that we continue to work lockstep with respect to our navies marching together, fourth-, fifth-generation operations in the air as an example, our ships operating together, our submarines operating together. And so I’m very confident that that’s going to – that that’s going to continue at pace without any – without any bumps in the road.

MR. PENISTON: OK. Thank you. All right. Let’s yank it back to the United States and the U.S. Navy for a second. Let’s talk about Project Overmatch, you know, your term for the effort to build a robust network that can support future warfighting needs. Where is it and where does it need to go?

ADM. GILDAY: So we just – we just had our first year, really, with Overmatch, stood up and – Rear Admiral Small and NAVWAR. And so August 24th was the first birthday of Overmatch. I went out there to get a face-to-face update from his team. We were just finishing our third spiral inside this first year where we’ve increased the number of networks and data sources that we’re experimenting with to get us to a place where we can scale this effort to a strike group and then to a fleet and then Navy wide.

So, essentially, the task for Small is – and his team is to develop a naval operational architecture that’s software defined – that’s a software-defined network of networks. In other words, to be able to take data from any system and to actually transport it onto any network to any other system so it can be deciphered and used.

We’re able to actually containerize data packets. We have the technology to do that. It’s working very, very well. We’re leveraging best practices from industry with respect to algorithm development, application design and development to make that process much more tighter in terms of – in terms of our ability to update those applications.

So as an example, instead of embedding those applications deep inside of systems, we’re now having them ride on the backbone on ships of our – of our CANES network. And so what it allows us to do is when sailors using these applications with this data on these networks, when they have suggestions on how to improve these applications to better – to better conduct operations, we’re able to much more quickly modify those applications and then – and then push them out to the fleet. In terms of time frames where that might have taken us weeks or more



# U. S. NAVY NEWS



The future USS Daniel Inouye (DDG 118) transits the Kennebec River, sailing away from General Dynamics Bath Iron Works shipyard, Oct. 4. (U.S. Navy photo courtesy of BIW)

than a month in the past is now taking us a single-digit hour, so less than three or four hours to do this fleet wide.

So we are – I’m satisfied with the pace that Overmatch has taken and what – the goal here in late ’22, early ’23, is to be able to – is to be able to deploy a carrier strike group with this first spiral, if you will, of a naval operational architecture that allows us to take data and to use it on any network.

MR. PENISTON: Now, I know that one of the adjectives that goes along with Project Overmatch is robust as in, you know, hard to defeat, hard to spoof, hard to shut off. But, inevitably, you know, the wi-fi goes out or something like that and, you know, a ship or a unit is left out on its own and needs to operate on its own. What kind of emphasis do you put on that sort of thing, getting ready for, you know, when the network dies?

ADM. GILDAY: So every – the vision is every ship, essentially, has a tactical cloud, and so that cloud is sometimes connected to a data lake back in the United States or in Hawaii or in another, you know, forward location, if you will.

But there are times, as you said, when either we elect to isolate a ship or a fleet, or when our adversary decides to do that, that then those applications that ride on those networks, on those platforms, have to be able to use the data that they have and the additional data that they’re pulling in from their own sensors.

And so, yes, there has to be the capability for those ships to operate independently as part of an overall framework of mission command when there may be the time when they are disconnected from the broader network.

But it doesn’t mean that they’re going to be helpless. They will have that micro processing power. Just like you have on your phone, they will have it on their ship with those applications to use it against the data that they have. Some of it may be a bit dated, but other data will be refreshed, given the sensors that they have, or other networks or other connectivity they may have with other platforms out there operating with them. Does that answer your question?

MR. PENISTON: Yeah, that’s good. Thank you, Admiral.

Let’s turn to personnel. You had mentioned the effort to reduce manpower gaps. But another big priority of yours is starting – well, it got a lot of focus last year is the notion of diversity, inclusion, racial tension, and you had put out to the fleet your request that people start talking about it, have conversations, you know, get to understand it, get their – wrap their heads around new ideas. How is that going, in your opinion?

ADM. GILDAY: I think it’s going pretty well. I think it’s going to be a long-term effort to get us where we need to be with respect to a diverse force and where, you know, we, ultimately, have a force where respect is – respect is part of it part of everybody’s DNA, right.

I think – I think in the end what we’re looking for is people to respect diversity, and I think my goal is to put the Navy in a place over the next 20 years where we’re the most diverse service in the DOD and we happen to be one of the most diverse organizations in the country. Because I believe – well, scientifically, it’s proven that diverse organizations are more innovative. They’re more effective. They’re more efficient.

And so – and I believe that to be competitive in this century, I think diverse organizations are going to play a major role, and I think that if we don’t – if we don’t change – if we don’t change how we think, if we don’t change how we act, if we don’t change the way we attract talent, retain talent, manage talent so that we look a lot more like Amer-

Continued on Page 20.



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# U. S. NAVY NEWS

**Continued from Page 19.**

ica, not just in terms of the color of our skin but in terms of a broad range of experience and backgrounds that we’re able – that we’re able to put together in the Navy, I think that if you don’t – if organizations don’t have that mindset, they’re not going to be competitive in this century. If anything, we’re getting more diverse, not less diverse, and we need to welcome it, we need to embrace it, and we need to use it to our advantage.

MR. PENISTON: OK. Here’s another personnel question from an audience member, who writes, what do you feel the likeliness of the Surface Warfare Officer Leader Enhancement Act that was introduced to Congress a few months ago – is that likely to pass and, if so, what do you think the impact on the Navy will be?

ADM. GILDAY: So I can tell you that there are aspects of that that I support and there are aspects of that that I don’t. I don’t support the specialization aspect that would have engineers, that would have, you know, maybe a navigation track, maybe a combat systems track. I think that in the United States Navy we’re trying to produce commanding officers that have a broad understanding of all those areas.

We have, over time, I’m convinced that that’s the right model for the United States Navy. Specialization models may work for other navies, but I think – but I think the way that we’ve cultivated officers in the United States Navy and grown commanding – and matured commanding officers, and to that point, the improvements that we’ve made based on the comprehensive review and the SRR coming out of the collisions with respect to the surface warfare officer training pipeline and to enlisted training as well is making us even a better surface force.

And so I’m committed to – when asked, my best advice is to maintain status quo with respect to – with respect to how we develop officers and don’t move towards specialization. I just don’t see the big bang for the buck there.

On the other hand, I do see – I do see some value in the certification – the discussion about certification. So in other words, right now the United States Navy surface community is doing bridge resource management training. They’re doing training on – for radar operators. They’re doing navigation training, and that’s all sanctioned to Coast Guard standards.

And so I am supportive of seeking certifications at a Coast Guard level that are also transferable to the Merchant Marine community if a sailor or an officer decides to transition from the Navy and they have a future. Let’s say they elect to have a future in the maritime industry. Those certifications would follow them.

That said, I don’t think that the surface community should be forced to – or the Navy should be forced to have every certification that a civilian manager has – that a civilian mariner has. So as an example, there are certifications for shipbuilding in the civilian mariner community. We have people – we have, you know, engineering duty officers that are specialists in that particular area. We don’t need every surface warfare officer to get that type of certification nor do we need every surface warfare officer to be certified in stores and cargo handling.

And so there are some examples of those certifications that I’m supportive of because they benefit – quite frankly, they benefit the United States Navy and they make us a more professional surface force. But there are others that I don’t.

MR. PENISTON: All right. One more question from a listener who wants to know

about recruiting. This person notes that the recent propensity to serve survey, the twice a year survey taken by the Defense Department on just how likely young men and women in America are likely to sign up, join the military, has dipped in the past few years by 2 percent, I guess, overall. What are you seeing in the Navy numbers?

ADM. GILDAY: So we’re seeing – we’re meeting all of our quotas with respect to recruiting. In fact, at the beginning of COVID, we accelerated – we were already going to do more stuff virtually, more recruiting virtually. And so we accelerated that effort and actually have brought in 39,000 sailors into the Navy through our virtual recruiting efforts.

At the end of that virtual process, there is a – there are face-to-face meetings with a recruiter in order to make sure that, you know, everything is lined up and it’s a good decision for both the Navy and the candidate. But, you know, having a better interaction online with gaming community, as an example, has allowed us to attract talent that we typically would not be able to reach out and touch just through our recruiting centers, you know, and you pick a city.

So to answer your question, we haven’t seen that dip in the Navy yet. We’ve actually seen the value of shifting to more virtual. It’s played to our favor. Admiral Velez has done a great job with this. There were things that we’ve done that haven’t gone so well in the virtual we learned from and pivoted away from. There are other efforts that have gone really, really well. Our marketing campaign has had some traction. And so we’re going to continue to double down on the virtual aspect of recruiting.

MR. PENISTON: All right. Let’s try to get one more question in, sir, if you’ve got the time. Somebody wants to know what are we learning from those fleet Battle Problems that we’re doing with every deploying strike group and ARG – amphibian training?

ADM. GILDAY: So every – thanks. Every one of those is a little bit different, and so as an example, we’re testing aspects of Distributed Maritime Operations. So one of those – one of those deploying strike groups, we may – we may focus a fleet Battle Problem completely on counter C5ISR.

So, basically, how do we – how do we blind the adversary so that they can’t see us? What are the different methods and techniques that we can use in order to put a strike group commander or a fleet commander in a position of advantage, particularly early in a fight? There are other aspects with respect to contested logistics that we’re practicing with ARGs.

And so we’re trying to take a different aspect of Distributed Maritime Operations and deep dive into it, and then to pull out lessons learned so that we can refine the overall concept. The integrated Battle Problem that we did a few months ago with manned and unmanned is a good example of that that really helped us accelerate the learning from a standpoint of refining those operational concepts.

MR. PENISTON: All right. Well, Admiral, do you have anything that we didn’t talk about that you think is important to get out there?

ADM. GILDAY: I’d just say that if you take a look at our NAVPLAN that we – that we published about a year ago, it’s not just sitting on the shelf. So there are about 17 discrete areas that I have – that we have a flag officer that’s in charge of, that we have a cadence of accountability for that organization in charge of each of those areas. So, ship, submarine, aircraft, maintenance would be an example.

Admiral Small with Task Force Over-

match would be an example. Admiral Williamson, the N4 on the OPNAV staff and contested logistics, is an example. Counter-C5ISR under Admiral Trussler as the N2/6 as an example of areas that we have tried to develop a mission statement, put somebody in charge, give discrete timelines on deliverables, and to hold people accountable so that we can get after this stuff in this decade when it counts, when we believe it needs to count, to put us in a position of advantage against China, where in areas where we have overmatch – undersea would be a good example – that we maintain that overmatch and continue to increase our strides, and those areas that we know that we need to – we know that we are either behind or could fall behind that we double down on. And so we’re very much focused on the implementation of the NAVPLAN and not just – you know, not just admiring the words in it.

MR. PENISTON: Well, let’s leave it there, Admiral. Thank you so much for speaking with us today. And thank you to our audience for tuning in.

ADM. GILDAY: Thanks, everyone.

MR. PENISTON: Please stay tuned for a word from our underwriter, ServiceNow, and then two expert panels on the future of the Navy.

**General Dynamics Bath Iron Works Christens Future USS Carl M. Levin**

**By General Dynamics Bath Iron Works**  
BATH, Maine – On Saturday, Oct. 2, General Dynamics Bath Iron Works christened the U.S. Navy’s newest guided missile destroyer, the future USS Carl M. Levin (DDG 120). The ship is named for Sen. Carl Levin, who was Michigan’s longest-serving U.S. senator and who, through his leadership role on the Senate Armed Services Committee, shepherded the National Defense Authorization Act through Congress 16 times.

The Saturday morning christening ceremony took place at Bath Iron Works’ shipyard. Speakers included Gov. Janet Mills, Sen. Susan Collins, Sen. Angus King, Secretary of the Navy Carlos Del Toro and principal speaker Sen. Jack Reed of Rhode Island, a longtime friend and colleague of Levin’s who is now chairman of the Armed Services Committee. Also addressing the event guests and the crew of DDG 120 were Michigan Rep. Andy Levin, former Michigan Rep. Sander Levin and Admiral William Lescher, Vice Chief of Naval Operations. Sen. Levin’s daughters Kate Levin Markel, Laura Levin and Erica Levin were the ship sponsors who officially christened the ship by breaking bottles of sparkling wine against its bow.

“Chairman Levin led by example and always strived to do the right thing, even if it wasn’t the easy thing – always,” Sen. Reed said in his remarks. “Like this ship, Senator Levin was an unyielding force for peace, freedom, and our shared American values.”

Dirk Lesko, president of General Dynamics Bath Iron Works, said Sen. Levin “showed that each of us, through principled commitment, diligent effort and steadfast perseverance, has the capacity to contribute great things to this nation.”

**Future USS Daniel Inouye sails for Hawaii**  
**From Naval Sea Systems Command Public Affairs**

**04 October 2021**

BATH, Maine - The Navy’s newest guided missile destroyer, the future USS Daniel Inouye (DDG 118), sailed away from General Dynamics Bath Iron Works shipyard, October 4.

The ship is enroute to its homeport,

Pearl Harbor, Hawaii, for its scheduled commissioning in December.

“Following delivery to the Navy in March 2021, the entire team has continued to prepare DDG 118 for this important readiness milestone,” said Capt. Seth Miller, DDG 51 program manager, Arleigh Burke-class program office, Program Executive Office, Ships. “The fleet will soon be receiving an advanced warship capable of performing the core roles of sea control and power projection.”

The future USS Daniel Inouye is named in honor of Daniel Inouye, who served as a United States Senator for Hawaii from 1963 until his death in 2012. He received the Medal of Honor on June 21, 2000 for his extraordinary heroism in action while serving with the 442<sup>nd</sup> Infantry Regimental Combat Team in Italy during World War II.

Arleigh Burke-class destroyers are multi-mission ships able to hold targets on land, at sea, in the air, and under water at risk with a suite of sophisticated weapons and sensors.

The other Arleigh Burke-class destroyers currently under construction at Bath Iron Works include: Carl M. Levin (DDG 120), John Basilone (DDG 122), Harvey C. Barnum Jr. (DDG 124), Patrick Gallagher (DDG 127), Louis H. Wilson Jr. (DDG 126) and William Charette (DDG 130), as well as the 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, sealift ships, support ships, boats and craft.

**Department of the Navy Concludes Investigations into Assault Amphibious Vehicle Tragedy**  
**06 October 2021**

The Navy and Marine Corps released findings of separate investigations into the facts and circumstances surrounding the assault amphibious vehicle (AAV) tragedy that occurred 30 July 2020. The investigations into the tragedy revealed that a combination of maintenance failures and human error caused the deaths of eight Marines and one Sailor.

The Navy investigation, conducted by Commander, 3<sup>rd</sup> Fleet, examined the Navy’s role in the incident and revealed gaps in doctrine and procedures by the Navy and Marine Corps.

“The Navy and Marine Corps learned from this tragedy and we are codifying the lessons we have learned as an organization so that the deaths of these Marines and Sailor are not in vain,” said Vice Adm. Roy Kitchener, Commander, Naval Surface Force, U.S. Pacific Fleet. “We are reworking procedures and doctrine, clarifying aspects of amphibious operations, and instituting new training requirements to prevent future tragedies.

”The investigation by 3<sup>rd</sup> Fleet led to comprehensive updates to the Wet Well Manual to include clarification regarding safety boat requirements, ship requirements to ensure positive control of AAVs during evolutions, as well as additional improvements to the integration of training between the Navy and Marine Corps. Additionally, all Navy commanding officers will attend the Senior Amphibious Warfare Course before taking command. Future AAV operations will require a comprehensive and integrated communications plan to be submitted before AAV operations can occur.

The Marine Corps previously concluded two investigations; a safety investigation, Oct. 1, 2020, and a command investigation,



# U. S. NAVY NEWS

Feb. 25, 2021. As a result of these initial investigations, the Marine Corps directed 23 institutional actions to ensure the safe execution of AAV waterborne operations. These actions fall into one of three categories: equipment, procedures, or training.

Equipment actions include a combination of equipment advances and additional inspections such as procurement and sustainment of a Waterborne Egress Capability program, electronic tablets for crewmembers to manage associated technical and procedural manuals, and new criteria for hull watertight integrity, bilge pump function, communications systems, and emergency egress lighting systems.

To address procedural actions, the Marine Corps administered publication and policy reviews to operating procedures, technical manuals, and safety structure requirements during training. These include updates to training and qualification prerequisites, authority and decision making procedures, and safety boat requirements.

Finally, training actions include implementing additional standards for water survival, underwater egress training for both crew members and embarked personnel, and standardized knowledge tests for crew members.

Recently, the Marine Corps concluded a subsequent command investigation, led by Lt. Gen. Carl E. Mundy, focused on the formation of the 15th Marine Expeditionary Unit (MEU). The investigation found a confluence of factors, including COVID-19 impacts, task-saturation and reduced manning, poor communication, and inadequate training and equipping played significant roles in contributing to the conditions that allowed for the tragedy to occur. The investigation’s recommendations include a comprehensive review of relevant orders,

programs, and training curricula as well as increases in material inspection and reporting requirements, leadership manning, preparation and oversight.

Senior Marine Corps and Navy personnel are conducting a Strategic Review of Amphibious Operations to build upon the findings and recommendations of these investigations. That review will assess all aspects of current amphibious operations with special consideration for future concepts of amphibious operations.

To view the Navy investigation, visit SECNAV FOIA website: <https://www.secnav.navy.mil/foia/readingroom/sitepages/home.aspx>

To view the Marine Corps Investigation, visit USMC FOIA website: <https://www.hqmc.marines.mil/Agencies/USMC-FOIA/USMC-FOIA-Reading-Room/>

The Navy Command Investigation will be posted on the SECNAV FOIA reading website. Due to technical issues there may be a slight delay. A copy of the Navy investigation is available in the meantime at: <https://drive.google.com/drive/folders/1oXZvL63DwBOLrqUvzcP8NvTz-zLkl1N1M?usp=sharing>

## Statement regarding USS Connecticut (SSN 22)

**07 October 2021**  
PEARL HARBOR, HI - The Seawolf-class fast-attack submarine USS Connecticut (SSN 22) struck an object while submerged on the afternoon of October 2, while operating in international waters in the Indo-Pacific region. The safety of the crew remains the Navy’s top priority. There are no life threatening injuries.

The submarine remains in a safe and stable condition. USS Connecticut’s nuclear propulsion plant and spaces were not affect-

ed and remain fully operational. The extent of damage to the remainder of the submarine is being assessed. The U.S. Navy has not requested assistance. The incident will be investigated.

## Maryland Nuclear Engineer and Spouse Arrested on Espionage-Related Charges

Jonathan and Diana Toebe, both of Annapolis, Maryland, were arrested in Jefferson County, West Virginia, by the FBI and the Naval Criminal Investigative Service (NCIS) on Saturday, Oct. 9. They will have their initial appearances on Tuesday, Oct. 12, in federal court in Martinsburg, West Virginia. For almost a year, Jonathan Toebe, 42, aided by his wife, Diana, 45, sold information known as Restricted Data concerning the design of nuclear-powered warships to a person they believed was a representative of a foreign power. In actuality, that person was an undercover FBI agent. The Toebees have been charged in a criminal complaint alleging violations of the Atomic Energy Act.

“The complaint charges a plot to transmit information relating to the design of

our nuclear submarines to a foreign nation,” said Attorney General Merrick B. Garland. “The work of the FBI, Department of Justice prosecutors, the Naval Criminal Investigative Service and the Department of Energy was critical in thwarting the plot charged in the complaint and taking this first step in bringing the perpetrators to justice.”

Jonathan Toebe is an employee of the Department of the Navy who served as a nuclear engineer and was assigned to the Naval Nuclear Propulsion Program, also known as Naval Reactors. He held an active national security clearance through the U.S. Department of Defense, giving him access to Restricted Data. Toebe worked with and had access to information concerning naval nuclear propulsion including information related to military sensitive design elements, operating parameters and performance characteristics of the reactors for nuclear powered warships.

The complaint affidavit alleges that on April 1, 2020, Jonathan Toebe sent a package to a foreign government, listing a

Continued on Page 22.

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**Presently we have a listing of 121,503 vessels, mostly compiled from the “List of Merchant Vessels of the United States” (MVUS) for the years 1867 to 1885. Several other lists have been added to this. These include: WPA Custom House records for Bath, Maine; Frenchman’s Bay, Maine; Marshfield, Oregon; New Bedford, Massachusetts, and New Orleans, Louisiana; The Record of Canadian Shipping; Robert Applebee’s notes; and notes compiled on New England shipwrecks by noted shipwreck diver, Bradford Luther, Jr. Currently working on 'Version 4' after adding more vessels and updating the ones already listed. Version 4 should be up the end of March 2021.**

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Creating an encyclopedia and a chronological history of events.

Also, transcribing maritime articles from: Maine Industrial Journal (1880 to 1918); Bangor Whig & Courier (1836-1899); Republican Journal (1829 to present); and various others including Eastern Argus (Portland), Bath Daily Times, Eastport Sentinel, Ellsworth American, New Bedford Mercury, Salem Gazette and Boston Evening Transcript.

Transcribing: WPA Ship Documents, especially ones not published.

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# Wood's Hole Oceanographic News

## Modeling our climate future; WHOI to lead ocean current research

*New NOAA-funded project investigating role of western boundary current variability in climate change*

October 6, 2021

WOODS HOLE, MA — Woods Hole Oceanographic Institution (WHOI) senior scientist of physical oceanography, Dr. Young-Oh Kwon, and WHOI adjunct scientist, Dr. Claude Frankignoul, have received a new research grant from the National Oceanic and Atmospheric Administration (NOAA) Modeling, Analysis, Predictions and Projections (MAPP) Program, funding their research project focusing on western boundary ocean currents and their correspondence with the atmosphere in relation to modern day climate.

Western boundary currents (WBCs), such as the Kuroshio-Oyashio Extension in the North Pacific Ocean and the Gulf Stream in the North Atlantic Ocean, are the regions of largest ocean variability and intense air-sea interaction. This WBC variability generates strong ocean-to-atmosphere heat transfer, resulting in warming that can impact large-scale atmospheric circulation and heat transport toward the poles in both the ocean and atmosphere.

The project suggests that this WBC behavior and its associated air-sea interaction play fundamental roles in regulating our climate, as well as have a significant impact on extreme weather, coastal ecosystem, and sea-level. However, their representation in climate models needs to be improved. This

study looks to investigate the nature and impacts of the WBC variability in state-of-the-art climate models based on a set of model diagnostics. Kwon and his team will develop the diagnostics for this study based on various observational datasets. Then, they will be used to determine the differences between observations and the climate model simulations (or model biases) at standard and higher resolutions.

According to Kwon, the findings would lead to a system of quantifying the oceanic and atmospheric variability in the WBCs resulting from air-sea interactions, and improved understanding of the links between the model biases in simulating WBCs and the simulated large-scale atmospheric and oceanic circulations.

“The recent Intergovernmental Panel on Climate Change report was very clear: climate change is widespread, rapid and intensifying, hence the research to improve our physical understanding of the climate system and model biases are needed more than ever,” said Kwon.

“Our overall goals are to advance scientific understanding, monitoring, and prediction of climate and its impacts, enable effective decisions, especially since the improvement in the climate model processes related to the WBC variability and associated air-sea interaction has significant implications for the prediction of our climate and its impacts,” Kwon added.

## Nippon Foundation-GEBCO Seabed 2030 Project and WHOI enter partnership to map the world’s ocean

September 27, 2021

The Nippon Foundation-GEBCO Seabed 2030 Project and Woods Hole Oceanographic Institution (WHOI) have signed a Memorandum of Understanding in recognition of both organisations’ work to advance our understanding of ocean bathymetry. This will complement the goals of the United Nations Decade of Ocean Science for Sustainable Development.

Seabed 2030 is a collaborative project between The Nippon Foundation and GEBCO to inspire the complete mapping of the world’s oceans by 2030, and to compile all bathymetric data into the freely available GEBCO Ocean Map. GEBCO is a joint project of the International Hydrographic Organization (IHO) and the Intergovernmental Oceanographic Commission (IOC), and is the only organisation with a mandate to map the entire ocean floor.

Woods Hole Oceanographic Institution is a private, non-profit institution dedicated to advancing knowledge of the ocean and its connection with the Earth system through a sustained commitment to excellence in science, engineering, and education, and to the application of this knowledge to problems facing society. The ocean is a defining feature of the planet and crucial to life on Earth, yet it remains one of the planet’s last unexplored frontiers.

WHOI scientists and engineers are committed to understanding all facets of the ocean as well as its complex connections with Earth’s atmosphere, land, ice, seafloor, and life—including humanity. This is essential not only to advance knowledge about the planet, but also to ensure society’s long-term welfare and to help guide human stewardship of the environment. WHOI researchers are also dedicated to training future generations of ocean science leaders, to providing unbiased information that informs public policy and decision-making, and to expanding public awareness about the importance of the global ocean and its resources.

“It is invaluable to count upon Woods Hole Oceanographic Institution’s support in our quest for bathymetric data” said Jamie McMichael-Phillips, Director of the Seabed 2030 Project.

“WHOI’s commitment to researching and understanding the ocean matches Seabed 2030’s sustainability goals, and we are confident that our collaborative work will bring us closer to achieving our aims and ultimately allow for a fairer, more sustainable world.”

Commenting on the new agreement, Kilaparti Ramakrishna, Chair of the newly-formed Seabed 2030 Strategic Advisory Group, said, “It is highly promising to witness top international organizations such as WHOI and Seabed 2030 combining resources and working together to step up the pace of research in the name of sustainability. I look forward to seeing the results of this collaboration.”

Peter B. de Menocal, WHOI President and Director said, “Despite its size and impact on the entire planet, 80 percent of the global ocean hasn’t been mapped or explored. WHOI is uniquely qualified to provide expertise in exploration of the ocean floor, which is crucial for understanding our global climate puzzle.”

All data collected and shared with the Seabed 2030 Project is included in the GEBCO global grid, which is free and publicly available.

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

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## Misc. Commercial Fishing News

### Continued from Page 13.

I encourage everyone to review the report, and I look forward to a robust dialog around this in the coming months and years. We are committed to learning from this study, and more importantly, benefiting from it to make changes and improve our critical work at NOAA Fisheries. More to come!

### Buy Local: Building Our Local Seafood Economies and Promoting Local Seafood

October 04, 2021

Now that Halloween is upon us, you might be thinking about stocking up on candy for trick-or-treaters. But I’d like to divert your attention to a much healthier option for your grocery carts—good ol’ sustainable seafood harvested and farmed in the United States under some of the most robust regulations in the world. So put your thoughts of Halloween aside and let’s celebrate National Seafood Month! It’s our chance to focus on those nutritious omega-3s instead of sugar. (That’s right—I’m a mother of two.)

Let’s think big picture for a moment. The United States is a global leader in sustainable fisheries. The fishermen and farmers who harvest seafood for a living are essential to our nation’s food supply and the economy. Two of the issues looming large in our minds are the impacts of climate change and the pandemic. There is much at risk—fisheries support more than 1.7 million jobs and \$244 billion in economic activity in the United States every year.

For decades, NOAA Fisheries scientists have been studying changing ocean conditions on our ocean resources. Our goal is to help fishery managers better plan for and adapt to climate impacts, such as rising ocean temperatures and shifting food chains that are forcing fish stocks to move to other areas and fishermen to look for new opportunities.

But it’s not just climate and fisheries

that we worry about. All of the businesses associated with the seafood industry—from ice companies to processors and trucking companies—are also critical players. The pressure on the entire industry to evolve in light of the pandemic was especially heavy during the past year and a half, and that pressure continues. It’s clear that almost every aspect of the seafood industry has been impacted in one way or another. Businesses large and small have adapted to shifting supply chains and have diversified products and, in some instances, created new markets. Individuals and families have also had to change course, getting familiar with new foods and learning to prepare seafood at home.

Although complicated in almost every aspect, this change has created an opportunity to build and strengthen local seafood networks. While some seafood producers and handlers were better able to adapt to the changing seafood system, all still were hindered by a lack of resources and infrastructure for these emerging markets. As the new Assistant Administrator for Fisheries, I recognize the need to work closely with ports agencies, state authorities, and other federal partners on seafood infrastructure, workforce training, and wild capture and aquaculture product integration. Ensuring sustainable seafood—both farmed and wild-caught—is the goal of these necessary partnerships.

In my previous job, I learned a great deal from the fishermen and seafood farmers in Rhode Island. I encourage you all to find restaurants and markets that sell local seafood and get to know the people who keep this vital food system going. Supporting your local catch means that you support local seafood farmers and fishermen, and the communities they in turn support.

Now, let’s eat some delicious, nutritious U.S.-harvested and farmed sustainable seafood! You may have a piece of candy for dessert.

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## U. S. NAVY NEWS

### Continued from Page 21.

return address in Pittsburgh, Pennsylvania, containing a sample of Restricted Data and instructions for establishing a covert relationship to purchase additional Restricted Data. The affidavit also alleges that, thereafter, Toebe began corresponding via encrypted email with an individual whom he believed to be a representative of the foreign government. The individual was really an undercover FBI agent. Jonathan Toebe continued this correspondence for several months, which led to an agreement to sell Restricted Data in exchange for thousands of dollars in cryptocurrency.

On June 8, 2021, the undercover agent sent \$10,000 in cryptocurrency to Jonathan Toebe as “good faith” payment. Shortly afterwards, on June 26, Jonathan and Diana Toebe traveled to a location in West Virginia. There, with Diana Toebe acting as a lookout, Jonathan Toebe placed a SD card concealed within half a peanut butter sandwich at a pre-arranged “dead drop” location. After retrieving the SD card, the undercover agent sent Jonathan Toebe a \$20,000 cryptocurrency payment. In return, Jonathan Toebe emailed the undercover agent a

decryption key for the SD Card. A review of the SD card revealed that it contained Restricted Data related to submarine nuclear reactors. On Aug. 28, Jonathan Toebe made another “dead drop” of an SD card in eastern Virginia, this time concealing the card in a chewing gum package. After making a payment to Toebe of \$70,000 in cryptocurrency, the FBI received a decryption key for the card. It, too, contained Restricted Data related to submarine nuclear reactors. The FBI arrested Jonathan and Diana Toebe on Oct. 9, after he placed yet another SD card at a pre-arranged “dead drop” at a second location in West Virginia.

Trial Attorneys Matthew J. McKenzie and S. Derek Shugert of the National Security Division’s Counterintelligence and Export Control Section, Assistant U.S. Attorneys Jarod J. Douglas and Lara Omps-Botteicher of the Northern District of West Virginia, and Special Assistant U.S. Attorney Jessica Lieber Smolar for the Western District of Pennsylvania are prosecuting the case on behalf of the government. The FBI and the NCIS are investigating the case.

*A complaint is merely an accusation. A defendant is presumed innocent unless and until proven guilty.*







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as high as \$5 to \$25 per day. They employ five to eight hands. They have received patents on a device for controlling ventilating shutters in horse cars and can open a part or the entire line of shutters at once. Myron Moore, of Deering Center, and Rueben Wescott and Elijah Gould are the owners.

In order to accommodate their increasing business, H. F. Farnham & Co., have removed recently to 468 Commercial Street, where they have rented the new Boston and Maine Railroad station, affording them 20,000 square feet of floor surface. They are now the largest dealers in doors, glazed windows, blinds and frames, and are the only Maine firm importing windows, ground and enamelled glass, the same being bulled to Portland direct from Antwerp. Many of the large buildings being erected throughout the state are furnished by this firm

P. Babcock, 36 Temple Street, employs from six to ten hands on fine machine work and manufactures hydodermic needles which are used for injecting morphine. They are made by the use of special machinery and thus far he has made and sold over 100,000 during the last two years. His markets are mostly in New York City from whence they are distributed all over the world. This year

he will turn out several gross daily. He also manufactures all kind of appliances for physical deformities. He is noted for the excellence of his workmanship.

The Portland patent Heater Company have a factory in the Back Bay district finely fitted up with special machinery, and manufacture their House Comfort radiator, Portland Heater for hot water heating, etc. Their House Comfort radiator has a foot rest which is covered by three patents and is in very great demand. Over one hundred are in use in Portland and vicinity, and a stock company is now being organized with \$25,000 capital to manufacture them.

N. T. Hill, F. H. Widber, agent, has a large table factory on Union Street, and runs three boilers and two engines. He furnishes 20 other concerns with power. He employs from 35 to 40 hand in the manufacture of black walnut, ash and mahogany extension tables, pillar tables, &c., and sells largely to the wholesale trade in New York. His trade has increased over 50 percent. during the past year, and is constantly increasing on account of the styles and excellence of workmanship which is found at this factory.

The Portland Roilling Mills manufacture merchant bar iron, angle and bridge

iron, railroad fish place and spikes and employ 120 men. They run the latest improved machienry and in methods of working are fully on with the times. The company own a large tract of land on which are 20 dwelling houses. Coal is unloaded at their wharf and 7000 tons are used yearly. They pay our 86,000 per month for labor and \$60,000 for stock. Charles R. Milliken is President and S. Peters is Superintendent.

George C. Frye, 320 and 322 Congress Street, occupies the whole of a fine building with three floors and basement and does a large business in compounding medicines including almost every variety of pharmaceutical preparations. He likewise deals in orthopeccal appliances, elastic stockings, braces, supporters, etc. He has the reputation of keeping the largest stock of surgical instruments to be found in New England and his productions are found in nearly every part of the country.

Bond & Scott, 34 Free Street, own the patent on Larkin's patent saddle point loup and commenced making them in May, 1888. Up to April 1<sup>st</sup>, they had sold 30,000 which have been distributed all over the country. They have lately transferred the right to manufacture for the United States to P. Havden, Neward, NJ, who are the largest house in their line in the country and who will probably sell millions of them. J. F. Bond employs seven men in the manufacture of harnesses.

The Diamoind Wrench & Tool Company have just completed their big new factory located on the corner of Commercial and Centre Streets. And are now running full blast. They employ from 50 to 75 men and have \$40,000 in capital. Their new factory is 210 x 80 and is furnished with all the latest improved machinery for the manufacture of a large variety of tools which find ready markets in all parts of the country. Henry S. Payson is Treasurer and Manager.

Thomas P. Beals & Co., 83 and 85 Market Street, and 222 and 224 Newbury Street, Portland, are manufacturers and jobbers of all kinds of furniture, woven wire mattresses and spring beds. The firm consists of the veteran furniture manufacturer, Thomas P. Beals and his son, F. H. Beals, and the present large establishment has grown from the business started by the senior member a quarter of a century ago. Over 40 men are now employed.

The firm of Farrington & Mann, composed of E. R. Farrington and A. F. Mann, at No. 13, Brackett's Mill, corner Kennebec and Hanover Streets, are manufacturers of house finish and smoulding of all descriptions, gutters, brackets, plazza posts, newelposts, balusters and rails. They do wood turning to order and keep in stock kiln dried lumber of all kinds. Several hands are employed and an active business is done the year around.

Burnham & Co., 71 & 73 Cross Street, will deliver to their customers 5000 tons of ice and will ship 8000 tons. One of their ice ponds is at Brownfield 33 miles from Portland upon the line of the Maine Central. This pond is called the Mount Cutler Mineral pond. Their cut there this year is 6500 tons and is brought down by rail. From Otter Pond in Standish they have taken 4000 tons and one Cape Elizabeth 2500 tons.

Whatever may be one's preference for musical instruments there is no place where one can be more fully satisfied than at Thurston's Piano House in Portland, for he deals in some of the best instruments of ezhc kind that the world affords. This is one of the oldest establishments in the state, having ourlived nine of the same kind in its own city, and still maintains its reputation for fair and honorable dealings.

F. P. Bailey, successor to J. S. Knight at 235 Federal Street, manufactures tin ware, sheet iron stoves and does tin and sheet iron work of all descriptions, employing several hands. His large store is well filed with stoves, ranges, furnaces and kitchen furnishing goods. He is agent for new household ranges and the home parlor stove manufactured by White, Warner & Co., Taunton, MA.

W. Hoegg & Co., whose residence is at Deering Centre, have packing factories at Fredericton, New Mills, Sheffield. Jacquet River and Charie, New Brunswick and at Port Daniel. Hopetown, Belle Anne, Bona Ventura and Lause An Gascon, Province of Quebec. They were among the pioneers in the parking business in Maine with Nathan Winslow and Isaac Winslow.

H. R. Stickney, the well-known machinist and inventor who is located at 57 Union Street, Portland, furnished machinery for seven yachts the past winter, and an engine for the yacht HERALD formerly owned by James Gordon Bennett. Mr. Stickney all along has had all the work he could attend to and now has orders ahead that will last him half through the summer.

Shaw, Goding & Co., the enterprising shoe manufacturers, have for twenty years catered in the wants of the best retail trade from Maine to the Rocky Mountains and from North to South with marked success, and now the trade and their public are welcoming their latest production in the line of footwear, the Mt. Desert Oxford, to an extent which tests their ability to supply.

B. H. Farnsworth & Co. have been in business some fifteen years, having succeeded Lamb and Farnsworth. They carry a full line of boots, shoes and rubber goods, suited to the New England trade, also the most complete line of leather and shoe findings in Maine. They employ five traveling salesmen and occupy the spacious store No. 133 Middle Street, Woodman Block.

Chase & Son, the widely known dealers in mill machinery, have leased, in addition to their headquarters on Federal Street, a large bulding on Kennebec Street and will utilize the same for purpose of a machine shop. Messrs. Chase are at all time ready to supply anything in the line of mill machinery and parties wanting anything should confer with them.

Stevens & Smart, 444 Fore Street, occupy three floors and basement, and employ 12 hands. The manufacture silver and nickel plated ware, marine goods, table ware, etc., in all kinds of new designs. Their goods are sold in all parts of the South and West and some reach Mexico, South America and India. Their business has been established fifty years.

The Standard Clothing Co., 250 Middle Street, has been under the management of W. C. Ware ten years. The headquarters of the Standard Company is in Boston and they have branches in all parts of New England. They have established a new branch at Auburn recently. They have a capital stock of \$500,000 and give employment to over 2000 people.

The Portland Box Co., 31 Pearl Street, make paper boxes for all uses. They employ thirty hands and sell nearly all of their products in Portland. J. A. Pratt, one of the firm, recently invented an end setting machine which has the capacity to set 6,000 box ends daily. These machines will soon be manufactured here and put on the market.

The enterprising firm of E. B. Robinson & Co., was the first in the State to make a specialty as dealers in bicycles, by giving the exclusive attention to the cycling business. They carry the highest grades of English and American wheels, and devote their entire

ALEXSEAL launches latest Generation of Acrylic Topcoat

*The Acrylic Topcoat X is the newest addition to the ALEXSEAL coating portfolio. Using the latest acrylic resin technologies combined with decades of yacht coatings knowledge, the topcoat will redefine the marine acrylic coating market with brilliant paintwork results and simple, time-saving application.*

Faster to Finish

A successful application result on a yacht depends not only on the quality of the material but also on the application process. That is why the Alexseal team focused on all aspects of the yacht coatings market to develop a new generation of acrylic topcoat that delivers excellent results in a wide variety of application conditions.

The resin technology used in the new X Series allows for a higher pigment load in the coating, which offers excellent coverage per square foot and full hide in two coats with most colors, which saves both time and money. The industry standard for Acrylics, 2:1 mixing ratio, provides for a user-friendly and consistent application every time.

The different application conditions around the world (temperature, humidity, dust, etc.) were also considered during development to ensure that the product always delivers reliable performance. Whether you are painting one boat per year or 100 boats per year - the fast-drying properties of the X series will help reduce dust inclusions in the coating layer and minimizes time-consuming rework. If still dust inclusions do occur, the excellent buffing properties will allow for a fast and straightforward repair when needed. Less corrective work, fewer coats, easy handling, and proven application parameters provide a quick and smooth path to a high-gloss finish.

Brilliance meets functionality

The Alexseal's full range of colors is available for the X Series, allowing various individual hull, deck, and stripe combinations. The finish is above the level of existing acrylics in the yacht market and equals polyester topcoats.

The product has been successfully applied in several North American new-build and refit projects and has delivered great results in terms of functionality and distinction of image (DOI). The close coordination



The Alexseal Acrylic is applicable by spray, brush and roller

between applicators and product developers brings theory and practice together in an outstanding surface.

Robust surface, proven performance

In formulating the X Series, Alexseal's laboratory experts from the USA and Germany relied on a balanced mixture of innovative and proven raw materials that provide a flexible binder matrix along with proven pigments to achieve the color brilliance typical of Alexseal.

All of this results in an extremely glossy finish with exceptional DOI. Along with high abrasion resistance that helps protect from fender rub and scratching, an excellent UV protection for a long-lasting finish will let the boat owner enjoy high surface quality for years to come.

Rollable Revolution

A unique advantage of the Acrylic Topcoat X is the possibility to apply it by brush and roller which offers great opportunities for all applicators that do not have a professional spray cabin set-up. The use of the roll additive is possible as well as the combination with all the other auxiliary products of the proven ALEXSEAL Premium Topcoat 501 - for example non-skid and flattening additives ensure an extremely large processing variety.

Excellent finish remains your choice

No matter whether with spray gun, brush or roller: A strong application performance and outstanding distinction of image results make Acrylic Topcoat X interesting for a variety of applications. Picnic or sports-fish boat, sailing or motor yacht - Alexseal has created an all-rounder that makes the path to the brilliant finish easy.



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efforts in promoting the interests of this new and popular mode of locomotion.

H. H. Hay & Son, at the junction of Free and Middle Streets, Portland, put up a large variety of pharmaceutical preparations and make a specialty of L. F. Atwood’s bitters which are very popular wherever known. This popular drug firm was established in 1841 and have built up a large business. They now employ 13 hands on an average.

The Portland National Bank commenced business October 7<sup>th</sup>, 1889. Its officers are Fred E. Richards, President; William W. Mason, Vice President, and Charles G. Allen, Cashier. The bank has a capital stock of \$305,000, undivided profits of \$14,841.89 and deposits of \$491,067.21. Its resources aggregate \$861,34.06.

Of the educational institutions of the city none is more worthy of mention than the Portland Business College, which is one of the oldest institutions of the kind in the State, having been organized in 1863 and since 1864 has been under the management of Professor L. A. Gray, who is an able and experienced educator.

Among the other great manufacturing and wholesale houses in Portland is that of Goudy & Kent. They are located on Pearl and Milk Streets where they employ 100 men and six teams. They manufacture crackers, biscuits, pilot bread and confectionery and make large sales throughout northern New England.

Loring, Short & Harmon, 474 Congress Street, are extensive wholesale and retail dealers in books, stationery, paper hangings, etc. They are large manufacturers of blank books of every description and employ 50 hands. They keep five traveling salesmen on the road in Northern New England and the Dominion.

Rundlett Brothers at their gum factory on Free Street, employs 10 hands. They sell to the wholesale trade all over the country. They own the Dirigo Mineral Spring on Cape Elizabeth where they have a fine hotel site which commands shore and ocean views from Seguin Light to Old Orchard.

Nelson Tenney & Co., manufacturers of tin ware, Portland, have recently put in to their factory an electric motor which is used to heat the copper for soldering. They employ twenty men in their factory and can not begin to fill their orders as the demand for first-class tine-ware is constantly increasing.

Cook, Everett & Pennell, 134, 136 and 138 Middle Street, have four floors and basement and employ 32 persons inside and three traveling men. They manufacturer druggists’ supplies, including a large variety of pharmaceutical preparations, and have customers in nearly all parts of New England.

Shaw’s Business College was organized in 1884 and has been very successful, showing a gain of 64 percent annually. June 1<sup>st</sup> the College will move to new and splendid quarters in Motley Block. F. L. Shaw, the Principal, has been engaged in this department of education in Portland for 12 years.

Rowe & McBrady, 229 Federal Street, manufacture galvanized iron gutters, cornices, and conductors. They make smoke stacks and ventilators to order. Window caps, mouldings and fluials, tin and iron roofing. They have lately received the contract for the Maine General Hospital and Hebron Academy.

Mequier & Jones manufacture a full line of brass goods, grates, casings, machine and carriage work, and do excellent work in nickel plating and polishing. They occupy four floors and employ 25 hands. This enterprising firm do an excellent class of work and have an increasing business.

J. P. Lewis & Co., Middle Street, are

large manufacturers of clothing and occupy four floors and basement. All of the cutting and trimming is done at the store, employing 10 hands. Outside they employ from 200 to 300 within a radius of fifty miles. Their business was established in 1863.

Bracket’s Mills are located on Back Bay and 2,000,000 feet of pine logs are sawed at the mills annually. In his box factory, other departments and round his mills he employs 75 hands. J. L. Bracket & Co. have a trunk factory on Middle Street that employs 15 hands.

E. D. Pettengill occupies a large building on York Street, and puts up pickles in bulk, glass and small jars. Their cucumbers and tomatoes are raised in western Maine and 225 acres will be planted for them this year. Their business employs from 10 to 20 hand in Portland.

The Eagle Sugar Refinery is located on Commercial Street, at numbers 169 and 171. They import molasses from Cuba, which they convert into refining sugars which they sell to refiners. They run six months in the year, employing 50 hands. Joseph P. Thompson is the Treasurer.

The Casco Carbonized & Cement Pipe Company, 83 Preble Street, manufacture cement drain pipe, chimney pipe, chimney tops, etc. They have another factory on the Back Bay. They now employ five hands and have an increasing business. Robert Lucas is the Manager.

L. J. Perkins & Son at “Crystal Spa,” on Congress Street, make confectionery on quite a large scale and in the warm season they require 128 gallons of ice cream per month to supply their ice cream parlors. From 10 to 15 hands are employed in conducting their business.

S. H. & A. R. Doten, 494 to 504 Fore Street, have lumber yards extending to Commercial Street. They run a planing mill and do moulding, stair work, gutters and everything in the house finishing line. They employ 35 to 40 hands. Their business was established in 1854.

The well known firm of E. Swasey & Co. is composed of E. Swasey, Fred D. Swasey and Mr. George A. Young, who have all grown up in the business of manufacturing pottery and jobbing crockery and glass ware. Their pottery is called the Portland Pottery Works.

The Portland Door, Sash and Blind Company, 43 Cross Street, manufacture sash and set the glass , and sell a large amount of doors, sash, blinds and all kinds of finished

house material. They employ seven hand on Cross Street. E. E. Carlton is the manager.

George E. Sawyer, 309 to 315 Congress Street, manufacture all varieties of confectionery including wafers, lozengers, electric cough drops, etc. he commenced business in 1876 and now consumes 30 barrels of sugar every week and emplys from 15 to 20 hands.

The Portland Foundry & Machine Works, D. T. Kelley, proprietor, are among Portland’s most thriving industries. Mowers, plows and cultivators are made here jon an extensive scale, and also all kinds of casings for machienry, shipwork and building purposes.

W. A. Allen, Kennebec Street, manufactures posts, rails, ballusters, brackets, mouldings, door and window frqmes, house and church finish, mantels, etc. he gives special attention ot stair building. Mr. Allen does some of the finest work now done in the country.

King Manufacturing Co., occupy a chamber in Store block, Middle Street, 14 x 44, and manufacture ladies’, men’s and children’s wear. Their markets are in the South and West. Their Chicago office is at 138 State Street. They now employ 70 hands.

Hall & Hall , 388 Fore Street, have a large job printing establishment and print labels, design engravings and do a general line of artistic work. Their business extends throughout New England and the Dominion. They employ 10 hands on an average.

Turner Brothers & Newcomb, wholesale and retail dealers in dry and fancy goods, cloaks and suits, occupy over 12,000 square feet of floor room at 488 & 490 Congress Street they have the finest dress and cloak making establishment east of Boston.

Merrill & Gage, at corner Free & Cross

Streets, have opened one of finest lines of bicycles and sporting goods to be found east of Boston. Sportsmen and others in need of these goods should remember this young and enterprising firm.

Legrow Brothers, 24 Preble Street, deal extensively in northern, southern and western lumber, manufacture glazed windows, and supply builders with large lots of building material. Their business employs 15 to 18 hands and fur to fine teams.

T. F. Foss & Sons have large salesrooms at 111 & 113 Exchange Street, and a factory at 374 Congress Street, where they manufacture mattresses and do a large amount of furniture finishing and upholstering, employing 12 to 14 hands.

W. L. Blake & Co. have a factory outside of store where they manufacture oils of all kinds, and keep an extensive stock of railroad, steamboat and mill supplies and everything in that line. Their business employs 13 to 15 hands.

Burbank, Douglass & Co., importers, jobbers, retailers, crockery, china and glass-ware, 242 Middle street, were never in better condition ot meet the wants of the country and hotel trade, than at the present time.

Orren Hooper, Son & Leighton, 368 & 370 Congress Street, have 14,000 square feet of floor surface on first floor. In making mattresses and furniture finishing and upholstering and salesmen. They employ 40 persons.

The Galt Block Warehouse Co. issue negotiable ware load receipts for all merchandise entrusted to their car and occupy Galt Block on Commercial Street they store a large amount of canned goods packed in this state.

H. S. Melcher & Co., wholesale deal-

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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

ers in groceries, flour, and provisions, 223 Commercial Street, Portland. This firm was established February 1, 1866, and has continued without interruption since that time.

Richardson, Walker & Co., 33 Commercial Street, run a saw mill in Florida and bring to Portland yearly 10,000,000 feet of lumber and timber. This is distributed in Maine, New Hampshire and Vermont mostly.

Somers, the hatter, 253 Middle Street, makes silk and stiff hats and caps and has an increasing wholesale trade. They now employ from 10 to 20 hands. W. H. Somers and M. H. Hogan are the proprietors.

Line Daniels, professional taxidermist, is located at 502 Congress Street, and makes the stuffing and mounting of all kinds of animal's heads a specialty. All his work is warranted first-class in all particulars.

The Portland Suspender Company occupy quarters in the Woodman block and sell to the jobbing trade all over the county. The leather which they use is made to order. They employ 30 hands.

Adams, Clark & Locke occupy the Casco Street carriage factory and in manufacturing and repairing employ 10 to 12 hands. They started business in January, 1889, and are all practical workmen.

Jones & Hitchings, No. 488 Fore Street, manufacture stationery, portable, hoisting and yacht engines, pulleys, mill gears, shafting, etc., low pressure boilers for houses, etc. they employ 15 hands.

Among the principal fresh fish firms of Portland, we would mention the old and well-known house of Messrs. John Loveitt & Co. this house was established by Mr. Loveitt, Sr., in 1828.

McRonald Brothers at 504 Fore Street, manufacture jewelers' plush and morocco cases and paper boxes, and employ one man in taking orders. They intend to build up a large business.

The Chenery Manufacturing Company, Middle Street, make men's, women's and children's cotton underwear and employ 43 hands. Their markets are New England and the West.

C. M. Rice & Co., Exchange Street, run an extensive paper warehouse and C. H. Robinson & Co. at 7 & 9 Moulton Street deal in paper bags, fine writing papers, printing paper etc.

Montgomery Brothers, 29 Pearl Street, manufacture ladies' shoes and slippers in black and buff and now employ 30 hands. They sell to jobbers in New England and the West.

Webb & Cushing, 79 to 87 Cross Street, manufacture ladies' and misses' boots and shoes and sell to the jobbers in New England and the West. They employ from 150 to 200 hands.

J. J. Gerrish & Co., 41 Commercial Street, keep a large block of railroad and engine supplies and manufacture railroad signal lanterns and do general sheet iron and tin work.

S. W. Thaxter & Co., in the Galt block grinds corn, wheat, rye and graham. He handles nearly 1,000,000 bushels yearly of corn and grain. His business employs 10 men.

D. Webber, 116 Middle Street, manufacture corn cake and corn balls and all kinds of corn preparations. They use 20 tons of corn yearly and employ five to seven hands.

A. Allen & Co. Plum Street, manufactue ladies' and men's shoes and employ 30 to 40 hands. They sell to the jobbers. They commenced business in February, 1889.

F. N. Blackstone, 11 Plum Street, does first-class work in steam heating and ventilation and has lately done the jobs in his line on the steamers PORTLAND and COTTAGE CITY.

The Portland Trust Co., has a capital of \$100,000 and undivided profits of \$27,067.36. Its loans on demand May 12<sup>th</sup>, were \$147,491.25 and on time \$160,744.65.

J. L. Brackett & Co., Federal and Middle Streets, manufacture trunks of styles and prices, traveling cases, bags, etc. Their business employs 15 to 20 hands.

Duncan Brothers & Co., Commercial Street, are extensive dealers in machinery and cylinder oils and have an establishment admirable adapted to their large business.

Frank P. Tibbetts & Co., 486 Free Street, Portland, manufacture parlor furniture, upholstered furniture, mattresses, etc., employing 15 to 25 hands.

Farrington Brothers now occupy the new store at 542 Congress Street. They keep a first class stock of clothing, furnishing goods, hats and caps.

J. Thornton, Jr., has a bonnet and hat bleachery which employs five to thirty hands at 229½ Federal Street and has an increasing business.

Nathan Wood & Son, 428 and 430 Fore Street, manufacture proprietary medicines, extracts, essences, etc., employing eight to ten hands.

W. H. Simoton & Son, 432 Commercial Street, are extensive dealers in knees, masts, spars and ship timber of all kinds.

Among the big packing firms in Portland is that of Burnham & Morrill. Their business in the aggregate is very large.

F. Lord manufactures confectionery at 566 Congress Street and at 4486 Congress Street, employing from six to nine hands.

G. Broad, 122 Exchange Street, manufactures trunks, bags, sample cases, extension cases, etc., connection with the store.

The Casco Bay Granite Company are opening a fine quarry at White's Cove, ten miles from Portland.

The Union Granite Co., at Back Bay, employ five to seven hands.

Cumberland Mills and Saccarappa.

Two thriving manufacturing Villages in The Vicinity of Portland.

Cumberland Mills, situated five miles from Portland on the Portland & Rochester Railroad, has become famous throughout the country for the manufacture of its one product of paper. The paper mills of S. D. Warren & Co. at this place are the largest and most systematically managed of any in the world owned by one firm. The S. D. Warren & Co. manufacture only the very finest grades of book and label paper. The present firm began operations here in 1854 and since then the business has grown to such dimensions that at the present time forty tons daily represent the output. Twelve thousand cords of wood are used annually. Ten Fourdrinier machines are run, and eight hundred hands are employed, whose weekly wages amount to \$7,000. The works never shut down but are run night and day.

Saccarappa.

One half mile west of Cumberland Mills is another village where quite a number of important manufactories are located, prominent among which are the Westbrook Manufacturing Co. this company have four extensive mill buildings, use 1000 H. P., have 650 employees, manufacture 7,500,000 yards gingham, and 500,000 yards duck per year. Edward H. Davies, of Portland, is President, and Frank Haskell, Treasurer.

The Haskell Silk Company manufactures fine dress silks and satins. The New York office and sales room is at 18 and 20 Thomas Street. The mills are located at Saccarappa and have a production capacity of half a million dollars yearly. It is the only silk mill in the State, and the goods are sold direct. No middle man being employed.

The warp mills of W. K. Dana & Co.,

do a large business in the manufacture of the best white and colored warps, with the their business rapidly increasing. George H. Raymond is another of the active and successful business men of Saccdarappa, having a wood working mill, iron foundry and grain store. He employs from 25 to 30 men.

DIRIGO.

The motto which Maine adopted when she became a State was Dirigo. This Latin word signifies "I lead" or "I guide." Both translations may be correct under certain circumstances and we propose to show that Maine has the inherent power to lead and the wisdom to guide and that adopting the motto in the time of our early history was an inspiration—a time prophecy of a period of time in the future. The dawning ors that good time for the people of Maine is now at hand. Already many who have read this article thus far are ready to scoff and say "your claim altogether too much and we think that the eagle in the picture suggests the spread eagle style of the writer." In reply we will state that our beautiful eagle is a genuine and thoroughbred Maine bird, that it stands directly over our Stat escutcheon with Dirigo as its motto, that its position in the picture is the right one and that his well-known characteristic is a perfect type and symbol of the great body of the people who inhabit this state. Those who criticise the size of the letters in the picture above are reminded that they are done in white and that is a symbol of the purity of our intentions. We would not lead down neither would we guide except to a far higher civilization than we yet have reached.

Physical and mental labor leads to the highest civilization and that nation or state which has the best blood within here borders, the most raw material to work up, the greatest resources and advantages to work on, with climate and other conditions all favorable, or, in other words, a combination of facts and conditions all pointing one way, may safely adopt the motto "Dirigo" as regards the future. If they do not get their sometime it certainly will be their own fault. The object of this special letter is to show, the status of Portland and vicinity, but Portland being the commercial and business emporium of the State and so closely interlinked with the growth and prosperity that it is not possible to cast a horoscope of Portland's future without showing the most important resources of the entire state. Many of our great advantages for attaining an unlimited material prosperity result from the truly wonderful combinations of land and water along our coast line and throughout the interior of the State. We have from Kittery to Calais a Shore line, measuring the islands along the coast, of over 2500 miles. Along this shore are many of the best harbors that can be found in the world. About one-tenth of the entire interior is either lake, pond, river or stream.

Everything having a bearing of the value of our water powers sees to have been designed by the God of nature to show us that we should become a great manufacturing state. From the St. Croix, which divides Maine from New Brunswick, to the State boundary of New Hampshire on the west, on our rivers, streams and the outlets of our lakes and ponds very valuable unimproved water powers abound with granite, brick clays, timber and all kinds of building material near at hand. It would take at least \$3,000,000,000 in buildings and machinery to fully utilize the water powers that are now running to wast in the State of Maine. Then we have water powers located in out of the way places where electric power may be conveyed to locations where it would

be more convenient to build mills. We have big cotton mills at Biddeford, Saco, Lewiston, Auburn, Brunswick, Augusta and Waterville; big paper and pulp mills at Cumberland Mills, Topsham, Lisbon, Gardiner, South Gardiner, Skowhegan, Fairfield, South Brewer, Old Town, Yarmouth, Enfield and Augusta, and we can say very truthfully that on account of having the best wood material in the world and an abundant supply within easy reach of our railroad lines and river courses we have better and more advantages for paper and pulp manufacture than can be found elsewhere in our entire country. Our ne pulp and paper mills are multiplying at the rate of from six to ten yearly, but not any faster than the increasing consumption of the country demands. Over these facts and conditions our Maine eagle may fairly scream with delight. We have a large number of woollen mills scattered nearly all over entire state, likewise foundries, machine shops, a great number and variety of wood working establishments, and many other common and special industries such as the manufacture of patent articles by special machinery, and, as a rule, all without exception are in a flourishing condition. The very few that are not, the cause may be safely attributed to bad management.

Maine has an area of 33,040 square miles and an extreme length of 300 miles and an extreme breadth of 210 miles. Aroostook County has an area of 6800 square miles, and fully 5000 square miles of this county is noted for the wonderful fertility. Lying west of this county and north of the great slate belt are at least 5000 square miles more having a soil of a similar origin and equally productive, but very nearly all yet in forest. These 10,000 square miles of territory are among the best farming lands to be found in the world and for raising, hay, potatoes, wheat, rye, oats, barley, and vegetables we doubt if there can be found such perfect conditions anywhere. As a rule the soil is from three to twenty feet in depth lying on a bed rock of slaty limestone standing on the edge and affording a perfect drainage system. This soil is free from stones, very easily handled and as perfectly drained by nature as any farm in New England, however much has been expended for drainage. In Maine there is a large amount of very productive intervale land and nearly all the highlands produce good crops and afford fine pasturage. Our farmers as a class are intelligent and enterprising and nearly all of them will tell you that farming pays in Maine. Of granite we have inexhaustible quarries scattered all over the state and every shade, variety and color can be found here. The finest and largest buildings in the large cities of our country have been built of Maine granite. Our slate belt extending through Piscataquis County produces the finest slate in the world and contains from 20 to 25 percent aluminum, when the aluminum age arrives, or in other words when this metal can be produced for 75 cents a lb. From our slate, we can then build up some of the largest manufacturing cities that are found in the world. In slate and granite we can supply the world and that is also true in relation to lime rock. Very recently gold ahs been found in paying quantity on the Swift River and active operations are now being commenced. The finest tourmalines and other precious stones are found in Paris, Auburn, and in the region around. No coal has yet been mined in Maine but it is estimated that a thousand tons have washed ashore at the mouth of the Kennebec River within the past 100 years. A company are now prospecting and have strong hopes of striking the veins which must exist somewhere in the vicinity. There are surface indications of coal also



MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

in Deblois, north of Cherryfield, and in the section extending from Eastport to Calais.

Our state has boundless resources and advantages for a rapid development in manufactures and commerce and the conditions found here are such that we could support a population in density equal to any other like section on the globe. Portland is the state and has one of the deepest and best harbors to be found in the world. It is within a few miles of the broad ocean and is easy of access to the largest steamers and ships that were ever built. The city has now 40,000 inhabitants and if the Boston and Chicago idea of annexing outlying territory had already been carried out it should have about 75,000 population. Cape Elizabeth, Deering, Westbrook, Falmouth and some of the islands in Casco Bay now belonging to the other towns, may in the future form a territory on which the great Portland of the future may be built up. One great condition prevailing here and one in regard to which much ignorance exists everywhere, is that our atmosphere is highly charging with electricity, oxygen and ozone and that the life activities are present in their highest condition. All living things, including both animal and vegetable, may be developed here up to the very highest type that is possible for them to attain, or in other words there is no other section of the earth's surface which is better fitted or adapted by nature to breed up or develop up or in which the process of evolution is more active. During late spring, summer and early autumn the living green of our fields and forests, the brilliancy of our tree blossoms and flowers, and the wonderful hues of our forest trees in autumn all aid in making up picturesque Maine which is now being sung the world over.

It is now a settled fact in all minds of those who have traveled in all parts of the world and who have spent several summers in Maine that our state as a summer home can not be equaled anywhere. No picture in nature will make such an indelible impression on the memory and produce such pleasing emotions as the varied combinations of land and water which are found along the great stretch of our Maine sea coast and in many places in the interior. Beauty reigns everywhere. Millions have been invested at Bar Harbor and Sorrento within the last 25 years and now Casco Bay is the rising star on which many are beginning to gaze with great interest. Portland alone has those beautiful lands the Western and Eastern promenades. The best lookout from these are from the balcony of Hon. Albion Little's residence on the Western and from the balcony of Major David B. Ricker on the Eastern promenade. The views from the lookouts of both of these fine residences embrace Casco Bay and the Atlantic Ocean, the New Hampshire mountains and quite a large portion of western Maine in all its beauty. Just north of Mr. Little's residence is the vacant land on which it is proposed to build a million dollar hotel and just to the east of Major Ricker's residence is a six acre lot bordering the harbor which is noted as the site of Fort Allen which was built during the Revolutionary War. This has recently been purchased by the city and is now being converted into a Park. Falmouth, Cumberland, Yarmouth, Freeport, Brunswick, Harpswell and Phippsburg all border on Casco Bay and form the great basin which holds 365 islands large and small the greatest of which is Great Chebeague, the summer resort land of which is now owned by The Home Land Investment Company of Portland which is described in another column. At Falmouth Foreside, only five miles from the city of Portland, either by water or land, is the world-wide famous pure water spring which in its immense flow

and other conditions is now fairly reckoned as among the wonders of the world. The net profits on our ice crop the present year will reach from \$3,000,000 to \$7,000,000 but in the shipment of our pure and mineral waters to supply the great cities on our globe with whom it is an impossibility to obtain a home supply of good water, it will without a doubt reach a much higher figure.

The recent completion of the Canadian Pacific Railway across our state and the present certainly that a direct road into Aroostook and the Shore Line will soon be built, all greatly increasing the wholesale trade of the city of Portland, form a new era in the history of our state. We are now on the great highway of our nation. Down East is removed several hundred miles farther east than ever before in a practical sense. The Portland & Odgensburg, Grand Trunk and Canadian Pacific give us cheap freights to the Great West and that is what we most need. In trade and traffic of every kind we are business friends and we shall fight if need be to maintain our present excellent and unrivalled facilities to do business with the city where the World's Fair, will be held in 1892 or 1893. From Chicago and the country around 160 teachers and students of art spent the summer here last year. The elegant vestibule trains will bring over three hundred of the same class this year. Artists, poets, scholars and all who would eat the choicest food, drink the purest waters, breathe the most invigorating and exhilarating atmosphere and look upon the most soul inspiring scenery—let them all come this way. Whatever may be written in prose or verse is tame in comparison with the living realities of what may be tasted, seen and felt in the Dirigo State.

**PORTLAND AS A RESORT.**  
**HER MAGNIFICANT BAY AND ITS MANY ATTRACTIVE FEATURES.**

Unique and Beautiful Island Resorts, Finest Scenery on the Atlantic Coast. Hotels that have Made the City Famous.

**Cushing's Island.**

Cushing's Island, in the beautiful Casco Bay, is 2½ miles from the city of Portland and contains about 250 acres of land. It has the most bold and prominent features of all the islands in the bay. The island justly claims for itself a combination of exquisite harmony of more conditions which go to make up a truly enjoyable watering place than can be found elsewhere in a month of wanderings along the coast.

The island has been made available in all its parts by ten miles of carriage-drives, foot-paths, and connecting and intersecting by-ways. The shore road extends entirely around the outer borders of the island, and embraces in itself a distance of five miles. A number of Welsh ponies are kept on the island for the purpose of riding and driving. The facilities for saltwater bathing are unsurpassed. There are three bathing beaches on the island. The excellent view of the beach by the willows, shows also an improvement of a new and spacious bathing house, with the added luxury of a sheltered pavilion above it. It only remains to add that there are no mosquitoes on the island, and the drainage is perfect. Through the still waters of the bay, steamers run at frequent intervals between the island and the city, calling also at the other islands and the mainland points of interest to the bay. All the varieties of fish that frequent the New England coast are to be caught in abundance in season, either directly from the rocky portion of the shores or in its immediate vicinities.

The Ottawa House is built on the highest part of the Island, over one hundred feet above the sea. From its piazzas it commands

magnificent views. Across the harbor, in the distance, rises Munjoy, with the White Mountains far behind it, from which a chain of lower hills stretches away to the west. The whole extent of the City of Portland is revealed from Munjoy to Bramhall, its spires rising above the dense foliage for which the city is noted. Now, if you would have a still wider view, ascend to the cupola of the hotel, and look seaward. The broad ocean is before you, stretching far away to the horizon where the white sails of the mackerel fleet mingle with the sky line. Far below you lies Ram Island, with the surf beating on its rugged shores; eastward lie the outer islands of the bay, and half-way rock, with its solitary light-house; westward is Portland light, and the two lights on the Cape; seaward the waves are all a shimmer with sunlight, and departing ships cleave swiftly through them.

The Ottawa House is one of the finest hotels on the coast of Maine, and commands, from its broad verandas, unrivaled views of ocean, islands, mainland, harbor and city, with the sublime peaks of the White Mountains in the western horizon. The hotel accommodates three hundred guests; there are also about twenty-five cottages on the island, a number of which during the summer months is sixty-six degrees, and because of its altitude and the invigorating sea breezes which continually fan its shores, and the balsamic odors from its fir and spruce groves, the Island has long been famed for its renovating and health-giving powers.

Mr. Fred's Law Olmstead, the eminent landscape architect, in his report of Cushing's Island, says: "To persons who wish to take as complete a vacation from urban conditions of life as is practicable without being obliged to dispense with good markets, shops, and the occasional ready use of the city conveniences, who have a taste for wildness of nature, and who value favorable conditions for sea bathing, boating and fishing, the Island offers attractions such as can be found, I believe, nowhere else on the Atlantic seaboard. To all such I recommend it unreservedly.

The Ottawa will open for the season June 25<sup>th</sup>, under the popular management of M. S. Givson, who is also landlord of the Preble House, Portland, and is one of the

best known hotel men in the entire country.

**Great Diamond Island.**

Great Diamond Island is another of the beautiful islands in Casco Bay, some three miles from Portland. It is owned and under the management of the Diamond Island Association. The residences are mostly oned in Portland and number 69, some of which are very handsome. Among these, we mention Ex Mayor Charles J. Chapman, Frances E. Cox, Lewis A. Gudy, David W. Hoeg, Seth L. Larrabe Esq., and the Portland Club House Restaurant. An ample supply of pure water has been obtained by the Diamond Island Water Company, by pumping by means of windmills the water from the numerous springs on the island into a large iron reservoir or stand-pipe on the high ground, whence it is distributed through pipes to the cottages on all parts of the island. Its southern point presents a precipitous wall to the sea, its foot fringed with seaweed. At its eastern end are several picturesque indentations of the shore, including the famous Diamond Cove, the head of which comes into the purchase of the company while the arms inclosing it belong to the United States Government, having been purchased by the same, for the purpose of erecting earth works as defences of the harbor. No steps have yet been taken toward the erection of these works and the lots remain covered with a heavy growth of timber. From this island a most charming view of the city and its surroundings can be obtained. Among the list of land owners of the Diamond Island Association we note the following: Hon. James P. Baxter, General Samuel J. Anderson, William H. Anderson, George D. Bisbee Esq., Eben Corey and many other prominent citizens of Portland.

**Continued in Next Issue.**

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
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
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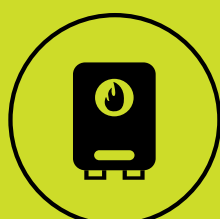


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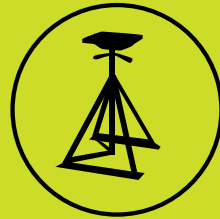
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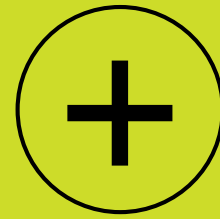
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