

Maine Coastal News

Volume 35 Issue 4

April 2022

FREE



The John's Bay built boat JANE MARIE (x-GAIL PATRICIA) sitting at her winter berth at Kittery Point Yacht Yard at Kittery Point.

Clark & Eisele Traditional Boatbuilding Belfast, ME

The former oyster schooner A. J. MEERWALD, which sails out of Port Norris, New Jersey more specifically Bivalve, arrived in Belfast for a major rebuild. She was hauled out at Front Street Shipyard and moved to a section of the town's parking lot right next to Front Street Shipyard's Building 5 and a temporary building was built over her.

Tim Clark added, "This project has been in the works for the last couple of years. The organization Bay Shore Center at Bivalve, who owns the boat, reached out for shipwright consultants a couple of years ago and we went down and had a look at the boat. We then drafted a proposal for restoration work. She was restored as a period correct oyster schooner in the mid-1990s and has been running hard as an educational boat ever since. She was due for her next round of restoration work, which is basically everything deck level. The hull is in decent shape and that is what we told them during our initial assessment. However, to maintain structural soundness of the topsides, we are going to have to do quite a bit of work up on deck. There was a lot of water egress and there was some rot, some broken deck beams, and things like that. They put together a fundraising campaign over the last two or three years and got the money together

through state funding and private donations. They then put together a plan to get her up here and do the work through the winter in between their sailing seasons. The goal is to launch her in June, but as is always the case, when we started tearing her apart, we discovered more. The biggest roadblock has been the transom. We were hoping not to get too far into that but the more we dug in the more it became clear that she just needed a whole new transom. That was the biggest surprise or the biggest change in the project. Otherwise, everything else was as expected in terms of the scope of rotten wood and stuff that we thought we would find."

On deck they had to replace nine or ten stanchions and all the deck houses. Tim added, "The aft cabin that we tore off was original from 1928, it was the only thing other than the keel that was original. It had been patched together over the years and so we advocated for all new deck structures. We did a couple of new laminated deck beams and then we had to shim and re-fair the entire deck. The covering boards were messed up and they were holding water because they were at the wrong angle.

The is no work on the interior to do, but in the aft cabin they will retain the vertical V-matched on the bulkhead. Tim explained, "We did not have to touch that but all the way around the cabin the rest of it had to come off. We also took out the original house top

beams which are yellow pine. We worked with the New Jersey Historical Trust to come up with a plan to carefully remove all that and put it into the new structure. That is the only thing on the inside that we are doing. The top will have to be all new decking there was no way to save the old decking."

There are just a few months left until June arrives and Tim does not think by looking at what is left that they will go beyond July or early August, but they are still hoping for her to go over in June."

Before they started this project, they had been working on rebuilding the sardine carrier PAULINE at Billing's Diesel & Marine in Stonington. They left to do this project, which had been scheduled before they took the PAULINE project on. They have not yet heard if the funds have been raised to continue the PAULINE project, which has become a full restoration endeavour.

Farrin's Boat Shop Walpole, ME

The Wayne Beal 36 is done and was shipped down to Gamage's Shipyard in South Bristol and put in a heated storage shed. She will be going over mid-spring.

A Mussel Ridge 46 hull and top has been brought into the back bay of the main shop. She is going to be finished out as a pleasure/semi-commercial boat for a customer from Santa Barbara, California. She will be pow-

ered with a 1150-hp C18 Caterpillar diesel engine, with 850 gallons for fuel, 150 gallons of water, a Seakeeper gyro, tuna door, a 14-inch hauler and an open transom. The interior will be comfortable with a full berth forward, a stateroom with upper and lower pipe berths, with head and separate shower. Up in the shelter will be the galley, settee, and helm station. The owner still hauls crab traps, Farrin's normally builds their own top, but this one is one produced by Hutchinson Composite of Cushing for this model. However, Bruce Farrin said, "We are moving the windshield back two feet, changing the angle a bit, and extending the main salon back a couple of feet. This is still a family boat and eventually he might want to go as far as Washington State back and forth.

In the front bay they had a Holland 38, which they built 21 years ago for the present owner of West Point. She was in to be repowered. They removed a QSM 11 Cummins, which was the original engine with about 30,000 hours and they put in a 700-hp Scania. They also painted the hull and super structure, decks, interior bulkheads, rebuilt the hauler, updated the wiring, installed a new shaft, bearings from R. E. Thomas and new rudder. Bruce Farrin, the owner, added, "He spent the money originally to do a synthetic core and back then we were using

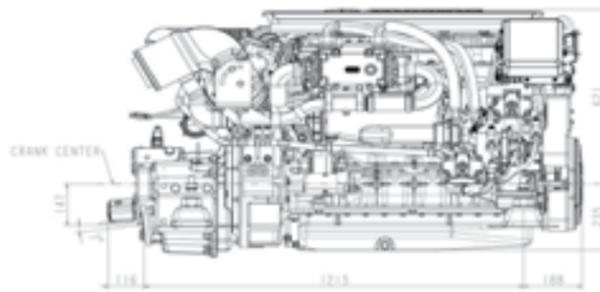
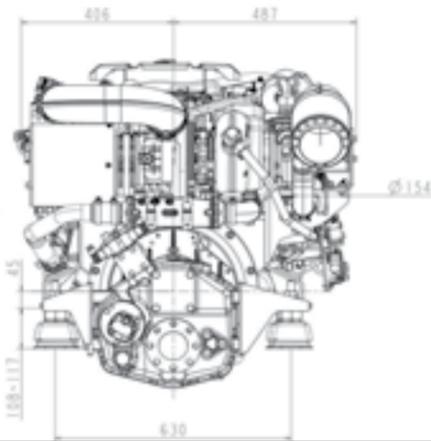
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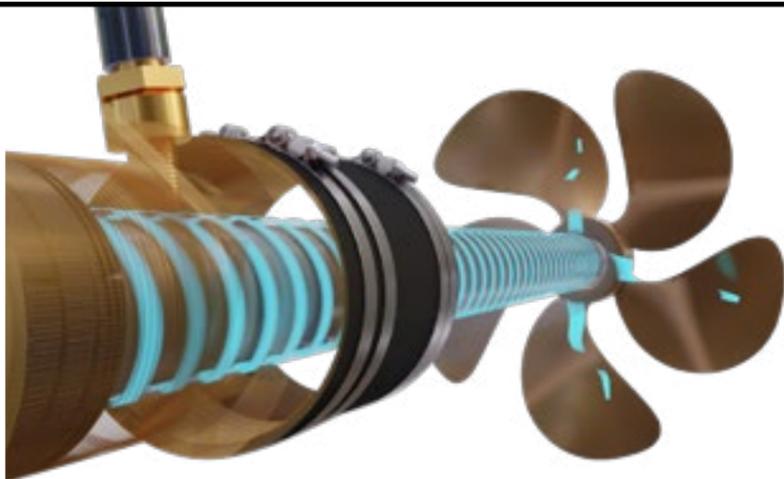
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Advertising Sales	Randy Nichols

Advertising Deadlines: The deadline for the May issue is April 8.
The deadline for the June issue is May 6.

Publisher's Note

It is always a sad time when we hear of the passing of someone in our community. Last spring, we had heard that Kenton Feneoy of Beals Island had been diagnosed with two forms of cancer and he only had a few weeks to live. After receiving this news and was preparing for the worst, he heard from a doctor that she could help and things looked good. I have always realized that Kenton knew a lot of history of the area and his family and when he was well enough for me to slip in, I got a great interview with him. His strength returned and he was back out riding his motorcycle and doing other things he liked to do. What I should have done is followed this interview up with another one, but his time ran out. We lost a good person and a lot of history on that day.

Believe it or not spring is on its way, but it was really strange not having the Maine Fishermen's Forum or the Maine Boatbuilder's Show to go to in March. One can understand why the powers to be cancelled the Maine Fisherman's Forum this year since the pandemic was in full swing at the time the decision had to be made. The Forum is always a good time and I see people there that I do not normal see in my travels. I am already prepared for next year. As for the Maine Boatbuilder's Show, that has been moved to July and seems to be well received on that date. When it was in March it seemed like it was ushering in spring and that was always a welcomed feeling.

With spring coming CINDY JEN is looking to have her spring maintenance done before going over in early May. So, it is time to create a to-do list. Last year I stripped her bottom and faired her topsides, which were fun jobs. I do not think my shoulder will recover from grinding the old bottom paint off. Wooden boats always need work and if you let something go it will be a much bigger problem the following year. So, there are a few things I really would like to get done before going over and as soon as the temperature raises a bit it is time to begin sanding.

Even before the rise in gasoline prices I decided that 50,000 miles last year was way too much. I am hoping to shrink that number down to 40,000. I am doing okay trying to hit that goal, but the winter is an easier time to stay put. Lessening my time on the road by 10,000 miles will save about \$2,000 at \$4.25 per gallon. If you think about this in time, 10,000 miles at an average speed of 50 mph means a savings of 200. However, this does not include the time when I am stopped. Some people do not realize how much it costs to travel. My GMC gets 19.4 miles per gallon over the year, which means for every 19.4 miles I spend \$4.25. I am looking to combine runs and not just head

out on the road without an agenda and that should save at least 10,000 miles.

There is no question that what is going on in Europe and Russia could have a devastating ending. Anyone in the business world is watching everything unfold and trying to position themselves so that they can survive. We have just come out of the pandemic, which saw many businesses close their doors for good. Inflation is climbing and with the event taking place in the Ukraine it will continue to climb. Things were rebounding, but when will the higher prices began to slow the recovery? How are the poor and middle classes going to afford what they need just to get by? Since boating is recreational it is usually one of the first industries to feel a recession coming on. So far that is not evident, but there is no question the bubble is going to burst if things do not change. Those in Washington are the problem, and I do not see them offering a solution so things change for the better. The coming months could get very interesting.

I finally finished the book "1421" and it kind of made me wonder how much of the theories poised by the author would hold up to scrutiny. The bases of the book is that the Chinese made numerous discoveries around the world long before Europeans did, like the Caribbean Islands and the Straits of Magellan. Unfortunately, when the Chinese leader died, the next turned the country inward and burned all the documentation about where and what the Chinese sailors had found on their voyages. I read some of the reviews where the reviewer was skeptical about some of the assumptions made by the author and he continued by saying that it would be interesting to air these opinions with other historians to sift through the evidence available and draw a conclusion. The author makes some compelling statements, but can he really back them up? Nevertheless, this was an interesting book that gives you an understanding of the world at that time and the people shaping the world. For me I had to buy some books on cartography to learn more about that aspect of history and lined up a biography of Prince Henry the Navigator as he played a major role in the European voyages.

Now I have started a book on sea stories, which was edited by N. C. Wyeth. I do not normally read fiction, but thought I should broaden my horizon a little. The first story was about a mermaid written by Hans Christian Anderson and the next was about a sailor on the BONHOMME RICHARD during her engagement with the British man-of-war SERIPIS. I think when I am done I will not feel a need to read fiction for another 50 years.

MCN's Calendar

On-going Exhibits	10	Stonington Lobster Boat Races Town Dock Stonington Info: Cory McDonald (207) 664-4525 Genevieve McDonald (207) 266-5113
Hall of Ship Models Penobscot Marine Museum Searsport Info: penobscotmarinemuseum.org/		
Shipwrecks & Salvage Maine Maritime Museum Bath Info: mainemaritimemuseum.org	15-17	Maine Boatbuilder's Show Portland Yacht Services Portland
"The SPRAY will Come Back": Sole Circumnavigator Captain Joshua Slocum New Bedford Whaling Museum New Bedford, MA Info: (508) 997-0046	17	Friendship Lobster Boat Races Town Dock Friendship Info: Robin Reed (207) 975-9821
2022	24	Harpswell Lobster Boat Races Harpswell Info: Amanda Peacock (207) 756-3104 Kristina York (207) 449-7571
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		
JULY		
2 Moosabec Lobster Boat Races U. S. Coast Guard Station Jonesport Info: Roy Fagonde (207) 610-4607	20	Long Island Lobster Boat Races Ferry Dock Long Island Info: Lisa Kimball (207) 332-3968 Amy Tierney (207) 317-1576



The schooner FRANK B. WITHERLEE and printed on the back of the photograph at Sedgwick, ME, 1906, which is not possible since she was not built until 1908. She was built by Frank S. Bowker of Phippsburg and displaced 504 tons.

Designer/Boatbuilder Jesse Lowell

BRUNSWICK – For the last several months I have been watching Gary Faveau, one of the owners of Bamforth Marine on the former naval airbase at Brunswick set up a 26-footer designed by Jesse Lowell. This boat came as a kit all cut with a CNC machine and literally, he snapped it all together. The last time I was there Jesse happened to walk in and he and Gary went over some construction details, which was interesting to listen to.

Jesse was born in 1974 and is one of the sons of Carroll Lowell of Even Keel Boat Shop in Yarmouth. As far back as he can remember he was always down at the shop and figured he started working in the shop when he was about 10. Like many boatbuilders he started by making and putting in bungs and then he graduated to putting in butt blocks. A couple of years later he started doing woodwork. When asked if it came naturally, he said, “Yeah, it kind of did, a lot of people say, ‘you are talented and all that,’ but I was really fortunate to be around the ones that were.” He said he learned the most from his dad, but also Dan, his uncle, and Archie Ross, who was Carroll’s partner in the shop.

There was a problem and it involved school since Jesse would rather be at the shop than at school at Freeport High School. For those that know the Lowell boys you can see where they might be handful for doing things that teachers did not see the humour in. That was evident when Jesse was expelled for arguing with a teacher his freshman year. He added, “I didn’t want to be in school, I wanted to be down at the shop. I don’t want to say this to be a bad influence on anybody’s kids, but I could have quit school at 8th grade and I would have learned a lot more that I could have applied. Fortunately, there was one teacher who set up an alternative program for me, where I went to the Maine Maritime Museum apprentice shop and I did my academics at night. I would build boats all day or I’d repair boats. That was really cool because I got to learn from Phil Shelton and Arno Day. Phil is one of those guys that can figure out anything. He is that type of talented so I learned little tricks here and there. Arno, I think I annoyed him because I was always asking him too many questions.”

When Jesse was 16 at The Apprenticeshop he designed on paper and built an eight-foot lapstrake pram. He explained, “That was the first boat that I designed on paper and built. My family always pretty much designed Downeast lobster boats. Arno had a variety, he did sail boats, he did dinghies, displacement boats so I was able to pick his mind a lot. As a matter of fact, where I gained some of my interest in plated

boats and plywood boats was from Arno. He taught me a lot about it, enough to get started back then, twisting plywood around chines and stuff like that. I learned a lot; I mean simple tricks like finding the center of buoyancy.

Jesse did a year at The Apprenticeshop and two years of academics, and one year of actually going to high school. The off times he was down at the shop with his father and Archie either building or repairing boats. When the shop closed for a period of time, Jesse went to work with a friend, Ken Hager, in the woods cutting wood and loved it. He enjoyed working with a chain saw and said he learned a lot from Ken about being in the woods and cutting lumber. But, as soon as the shop reopened Jesse went right back. He was planking the Blue Hill 42, also known as the Lowell 43, when his father passed away. When it came time to glass the hull, he left the shop and began building a timber frame barn. He added, “I like to learn so if it’s wood, electronics, but definitely wood, I was always pretty good at it. I like composites, but I don’t like the smell.”

Out on his own he built a 25-foot wooden boat for a customer to his design. When he was 16 or 17, he cut a half-hull and then took the lines off of it, which became this 25-footer. “She turned out perfect,” said Jesse. “Gary’s boat is a lot like her, but I changed little things on it, just little tweaks not much. I couldn’t have been happier with her.”

Then he built a 28-foot torpedo-stern boat to his design with a customer up in Damariscotta. Instead of just adding three feet he cut a new model and took the lines off of it. She was strip built and glassed inside and outside.

He was still addicted to building timber frame buildings and did that for years. He found it challenging because he was cutting a frame somewhere else and then bringing it to the project site and putting it together. He did this for about ten years along with some boat repair work and high-end woodwork on boats. Timber construction came to a halt really quickly when Jesse tried lifting a heavy object and popped a couple discs. This slowed him down for a time, but he started doing boat repair again. However, it all came to an end when he fell through a rotten floor. This really slowed him down due to the back pain.

On the side he was still designing some and said most of what he knew he learned from his father. He did not work with Royal but learned from the conversations Royal had with others. “The beautiful part about it is I think, or one of the advantages I thought that I have had,” said Jesse, “I could look at Royal’s boats and my Dad’s as an influence.



This is a 26-foot kit boat designed by Jesse Lowell, which is under construction at Bamforth Marine in Brunswick.

I am biased between the two of them as they had a different style. Royal’s boats had rounder chines, more old school, and most of them had a narrow beam. Dad’s started to bring the boats into a more modern design, a wider beam, fuller up front. Dad always maintained a faster bottom I think on most of them, a longer run, tighter chines, kind of the Frost type chines on the back. He did both skeg and built down. You get two fishermen talking about boat designs and one of them is going to say how they like a skeg and one of them likes it built down. Arno was like Dad, he liked them both. Arno’s big thing was the semi-built down. When Frost started, he was using a lot of dead rise in the skeg boats and those boats had a lot of features of built down boat. You get the engine down lower

for a lower center of gravity. Gary’s boat is like that, she doesn’t get flat very quick. If you come up amidships, she’s still got quite a bit of dead rise and hollow in the bottom which keeps them down in the water and that make a better sea boat. A lot of the Lowell skeg boats aren’t like a traditional lobster boat, which has got that big, long flat run on the back and a fine entry. There’s some advantages to built down and there’s some advantages to a skeg, it all depends on what you want. If you want speed get a skeg boat and if you want a lower center of gravity built down is the way to go.”

Jesse began designing the traditional way by carving a half-hull and then taking

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Designer/Boatbuilder Jesse Lowell



Designer and boatbuilder Jesse Lowell.

Continued from Page 5.

the lines off this. However, when he was laid up, he started playing around with designing in the computer. Jesse added, "I am not really a computer person so it took a little while to do that...self-teaching. It wasn't as natural to me because I couldn't see it or see somebody do it. I had to figure it all out myself. The first metal boat I designed in the computer was in the early 2000. That was for an employee of Reed & Reed and I believe is still used by Reed & Reed. She's dented up pretty good, but she takes it.

"That kind of got me into the plated boats," said Jesse. "The computer makes it easy so you can wrap a plate right. You can pretty much pull off any part you want and have it cut or have it printed out."

There are a number of people who have built Jesse's metal boats and one is Cumberland Ironworks, who have done five of them. Some of them have been built out of aluminum and Jesse built one of these saying

it was cool but did not smell as good as cedar. He did say if you are careful in somewhat clean, not as dusty and any welder, once he learns the indexing of the cut pieces, can easily put one of these together. The real trick with an aluminum boat is getting them to look good because when you heat metal it will deflect. The more deflection the more you fair.

Jesse said, "The design work is taking off, especially the kit boats. I had the idea to get into it since the Reed & Reed boat. At that time, I was working a lot and I didn't really have time to invest into learning the computer. One of the big changes is I ran into a guy named Paul Baines of Paul Baines Fine Woodworking in Bowdoinham. He's like one of these dying breed of geniuses that can do anything. I mean he built his own CNC machine and that is where I got introduced to CNCs and the software. I just looked over this shoulder and I learned a ton of information. That was a game changer and we did the first wooden plywood kit boat, put it together in two hours. That was probably ten years ago."

The 26-footer that Gary is building is a lot like a 31 Jesse designed a number of years ago. He designed this with a half-hull, took the lines off and then put them into the computer. Jesse added, "Once you get it in the computer you can really tweak it because you can look at a boat like you never have before. You are not looking at a boat visually, but you are looking at it with numbers and you can change those numbers. In the old days you would do a line drawing and come up with hydrostatic calculations. You'd spend so much time and find out they didn't really work and you'd have to start all over. The computer gives you the ability to really perfect the boat under the water. You can see things like you've never seen before. If you want to change, say the center of buoyancy, you can change that quickly. It is about com-

putational fluid dynamics (CFD). Basically, it has got so advanced that I could put that hull into a computer, put it in a CFD program and watch the boat go through the water. I can show you where the high pressures are, the low pressures."

Jesse said this 26 is basically right from the half-hull. With the lines in the computer, he created all the parts and pieces needed to create the kit, which was then cut by Varney CNC just up the road from Bamforth Marine. Jesse added, "I believe this is going to be the first Lowell boat built this way. There have been other Lowell boats obviously CNC cut, but this is going to be the first one where all the springers, frames are all part of the setup so they come out with the boat. The boat turns over you can pull the temporary moulds out and there it is, the hull is all done."

Gary said that it has been challenging at times, but that is why Jesse comes around, to answer his questions. He added, "The pattern pieces help a lot because you can see how it is going to look so when you have got that pattern you can use that pattern to build off of. We set the transom jig up in 15 minutes. The stations for the transom are shaped and you build that and stick it on the boat."

A number of kits have been sold and one

is under construction in the middle of New York City. One even went to Nigeria.

Another design Jesse has done is a 56 x 22-foot hard chine lobster boat, which he says is a high-tech Lowell design. He added, "I designed a round chine boat and then I just added a hard chine so she is basically a pure, true Lowell lobster boat with a step chine. She is a monster. I could make that tooling if somebody wanted to tool that boat up to a mould. I could make that process very quick and very easy. You could have it entirely cut with a CNC and that will save a lot of time."

There is another project Jesse is doing with Bamforth Marine and that is an aluminum 18-footer. Jesse said, "The 18 is basically a boat whose hull is proven. She's been built as a 20, 22 and 23-footer. This one has just a little different style. She has over 8-foot beam. The only things that I can't cut are the extrusions so you just have to cut those and put them in place."

Would you like a Lowell designed lobster boat? I bet there are a number of people right here in the State of Maine, who will build one of these. No matter what size you want Jesse can design it and deliver you a kit. So, if you have a little knowledge about how to put wood together and have a little time, this would be a great project this spring. (See designs on Page 19)

Passed Over the Bar- Kenton Feeney

Kenton Robert Feeney

February 19, 1955 - February 24, 2022
BEALS - Kenton Robert Feeney, 67, of Beals, Maine, passed away at home in the early morning hours of February 24, 2022, after a courageous battle with prostate cancer. He is now smiling broadly because he is reunited with his grandson, Kenton Chase Feeney. Kenton was born on February 19, 1955, to Robert and Gloria Feeney from Jonesport.

He is survived by his children, Darrell and Gina Feeney; his grandchildren, Robby and Breonna Feeney; his mother, Gloria; sisters, Pam Smith and Wanda Whiteside; and brother, Pete, and their families.

To fully capture Kenton's life in a couple of paragraphs is not possible. He had a passion for life and was masterful at making deep connections and friends wherever he traveled. The large tapestry of friendships he wove was often done with his legendary storytelling, playful banter, phenomenal memory, and love of local history and sports. A lot of his travels were often on a Harley-Davidson in the company of fellow characters. Over the years, he logged thousands of miles riding on a bike, often as a representative for UBM, the United Bikers of Maine.

Kenton was a self-made man, starting his early adulthood on the worm flats. At 19, he decided with some "fatherly encouragement" to join the U.S. Coast Guard. Fol-



lowing four years of service, he eventually started sailing as a merchant mariner. His path to the sea resulted in a long, successful career that led him to be a Chief Engineer on oil tankers for ConocoPhillips, Inc. He was a beloved shipmate and always brought a positive energy with him on board the ships. He retired in 2012 and never looked back. For the next ten years, he enjoyed every minute of his life that included activities such as tuna fishing and racing his lobster boat "Bad Influence."

There will be a celebration of life, Sunday, May 1, 2022, at 1 p.m. rain or shine at the Beals Island Marina.

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FISHERMAN/BOATBUILDER EVERETT BARLOW

EAST BOOTHBAY – Time causes memories to fade and as the older pass on, a lot of memories go with them, forever forgotten. This is especially telling when someone is best known in an area. Last summer I attended a photographic exhibit in Boothbay and met Betsy Grant of East Boothbay, who was interested in donating items of her grandfather Everett Barlow. The Barlows were well known fishermen, but Everett also was known as a boatbuilder.

Betsy thought that the family moved up from Alabama in the 1870s. Luther Barlow married Mary Webber and they were living in Mobile, where she gave birth to her first two children. Luther sent her back to her parents where she had her third child Harvey. Luther was killed in a sawmill accident in Alabama when he fell against a saw. She then moved to East Boothbay with her mother and three children. Betsy added, “I know that Everett’s father (Harvey) married a Hyson (Mabel) and the Webber family owned that house across the street. They bought that house in 1898, and Grandpa (Everett) was born in June 1899. He was the oldest of eight siblings (Thelma, Edith, Robert, Albert, Clint, Carlton, and Preston). His father was a fisherman, herring, cod, and lobster, and they had a farm over there and raised sheep and other farm animals.”

Everett left school his junior year and went fishing to support the family. He worked with his father and uncles herring seining at Clark’s Cove on the Damariscotta

River or fishing for other ground fish and lobsters when he was not working at the Rice Brothers yard in East Boothbay.

In 1918 or 1919 Everett was over in South Bristol at a dance when he met his future wife (Rosamond Grover), whom he married on his birthday in 1922. She was born in Chelsea and had lived in Alna, Bethel, and Wiscasset, likely those were the places her father could find work at a logger. After they were married, they purchased the house right across the street from Luther Barlow. There children were Earle, Roslind, Betty, and Brenda. Many know of Earle as he became a well-known marine artist.

Everett worked for Hodgdon Brothers, Goudy & Stevens, while still fishing. Betsy said, “He would come home from work, have supper, and then go with his father, herring fishing up the Damariscotta. They wouldn’t get back until really late at night. Everett, Robert, Albert, and Clint I think owned the fish house at the bottom of the hill, which Harvey built in 1935. The wood came from a house that was torn down on Lincoln Street. They did that during the winter. Then he started building his own boats in 1924.”

The first boat was the 20-foot ROSMOND I, named for his wife, which was launched in 1925. Betsy said he may have also built a smaller boat before this so he could go back and forth to South Bristol visiting.

During World War II he went to work at Maine Shipyard Corp. in Portland, build-



This is SEA FOAM designed by Everett Barlow, but built by James Backett of New Harbor.

ing eastern rigged draggers. When the war concluded he moved right back to East Boothbay and went fishing and built boats when he could.

There were several other boatbuilder, who would borrow the moulds and build a boat for either themselves or a customer. In 1954 he charged \$35 to borrow the moulds. Some were built by a Brackett in New Harbor; and J. Ervin Jones built on Everett’s moulds.

The last boat he built was the 28-foot ROSMOND IV, which he built for himself and was launched in 1959. The names of some of the others were: ALTAIR (1973); BARB SUE; CAROL B.; CELAENO, DISSENTER; EXODUS (1960); ROSMONDIII (1943); SEAFOAM (1964); SEA SMOKE; and YOU & I.

Most of those that have been going to

the lobster boat races for a long time remember Doug Carter’s BABE, which was a Barlow boat built in 1962. She was powered with a 455 Oldsmobile and did well in the races.

Everett passed away 24 January 1982.

NYC AMERICAN MAGIC Sailing Team Confirmed

NEWPORT, RI – Today, New York Yacht Club American Magic, the U.S. sailing team challenging for the 37th America’s Cup, confirmed the initial core sailing team roster: Tom Burnham, Lucas Calabrese, Andrew Campbell, Riley Gibbs, Paul Goodison, Michael Menninger, and Dan Morris.

Tom Burnham (Newport, RI) Tom joins American Magic as Head Coach. Tom has sailed on three America’s Cup teams, Young America, and twice with the Italian Team Luna Rossa. Tom was the head coach of the Swedish America’s Cup Challenger Artemis Racing in the 35th America’s Cup. Tom sailed with Quantum Racing’s TP52 program for eight years. Tom is also currently the coach for the Australian SailGP team. Tom is a graduate of the University of Rhode Island and won the Student Yachting World Cup. In addition to being a professional sailor and sailing coach, Tom is very passionate about the environment and practicing ways to be more sustainable on and off the water.

Lucas Calabrese (Fort Lauderdale, FL) Lucas achieved an Olympic Medal in London 2012 competing in the 470 class. Lucas has won three World Championships: Melges 20 Worlds, J70 Worlds and Optimist Worlds. Lucas was born in Buenos Aires, Argentina, he moved permanently to the United States seven years ago and became a US citizen. Lucas placed 2nd at the TP52 Worlds and 2nd at the Melges 24 Worlds.

Andrew Campbell (San Diego, CA) Andrew returns to American Magic in his third America’s Cup pursuit, this is his sec-

ond campaign with American Magic and previously was with Oracle Team USA in the 35th America’s Cup. Andrew is a World Champion Silver Medalist in the Star class. Andrew is a Beijing 2008 Olympian and won a Gold Medal at the 2007 Pan American Games. Andrew is a four time Collegiate All-American, four time National Champion and College Sailor of the Year during his time at Georgetown University. Andrew is a three time US Youth Champion Gold Medalist, and a Youth Laser World Champion.

Riley Gibbs (Long Beach, CA) Riley is a versatile sailor and has an impressive resume of successes in a variety of fleets starting at a young age. Riley is on the US Sailing Team and sails with the United States SailGP Team. Riley represented Team USA at the Tokyo 2020 Olympics in the Nacra 17 class, he also competed at the Red Bull Foiling Generation World Finals. Riley won his first regatta at the Junior Sabot Nationals at the age of fourteen, and has since placed top five at three different World Champions: 29er, Formula Kite and Nacra17. Riley is the youngest skipper to win the 505 North Americans.

Paul Goodison MBE (Lake Garda, Italy) will continue with American Magic in the team’s second hunt for the America’s Cup. Paul was a sailing team member with Artemis Racing in the 35th America’s Cup. Paul has competed in three Olympic Games winning a Gold Medal in Beijing 2008, also

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U. S. NAVY NEWS

The Taming of the (Elephant) Shrew: The Story of Navy Medicine's "Cairo to Capetown" Expedition of 1948

From Andre Sobocinski

FALLS CHURCH, VA - On February 17, 1948, a Navy medical team embarked on a historic journey across the African Continent. Over a period of nine months they travelled in a caravan from Port Said, Egypt to Capetown, South Africa while collecting thousands of rare specimens, providing medical care to local populations and documenting tropical diseases through photograph and film. The scope and mission of what would be known as the "Cairo to Capetown Expedition," would never again be replicated in Navy annals.

The idea for a scientific expedition across Africa may not have been a priority for Navy Medicine in the era of post-war demobilization. But in August 1947, this new opportunity literally came knocking on doors of the Bureau of Medicine and Surgery (BUMED)—delivered by a charismatic explorer-to-be named Wendell Phillips.

Phillips had never before led a scientific expedition, but even at just 26-years old he was not lacking confidence in his own ability to do so. In 1947 he planned what was to be the largest American-led paleontological and archeological expedition across Africa. Equipped with a bachelor's degree in paleontology from UC Berkeley, a glib manner, and a hearty supply of chutzpah, Phillips was not only able to convince his alma mater to back this expedition but he persuaded the Shell Oil Company to donate 50,000 gallons of oil, General Motors to donate ten Chevy Sedans, and Colt Patent Firearms to contribute new guns. He recruited Charles Camp, Henry Field and Louis Leakey as expedition members (even though each were suspicious

of the young man's motives and thought him more a "promoter" than scientist). Phillips had also befriended Fleet Adm. Chester Nimitz, then serving as Chief of Naval Operations. Nimitz promised Phillips a ship to transport the explorers and directed him to BUMED to procure medical support.

When Rear Adm. H. Lamont Pugh, Navy Deputy Surgeon General, met with Phillips he was immediately captivated by his proposal. "He was the most agile talker to whom I ever had listened," Pugh recalled.

For Admiral Pugh this expedition afforded Navy Medicine an opportunity to expand its knowledge of indigenous diseases that could affect military personnel and collect teaching specimens for the Naval Medical School (NDS) and Navy Medical Research Institute (NMRI). As Pugh explained, "Therefore realizing that here was a golden opportunity for Navy [Medicine] to obtain some badly needed information, I prevailed upon the leader of the expedition, Mr. Wendell Phillips, to permit the Navy to send along, not only one doctor, but a research unit consisting of several doctors and specialists in sciences allied to medicine."

Admiral Pugh tasked Cmdr. (later Capt.) Julius Amberson to serve as the Navy unit's officer-in-charge and assemble a team. By 1947, Amberson was Navy Medicine's "known quantity" for special missions like these. The mining engineer-turned preventive medicine physician had led Navy epidemiology teams through Egypt, Iraq, India, Kenya and South Africa during World War II and supported the historic U.S. medical survey of bituminous coal mines in 1946.

Amberson recruited physician Cmdr. Rodman Wilson (Medical Corps, USNR), parasitologist Cmdr. Trenton Ruebush (MSC, USN), preventive medicine techni-

cian HMC Deaner Lawless, photographer AF2 Harley Cope, motion picture photographer MSgt. Charles Evans, motor transportation specialists Capt. G.G. Edwards and MSgt James Houle of the Marine Corps and two civilian scientists—Dr. Harry Hoogstraal, an entomologist with the Field Museum in Chicago, Illinois and Dr. Ernst Schwarz, a zoologist with the Smithsonian Institution. Later, they were joined by a British Army mechanic, an Egyptian chef from the famed Sheppard's hotel in Cairo, and Rev. Gordon Fournier who served as the expedition's chaplain, translator and public relations officer. Amberson dubbed his team the "Navy Medical Science Group."

From the Naval Medical Supply Depot in Brooklyn, N.Y., Amberson secured medical and surgical supplies, a portable X-Ray outfit, a gasoline motor generator for lights and power, and a set of instruments for ophthalmology. He obtained heavy duty trucks from the Naval Base New Orleans, Louisiana, and two jeeps with radio transceivers from the Naval Gun Factory in Washington, D.C.

Over the ensuing months, Amberson and his team consulted with noted experts at natural history museums across the United States and overseas to help scope out the mission. They devised a plan where they would travel a minimum of 150 miles per week through Egypt, Sudan, Belgian Congo (Democratic Republic of Congo), Somaliland (Somalia), Uganda, Kenya, Tanganyika (Tanzania) including Zanzibar, Northern Rhodesia (Zambia), Southern Rhodesia (Zimbabwe), Mozambique, and South Africa. Amberson outlined the mission as follows: to provide medical supplies and support to the greater expedition, obtain information on topographical layout, present sanitary conditions, diseases and their carriers, and collect documentary evidence. This work was governed by two basic principles: Navy medical surveys were to be made in areas where gaps in knowledge existed and the Navy team would have input on planning routes and the timing of stops.

After arriving in Port Said, the Navy Science Group met the UC Berkeley team in Kom Oshim (about an hour outside of Cairo) on February 7th, 1948 to discuss the route and objectives. They agreed that Phillips and part of his team would join the Navy Science Group through Sudan and part of

East Africa.

Over the first weeks the expedition proceeded south along the Nile stopping along ancient villages, and visiting old temple ruins in Luxor with Henry Field. On March 7th, they arrived in Wadi Halfa, Sudan where they set up a laboratory for zoological research and travelled to an isolation hospital where they took patient x-rays for a local physician.

At sundown on March 8th, a gun was accidentally discharged injuring Chief Deaner Lawless. Lawless was found bleeding profusely from the left side of his face and it was believed that he had been shot through the head. Even Lawless thought his end was near and asked for last rites from Father Fournier before the wounds were deemed superficial. Amberson treated the wounds and also removed a piece of metal from the Chief's eye.

In the town of Abu Hamed, on the right bank of the Nile, the Navy Group set up a clinic where they treated everything from tonsillitis, corneal abrasions to vitamin deficiencies, trachoma and leprosy. They remained in Sudan through May, visiting ancient Kushite temples, villages along the Blue Nile impacted by schistosomiasis, malaria and tropical ulcers, and meeting distinguished medical personnel and missionaries.

In the Sudanese towns of Bor and Juba, they treated smallpox which was epidemic, studied the incidence of blackwater fever, and made ward rounds at local hospitals. And in Eastern Equatoria (South Sudan), the Navy Group sought out the elusive 4-toed elephant shrew (named for its elephant-like proboscis). These chipmunk-like creatures were known to harbor a strain of malaria-type parasite similar to human malaria. Seeing the shrew as a potential test-subject for anti-malarial drugs, the Navy Group, with the help of local children collected, some 250 shrews to ship back to NMRI for study.

Throughout the expedition, the Navy Group saw many cases of African Trypanosomiasis or sleeping sickness in various stages, which they documented. Transmitted by the tsetse fly—a large biting insect that feeds on blood—the disease can lead to debility, sleep disorders, cognitive decline and ultimately organ failure, if left untreated. Amberson and his team sought

NYC AMERICAN MAGIC Sailing Team Confirmed

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he placed fourth in Athens 2004 and 7th in London 2012. Paul holds six World Championship Titles, including: Halifax Canadian Worlds in the Laser class, Melges 32 World Champion with Samba Pa Ti, Melges 20 World Champion with Samba Pa Ti, and is a three time Moth World Champion. Paul is a five-time Laser European Champion and a Melges 32 European Champion. Paul grew up in Sheffield, Great Britain.

Michael Menninger (Newport Beach, CA) Michael is a former helmsman of the Red Bull Youth America's Cup. Michael is a Match Racing World Champion, Team Racing World Champion and Etchells World Champion. Michael has sailed with 11th Hour Racing Team aboard the IMOCA 60 for a transatlantic crossing. Michael sailed for St. Mary's College of Maryland, he is a three-time All-American, two-time National Champion and twice College Sailor of the Year finalist. Michael is a two-time Governor's Cup winner.

Dan Morris (Newport, RI) Dan returns to American Magic in his second America's Cup quest. Dan is a Match Racing Tour World Champion, a Transpac Race Winner,

and a Middle Sea Race Winner. Dan has been a part of the Red Bull Sailing Team in the Extreme Sailing Series, the United States SailGP Team and participated in the Superfoiler Grand Prix. Dan grew up living and working on boats in Minnesota.

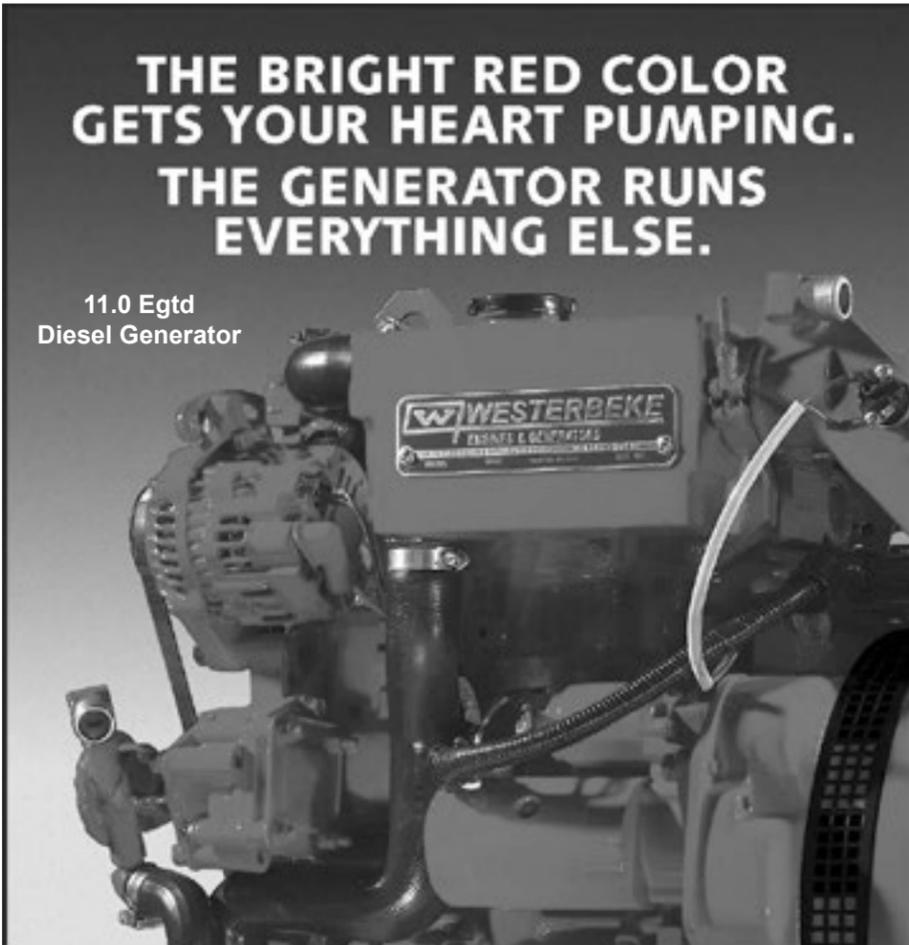
"We are excited to announce this group of talented sailors," remarked Terry Hutchinson, Skipper, and President of Sailing Operations for American Magic. "Our goal is to win the America's Cup and bring the trophy back to United States and the New York Yacht Club. We are confident we are putting together a balanced team of experienced America's Cup sailors with new blood to help American Magic accomplish this goal."

"The America's Cup is the pinnacle of the sport of sailing and our team is hungry," said Tom Burnham, American Magic Head Coach. "The sailors are actively sailing in other events and regattas around the globe. We are currently planning our sailing schedule for the 37th America's Cup, per the Rules of the Protocol all of the teams are permitted to start sailing their AC75 this September."

The complete American Magic sailing team and roles on the boat will be announced at a future date.

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U. S. NAVY NEWS

to understand the prevention and control of the disease and studied the bionomics of the tsetse fly.

Crossing into the Belgian Congo in May, they met with Chief Zenaga of the Azande tribe. The chief had struggled for years with pain which they was diagnosed as rheumatoid arthritis. They supplied him with 500 tablets of aspirin and instructed him to take two a day. At the Inland Africa Mission in Ava, Belgian Congo they conducted hernia repair surgeries for area locals.

From the end of May through August, the Navy Group worked out of Kenya where they visited the Pleistocene diggings of Dr. Leakey, visited Masai villages, and documented cases of Rift Valley Fever, bubonic plague, malaria, yaws, nutritional diseases, and collected many specimens of ticks and flukes.

By June, communication between the Navy and Wendell Phillips was breaking down. In a letter to Admiral Pugh, dated June 3rd, Amberson wrote: "the Navy group has encountered innumerable difficulties with the California leader which impede its activities. These difficulties are due to incompetence and poor cooperation on the part of leader Phillips and his administrative associates, and to continual nefarious practices which not only dissatisfy the personnel associated with the California agents, but make such a bad impression on local scientists and officials that it is embarrassing for us to be associated as we are." Admiral Pugh sent Capt. James Sapero (Medical Corps, USN), a noted tropical disease expert, to Nairobi to be his "eyes on the ground" and support the Navy Group. Seeing an impasse with Phillips, Sapero and Amberson negotiated a new agreement with UC Berkeley whereby the Navy Group became independent.

From July to August, the Navy Science Group travelled through Uganda, and Belgian Congo visiting Lake Victoria and Ripon Falls, local hospitals, the Yellow Fever Institute, and a leper colony. In late August 1948, the Navy Group travelled down the Great North Road through Tanganyika, Northern Rhodesia, Southern Rhodesia, and the Transvaal Province. They arrived in Capetown, South Africa on October 19th. At journey's end, the Navy Science Group amassed over 19,660 miles.

Postscript: On October 22, 1948, Amberson, Ruebush, Cope, and Schwarz boarded USS Huntington and sailed to South America where they remained until December 1948. Sapero, Hoogstraal and Lawless remained in Africa for several more months travelling to Madagascar where they continued the mission of the Navy Science Group.

Throughout their nine-month trek

from Egypt to South Africa, the Navy Science Group collected thousands of rare specimens, documented numerous tropical diseases, and treated hundreds of people in need of medical care. The specimens and documentary evidence collected was later shared with teaching and scientific institutions throughout the world for the benefit of medical education and global health research. And Amberson later adapted this material for a global health course at the Naval Medical School.

Using the 250 specimens of elephant shrew that were sent back, NMRI was able to study the "taxonomic and evolutionary" status of malaria parasites. They ultimately determined that the shrew's malaria parasite had a peculiar cyclic course, but had little value for treatment of human malaria.

After returning from Africa, Wendell Phillips immediately began charting his next expedition. In 1949, he embarked on a journey through Saudi Arabia and present day Yemen searching for the fabled home of the "Queen of Sheba." He recounted these adventures in Qataban and Sheba: Exploring the Ancient Kingdoms on the Biblical Spice Routes of Arabia (1955). In later years he started his own oil company and, at the time of his death in 1975, he was the largest individual holder of oil concessions in the world. In 2014, the Smithsonian's Sackler Gallery opened the exhibition dedicated to Phillips' archeological work in Yemen, "Unearthing Arabia: The Archaeological Adventures of Wendell Phillips."

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**Making Hydrogen Fuel Anywhere:
ONR Tests Prototype to Power Marines
in Expeditionary Environments**
From By Scott Hochenberg, Office of
Naval Research
ARLINGTON, VA - ONR Global Tech-

Solutions program is sponsoring efforts to convert aluminum into hydrogen fuel, which could potentially serve as a portable, readily available power source.

U.S. Marines often operate in extremely harsh environments — including remote islands, hot deserts, rugged mountains and frozen, barren landscapes.

While these warfighters employ sophisticated, technologically superior equipment and weaponry in the field, such tools need large amounts of fuel and energy to perform — a tough demand in austere operating environments.

To address this, the Office of Naval Research (ONR) Global TechSolutions program is sponsoring efforts by the Massachusetts Institute of Technology (MIT) Lincoln Laboratory to convert aluminum into hydrogen fuel, which could potentially serve as a portable, readily available power source.

TechSolutions is ONR Global's rapid-response science and technology program that develops prototype technologies to address problems voiced by Sailors and Marines, typically within approximately 12 months from project initiation.

Marines recently saw a demonstration of a TechSolutions project that involved a fuel-generation prototype device — called the hydrogen tactical refueling point (H-TaRP) — at Marine Corps Base Camp

Lejeune, North Carolina. Part of this demonstration included Marines learning how to assemble the H-TaRP as well as receiving a static demonstration of how the H-TaRP equipment works. The Marines learned how hydrogen can be produced with H-TaRP.

"ONR Global TechSolutions got involved with H-TaRP when the Marines expressed their desire to get fuel in an expeditionary environment," said Jason Payne, director of the ONR Global TechSolutions program. "TechSolutions took the concept and reached out to our network of providers to create that solution, and MIT was chosen through a competitive process. TechSolutions provided the resources needed to develop a proof-of-concept prototype."

When Marines are in the field, their energy options are normally either petroleum- or battery-based. Batteries are effective but can weigh a lot and must be constantly recharged via a power source.

H-TaRP — which comprises an aluminum dispenser, reactor vessel, water cooling system and a control system manifold to fill an H2 tank — can address these energy issues with a lighter, agile system that will ultimately lighten the load for Marines.

"H-TaRP's purpose is to eliminate the need for diesel fuel transport and battery charging by being able to use locally avail-

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Let's Talk About This!

By Sheila Dassatt

How difficult can it be nowadays for a fisherman and his crew to be completely compliant with all of the rules that are before us? I have asked myself this question, especially lately. Most fishermen, especially when my Dad's generation was fishing, would tell me, "I just want to fish." And that is exactly what they did, with the conservation measures in place and a few rules to abide by, of course.

After the lobster traps came up, there was scalloping that could be done for the ones that didn't mind braving the cold. Then in more recent years, there became offshore lobstering, which has caught on tremendously if they don't want to be in the more crowded inshore fishery. Spring would roll around, and there was the halibut season and tub trawling until the lobstering started up again in the late spring, such as May or June.

Now, we have the whale rules and all of the rope adaptations that are required to be done by May 1, 2022. I went over all of this in my D.E.L.A. report, so I won't repeat myself, although this I forgot to mention, the Federal government is trying to mandate that we use a breaking point in our ropes of 1700 pounds, which is in direct conflict with the standards of OSHA. OSHA mandates that we use products in our occupational duties

that are deemed safe for the task at hand, so using these break points puts the commercial fisherman in jeopardy of serious injury or even death. You may want to take a look at it if you have any questions.

The same kind of questions go with the area around the wind turbines. When the windmills are in place, there is an area that it would be dangerous to go near them. The last report that I read, when the wind blades get age on them, they may fly off at high speeds and possibly create a dangerous situation if it should land on you. Really!! There is a lot of variables here that we need to take into consideration for our safety once again. Our Fishermen's Working Group, the advisory group to the Governor concerning wind power, is continuing to meet on a regular basis, and we have another meeting on March 15, from 5:00 to 7:00 pm. The topics for this particular meeting is including more details surrounding Navigation and Safety. We will be continuing the discussion of Transmission and Cabling. Also, the members of the Environment and Wildlife Working Group will be joining us.

Andrew Joyce, son of Jason Joyce of Swans Island, has a series of programs that he produced called The Maine Reset: Perspectives on Industrializing the Gulf of Maine. We have all weighed in on these programs, the lobster associations, the fishing

associations and scientists, all giving their honest perspective of the wind power that we are now facing. To view these episodes, please visit: <https://www.youtube.com/c/TheMaineReset/>. To contribute to the project: https://www.indiegogo.com/projects/industrializing-the-gulf-of-maine-a-do-cu-series#.

To contact Andrew, call 207 479-6493; e-mail<andrew@kinowestmedia.com or his website www.kinowestmedia.com. It is a very informative project and issue.

Another issue that we, as an industry need to know and understand for our own protection, is the knowledge of Maine vs. Federal with the new legalization of medicinal and recreational marijuana. I spent time researching about this, as a lot of us did not really know the answer, so I contacted the United States Coast Guard and asked. They were very helpful, (but it was amazing how many agencies that I went through before I could get a straight answer). Here is what I found: "During the course of a boarding where USCG law enforcement officers encounter personal use quantities of marijuana, allegedly possessed in accordance with state laws which allow for personal possession for medical or other purposes, the Boarding Officer shall advise the individual that possession of marijuana,

for whatever purpose, remains illegal under federal law. The Boarding Officer shall seize the marijuana, issue the possessor a seizure tag and a Standard Form 95(SF-95) claims for, properly account for, store and destroy the drug contraband in accordance with District established policy." So here is the answer to our question!

With this being said, it has bothered me for a long time, that a lot of young folks that may want to work in the Federal mandated workplace such as Merchant Marine, Tugboats, Class A Truck Driving, Aeronautics, such as being a Commercial Pilot, all require mandatory and random drug testing. I wouldn't want to see anyone hurt their future opportunities without having this knowledge. There is a great demand for each of these careers. I see such potential in the next generation and a great need for such leadership. We still have choices in this day and age, but we need to know and understand all of the facts and communication.

These a just a few of the issues that we need to know about, kind of like trying to "balance the scale." This is in relation to what we can and cannot do, but I know that our fishing and marine industry does the best that we can to comply. I am simply providing this information "for your information." and you can decide from there.



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Maine Dept. of Marine Resources



DMR Commissioner Patrick Keliher, MPO Owen Baertlein, MPO Alison Gauvin, Colonel Jay Carroll, Captain Matt Talbot, Major Rob Beal

New Marine Patrol Officers to Serve in Lubec and Cutler Patrols
AUGUSTA - Two new Marine Patrol Officers will be serving in downeast patrols after being sworn in recently at the Department of Marine Resources Office in Augusta. Marine Patrol Officer Alison Gauvin has been assigned to serve in the Cobscook

Bay/Lubec patrol and Marine Patrol Officer Owen Baertlein will serve in the Cutler patrol.

Officer Gauvin graduated from Simmons College in Boston in 2017 with a degree in Exercise Science and Nutrition.

Prior to joining the Marine Patrol, Officer Gauvin served as a personal trainer at the Equinox Sports Club in Boston, and as a Fitness Supervisor/Strength Coach at The Windsor School in Boston. Officer Gauvin also served as a member of the Boston Renegades women's professional football team.

Officer Baertlein earned a B.S. in Surveying Engineering Technology and Forestry from the University of Maine in 2020.

Before becoming a Marine Patrol Officer, he served as a Forest Protection Officer, a Wilderness and River Ranger, and as a Recreation Technician for the US Forest Service. He also previously served as a Laboratory Research Assistant at the University of Maine School of Forestry Bioproducts Laboratory.

They have both completed the Law Enforcement Pre-Service Course at the Maine Criminal Justice Academy (MCJA) and have begun the nine-week Marine Patrol Field Training Program. Currently, both plans to attend the 18-week MCJA Basic Law Enforcement Training Program in August.

"The Downeast patrols that these new officers have been assigned to are very busy so were glad to have such capable new Officers working in these coastal communities," said Marine Patrol Lieutenant Troy Dow.

"I'm proud that we have been able to fill these critically important positions in Wash-



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Continued on Page 21

Commercial Fishing News

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

From the Director -

Here we are in the week that would normally be the Maine Fishermen's Forum. As a Board member, I understand the decisions that needed to be made at the time. After two years of cancellation, I, as well as a lot of former attendees are really missing this wonderful "cabin fever reliever." This decision did not come easily, and I hope that everyone understands that it was all with everyone's well being in mind.

We are saddened to say that we lost a long time Forum Board member, Rick Albertson, who served from September 1998 to June 2012. Rick was a supporter of the Scholarship fund and also gave annual donations. For those that may not know, he was also Chilloa Young's "Uncle Rick." He was a kind man that will be greatly missed.

At this point in time, a lot of the Covid restrictions have been lifted, so we are looking forward to the 2023 Maine Fishermen's Forum! We plan to see everyone there after a long break from socialization.

It seems that now our attentions are on the ongoing war in the Ukraine. With Russia attacking this country, it came as not really a surprise, but a situation of great concern for the citizens of this small, peaceful country. They are doing their best to protect their families and homeland. Our prayers go out to them.

Has everyone figured out how to rig their ropes with the new whale rope rules? We have had a lot of calls and messages about this, even though the rules are posted, they seem to be confusing and somewhat hard to follow. We were able to deliver the breaking links to John Higgins with NOAA, who kindly gave us better instructions and also some of the weak links to give out for our fishermen to try. We have the smaller ones for smaller rope diameters and also the larger ones that are more for the larger,

offshore rope.

If anyone would like to try a few before they buy a large amount, we have them, just stop by and we'll be happy to give you some. We are in Stonington, 129 North Main Street and our number is 207 322-1924.

Here is just a sample for State waters only: All buoy line must have a 1700-pound weak insertion 50% of the way down the vertical line or 1700-pound breaking strength line in the top 50% of the vertical line. To keep it simple, here are three options: 1) A buoy line comprised of 5/16 rope which includes an in-line overhand knot 50% of the way down the vertical line. 2) A buoy line comprised of 5/16 rope in the top 50% of the vertical line and is connected to the bottom 50% of the vertical line with a fisherman's knot of sheet bend; and 3) A 3-foot section of 5/16 rope which is incorporated into the vertical line 50% of the way down, and is connected with a fisherman's knot or sheet bend.

A request has been sent to Washington D.C. asking for a 60 day extension of the deadline date of May 1, 2022. The biggest reason for this request is the fact that there is not enough product to meet the demand for the fishermen. We simply cannot meet the deadline if there is not enough rope available as well as enough weak links in production. In defense of the suppliers, they do not have the materials available or want to produce a large supply of rope and weak links if the rules keep changing and they have a large amount of product that they cannot move. It is really a big quandary!

I don't know how everyone feels about Billy Bob Faulkingham's bill, LD 1916 which is An Act To Create a Legal Defense Fund for the Maine Lobster Fishery. It was designed to provide financial support to Maine's lobster industry against rules designed to protect the endangered right whales. The first hearing voted it down, 9-4

saying that the bill could have unintended consequences and might be unconstitutional. The original bill, the lobster industry would have paid \$900,000 a year for the legal defense fund through surcharges on lobster trap tags and licenses. It was revised calling for \$500,000 to be allocated from the state's General Fund and the remaining \$400,000 would be generated from the surcharges paid by the lobstermen to the Lobster Marketing Collaborative. It would remain in effect for two years instead of ten. It may only be tapped when court litigation involves rules governing North Atlantic right whales. This passed the Marine Resource Committee but still goes to the Appropriations Committee and the Governor. If passed, this bill would take effect January 1, 2023.

I hope that with this report, that I can give an explanation that is fairly clear and a better understanding of all that has been happening since our last report.

We have been very busy with the windmills as well. Andrew Joyce has a very good series that he has been producing that includes all of the industry associations, including D.E.L.A. It is posted on All Things Lobstering and an article has been written about it as well in the Commercial Fisheries News. This is all very important to our industry.

Please, if you have anything that you would like to add, feel free to contact us, we are always available. Also, right now especially, membership is very important.

We can stand together with all that we are dealing with and continue fishing for generations to come. It takes numbers and support to win these battles, and it appears that we are all in these battles together. As I have pointed out before, we have a membership form in this publication and it is very easy to just fill it out and mail it in. With membership, we will send you the Maine Coastal News in the mail. Please get involved, it means a lot!

Take care, Sheila



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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Nation's Oldest Public Marine Aquarium Continues 150 Year Legacy

In celebration of our 150th anniversary, we are highlighting some of the things that make the Woods Hole fisheries lab and the village a special place. One of them is the Woods Hole Science Aquarium.

When Spencer Baird established the nation's first fisheries lab in 1871 in Woods Hole, he also established a fisheries aquarium. That first aquarium was just a few small tanks with live fish and other animals. They shared a borrowed shed that served as temporary research facilities for the new U.S. Fish Commission.

Baird invited anyone interested to see what researchers were finding in local waters. Marine biology was in its infancy, and he believed it was important to explain what public support for government marine research was achieving and its importance to conservation.

As interest in Fish Commission operations grew, the borrowed space was no longer sufficient. In 1885, the first permanent fisheries laboratory and a residence hall were built. They were located at the corner of Water and Albatross Streets on Great Harbor in Woods Hole, on the site where current facilities now stand.

Baird's vision and passion for research and education were evident in the new facilities, which he helped design. A much larger public marine aquarium was housed on the first floor of the laboratory building, across from the fish hatchery. There were 16 tanks for displaying local marine animals and plants. Large seawater tanks were mounted along the outside walls. Some of the tanks were used for research to study the life history of marine organisms, others to raise marine fish to augment wild populations. Preserved specimens of fish, invertebrates, and birds filled cabinets in the center. There was also space for educational displays and exhibits to help the public learn more about the sea.

When the Marine Biological Laboratory was founded across the street in 1888, summer students and researchers at the lab became regular visitors. The aquarium was open to the public every day during the summer months from 8 a.m. to 8 p.m. These gave investigators at the lab a chance to visit the exhibits between breakfast and the start of morning classes and after dinner in the evening.

While the hours of operation have changed since those early days, the aquarium then as now was busiest in the summer

season. Cloudy or bad weather days when people couldn't go to the local beaches attracted the largest crowds. Daily logs were kept to keep track and feedback from visitors was encouraged. More than 1,000 people would visit the aquarium on rainy days and holidays.

Initially, no funds were appropriated for the operation of the fisheries aquarium. Support for the operation for many years was voluntarily performed by the Woods Hole lab director and superintendent. His emphasis was on New England food fish and on invertebrates commonly found along the shores and used in the MBL classes and for research. Daily collecting trips on the small steamer Phalarope brought back specimens for laboratory research and live fishes for the aquarium.

Interest in the aquarium as a research resource also came from the Children's School of Science, founded in 1913 for children of researchers working in Woods Hole. Arrangements were made to use space in the old hatchery for the children to have their own tanks for keeping and monitoring the animals they collected.

Oyster researcher and sometime lab director Paul Galtsoff liked to mingle with the aquarium crowd and learn from their reactions to the exhibits and displays. He had designed some of them himself. "It was a surprise to find out how many college instructors in biology had never seen live dogfish, squid, or other common animals," he wrote. "Some of them admired the graceful movements of the fish, the continuous color change of the squid, the sliding motion of starfish, and the brilliance of our common red sponge. Their previous acquaintance with these forms of life was only through the unattractive specimens preserved in formalin and used for dissection."

The Woods Hole lab's aquarium has always been a working research aquarium as well as an educational resource. Visitors would often see researchers about. Baird was a master at engaging people. He knew seals would attract visitors to the laboratory, where they would learn about marine research and see waterfront operations. It isn't surprising, then, that the new laboratory building with its aquarium on the harbor included a large open seawater seal pool behind the seawall.

Every summer, two young harbor seals were kept in the pool, spending part of their days resting on a small raft. Large crowds gathered along the edges to see the seals. They would swim close by the sides of the

pool to gather mackerel and other fish offered to them. Occasionally, sea turtles and large sharks were placed in the pool with the seals. This led to many discussions about sharks and human interactions and questions about why the seals were not afraid of them. At the end of the season, the seals were released to the wild.

In 1958, the old laboratory building with the aquarium and the neighboring residence hall were demolished. New modern buildings were erected on the same site. The new main laboratory opened in 1960. The new aquarium in a separate building opened nearby in 1961.

In spite of the very modest character of the aquarium, it attracted more than 200,000 visitors in the summer of 1961. Some local fishermen came regularly to see the exhibits. They always commented on the condition or rarity of the specimens they saw. Who knows how many of them became naturalists and conservationists as a result of these first impressions of life in the sea?

The aquarium has remained true to its mission of research, education, and conservation and that of its founder Spencer Baird, for the past 150 years. Today, approximately 85,000 people tour what is now the Woods Hole Science Aquarium every year. Since 2002, more than 1 million have visited from all 50 states and many foreign countries. There are 20 tanks displaying 140 species found in Northeast to the mid-Atlantic U.S. waters.

Along with changing tank exhibits and displays on lab research, new aquarium programs have been introduced through the years to further engage students and the public. Among them are: Collecting walks for the public in local marshes during the summer; On-site visits by local and regional schools and special programs during the academic year; Summer internships for high school and college students; Volunteer opportunities year-round; and Special one-day events, such as Endangered Species Day and the Woods Hole Science Stroll.

Since the late 1980s, conservation efforts have focused on seals and more recently on sea turtles. Harbor seals unable to live in the wild have a permanent home in the pool in front of the aquarium. Their presence provides staff with an opportunity to educate the public about harbor seals and how humans should behave when they see them in the wild.

Not on public view at the aquarium are injured or sick sea turtles. Most are Kemp's ridley turtles that have washed ashore on Cape Cod beaches in the late fall. Water temperatures start to drop and some turtles experience "cold stunning." Aquarium staff care for them until they recover and are healthy enough to be returned to the wild. There are presently no resident seals or sea turtles at the aquarium.

Due to the COVID-19 pandemic, the Aquarium is closed to the public until further notice. Staff have remained on site, following strict protocols, to care for the animals and maintain water and other systems. They have provided a behind the scenes look during NOAA's 2021 Virtual Open House and shared some video updates of the public's favorite animals. They have also made many improvements and upgrades to the aquarium in preparation for re-opening and welcoming the public once again.

Fall in Love with New Seafood This Year

Whether you've made, broken, or forgone New Year's resolutions this year, we have a tasty proposal: resolve to try some new seafood! Because February is American Heart Month, it's the perfect time to let a new fish dish win over your taste buds. Seafood is a healthy, nutrient-dense source of protein. Some fish are also high in omega-3 fatty acids, which are good for your heart and can reduce the risk of heart disease and stroke. The American Heart Association recommends eating 2 servings of fish (particularly fatty fish) per week.

Need help finding your new sole mate? Take a family adventure to a fish market, or simply try a new product from your regular grocery store. Prefer to stay in? Seafood sellers have increased their online presence in recent years, allowing you to ship new variety to your doorstep. We've compiled a few suggestions, but you'll find there are plenty of fish in the sea.

Summer Flounder: Not Just a Fluke

Wanting to try something new but not sure where to start? Find yourself ... floundering? Good choice! There are many species of flatfish that are at least occasionally called "flounder," but summer flounder (also known as "fluke") is among the most popular.

Summer flounder get their name from their summertime migration to Atlantic

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MISCELLANEOUS COMMERCIAL FISHING NEWS

nearshore waters, where they were easier to catch. Today, they are fished commercially year-round from Maine to North Carolina and are available whole or filleted, fresh or frozen.

With a mild taste and fine flake, summer flounder fillets adapt easily to your choice of preparations and seasonings. A crowd-pleasing place to start might be fried flounder. Pan-frying marinated fillets achieves a flavorful crisp with less oil and fewer calories than deep-frying. For a more heart-conscious preparation, try steaming the flounder and topping with a spicy ginger and soy sauce.

Crispy Flounder Fillets; Steamed Flounder with Ginger

Wholly Mackerel

Feeling bolder? Branch out a little further with a fish that you've probably heard of, but may not have tasted: mackerel! Salted, and later canned, mackerel were once staples of American diets. Today they are more familiar to recreational anglers as prized tournament sportfish (king mackerel) or popular baitfish (Spanish mackerel). But this "old" seafood star is a healthy and sustainable "new" fish to try this year. Fast-growing, fast-swimming cousins of tunas, mackerels are a great source of omega-3 fatty acids that support your heart, brain, and immune system.

Compared to milder tasting flounder, mackerel has a richer, more pronounced flavor. This can be reduced by removing the outer bands of dark meat around the fillets' midline. For an easy and healthy preparation of fresh mackerel fillets or steaks, broil the mackerel with a mixture of parsley, tarragon, and thyme. Or coat mackerel fillets with a maple-pecan crust, bake, and serve with cayenne yogurt sauce for a sweet and savory flavor contrast.

Herb-Broiled Mackerel Steaks; Pecan Crusted Mackerel

Magnum Opah

A fish you're less likely to have heard of is opah, sometimes called moonfish. Round and red-finned, the six species of opah are solitary fish that swim in the open ocean. They are caught only incidentally by fishermen targeting bigeye tuna in Hawaii or swordfish off of California. While incidentally they were discarded or given away as gifts, in recent years they've gained popularity among seafood eaters. NOAA Fisheries has partnered with industry to find new ways to use opah and reduce waste in processing.

Several years ago, NOAA Fisheries scientists discovered opahs to be the first known fully warm-blooded fish (that is, they circulate heated blood throughout their bodies.) This unique circulatory system creates seven distinct types of opah meat, each with different flavor and texture.

Generally, opahs have a rich, creamy taste, between that of tuna and swordfish, and a firm texture with a large flake. Like tuna and swordfish, opah steaks are great for grilling. To pair a familiar taste with a new fish, try opah chili, which uses ground opah abductor/adductor muscle (often sold as "opah flank").

Grilled Spice-Rubbed Opah; Opah Chili

Flex Some Mussels

Maybe you've tried a few new fish lately and you're ready to come out of your shell. If you've never cooked shellfish before, mussels are a great place to start—they're affordable and quick to prepare.

Blue mussels are farmed on both U.S. coasts, grown either in tidal mussel beds or on ropes attached to floating platforms. Mussel farms provide environmental benefits, because the filter-feeding mussels remove excess nutrients from the water column and

improve water quality.

When buying mussels, check to make sure the shells are unbroken and stay closed, indicating that they are still alive. Store them in the refrigerator covered in wet paper towels to keep them moist until ready to use. Steam mussels in liquid for 5-7 minutes, until they pop open.

Tips on steaming mussels

Blue mussels' tender yellow meat have a sweet flavor that you can pair with a wide array of ingredients. For a classic preparation, try steaming mussels in garlic broth. Venture to a tropical cuisine by steaming them in coconut milk with lemongrass and ginger. Entertaining? Steam mussels and serve them on the half shell topped with buttery broiled bread crumbs for an enticing appetizer.

Mussels in Garlic Broth; Steamed Mussels with Coconut Milk, Ginger, Lemongrass, and Green Beans; Broiled Mussels with Garlic Herb Bread Crumbs;

A Little Kelp from Our Friends

Finally, branch out farther this year by expanding your seafood palate to include a sea vegetable—like kelp. Unlike most seafood, you can share it with your vegetarian or vegan friends! Kelp and other seaweed and algae are great sources of vitamins, minerals, and antioxidants.

In the United States, sugar kelp is sustainably farmed in Alaska and in cold water regions along the east and west coasts. It's available fresh during its harvest season, which is February through May, and it's available dried year-round. This species gets its name from the sweet powder that forms on its blade when dried.

Sugar kelp can work well as a substitution for kombu or konbu in Japanese cuisine. You may be familiar with kombu as the flavoring of the broth in miso soup. If you have fresh sugar kelp, try combining the cooked kelp with dressed cucumbers and blueberries for a refreshing salad.

Miso Soup; Cucumber Kelp Salad

Eating Variety Helps Us Eat Sustainably

When you try new seafood, whether at a restaurant or in your own kitchen, you embark on a culinary adventure. But you're also making someone else's adventure possible. Eating a variety of wild-caught fish supports fishermen who brave the waves throughout the year in search of different species in different seasons. Buying farmed shellfish or kelp supports growers who are pioneering sustainable ways to extract nutrition from the ocean. When you purchase U.S.-caught and U.S.-grown seafood, you know that it is responsibly managed and informed by the latest science.

Find more recipes for the U.S. seafood you love on FishWatch. Want to learn more about seafood but don't know where to start? FishWatch also arms you with the facts about what makes U.S. seafood sustainable—from the ocean or farm to your plate. Get up-to-date information on the status of harvested marine fish and farmed fish, and learn more about U.S. seafood.

How Environmental DNA Can Help our Ocean

Environmental DNA, or eDNA, is an evolving new tool that helps us understand the ecosystems below the waves. Water samples with eDNA can show scientists what types of animals are present, how many there are, and how long they've been there.

Have you ever wondered what fish lurk below the ocean's surface? With increasing human demand for ocean resources, it's important to have many ways to track living marine resources in the ocean. A new study published in Environmental DNA combines field and laboratory data to better understand

environmental DNA, or eDNA, for three key fish species.

Fishery scientists can use eDNA to measure the biodiversity, or the amount and species of fish in a habitat. From scales to waste, eDNA is constantly shed by ocean animals. Scientists can collect eDNA in a non-invasive and efficient way by taking water samples.

The paper was written by NOAA Fisheries Howard Lab researchers Daniel Wicczorek and Thomas Noji and collaborators from: SUNY Buffalo; Marine Academy of Science and Technology; and University of San Francisco

"There was a lack of controlled lab experiments in eDNA research. We decided

to fill that research gap," says Wicczorek.

Combining eDNA lab experiments with traditional surveying methods offers more information on the presence, amount, and location of fish. This study uses recirculating aquaculture systems, trawl surveys, and genetic sequencing to enhance data from traditional survey methods.

Using black sea bass, winter flounder, and summer flounder—all species found on the New Jersey coast—scientists estimated the rate that eDNA sheds from animals and decays. "A good understanding of decay and production rates makes eDNA a more valuable monitoring tool," Noji says, high-

Continued on Page 22

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Boat And Ship Yard News



A scow, which are popular sailboats on the Great Lakes, in at Artisan Boat Works in Rockport for some repair work.



A deck view of the former oyster schooner A. J. MEERWALD being restored by Clark & Eisele Traditional Boatbuilding in Belfast. Most of the issues dealt with water egress.

Continued from Page 1.

aluminum framing for the cockpit, that was the Cadillac of construction and it paid off for him. We replaced hatches and so forth just because they were worn out, but the cockpit was fine.”

The Holland 38 was going to be done by the first week of March and she would go to Gamage’s Shipyard in South Bristol to be launched. They were then bringing in a Mussel Ridge 42, which they are finishing off as a sportfisherman for a customer from New Jersey. She is getting powered with a 1,150-hp C-18 Caterpillar. She is going to have a nice interior with forward berth, stateroom with berths and head with separate shower. The galley will be up in the shelter with a settee and helm station.

In between the two Mussel Ridges they will be bringing in a RP 40, which they are repowering with a 700-hp Scania. She was originally powered with a 700-hp C-18 Caterpillar. This boat was in three or four years ago and had a thorough going over.

Fitzgerald Marine Rockland, ME

For those that go around the boatbuilding shops and/or going out looking at boats already out there you will learn the meaning of quality. The details of the finish and wiring tells a lot as does peeking under the platform to see if everything is accessible. It is all about details and when I got a tour of ZORA, a Calvin Beal 44 super-wide

(18-foot beam), being finished out as a sportfisherman for two brothers from Cohasset, Massachusetts, this was a step above a lot of others.

Mark Fitzgerald, better known as a naval architect, decided to go into the boatbuilding business about eight years ago, but still does some design work when asked. Right now, he is designing a 56-foot sailboat. Mark had designed this boat for the owners and when they had a problem with another finisher, he said in a weak moment bring it over. This Calvin 44 arrived as just a hull and top five years ago. She is powered with a C-18 Caterpillar and a quick look in the engine room at the wiring and it is run perfectly. Mark added, “One of the big deals about this unlike most boats everything in it can be accessed, removed, and repaired. The boat was basically built from the inside out unlike a lot of boats. You go down in the engine room and see there has been a huge effort, every system has been engineered, every system was drawn and designed and unlike most of these Downeast boats they are just winging it, there is no winging here.”

For accommodations she has a V-berth, with a head to port and shower to starboard. The shower is larger than most and that is so they can hang up wet foul-weather gear.

Most of all the work on this boat has been done by Mark, especially when they were shut down for COVID. Mark was in the shop for 10 months and does not think anyone else came in even to visit. Fortunately, there has been help and at times there

has been up to three people working on the project.

The two brothers have had five other boats, but this one is to be their dream boat. They have been tuna fishing for years and knew exactly what they wanted. The fish offshore about 200 to 250 miles and stay out for three days at a time. Unfortunately, they thought that this project would take a couple of year and they sold their boat. They did not figure on the pandemic and supply issues, but she is close to being ready for the water and the plan is to launch her early this summer. The major aspect left to do is get as much of the joinery work done as possible. What is not finished when June arrives will be done next winter when she comes back,

Up forward is HARD TO GET, A Glas-Spec 35, which is in for an interior. The interior is roughed in and waiting for trim, which will be started when ZORA leaves for the summer.

Holland Boat Shop Belfast, ME

A Holland 38 was just shipped to her owner in York, who will be finishing the mechanical and system hook-ups. Owner Glenn Holland said she had been finished out as a tuna boat and was about 75 percent finished.

In the shop they have a 32 and 38 they are working on. The 38 will be finished out as a pleasure cruiser for a customer from San Diego, CA. She is going to be well appointed with some wood trim. The 32 is also going

out as a finished pleasure boat for a New York customer. The owner is going to use her for a little fishing and maybe a tender to his bigger boat. Originally, she was supposed to be simple, but Glenn has heard rumblings from the owner about head, galley, and other things. Both of these boats will be powered with a 550-hp Cummins diesel engine. One engine is at the shop and the other probably will not show up until June. They are waiting on a gear. Glenn is hoping that the 32 goes over early summer.

There are also another three 32s on order, all pleasure boats and all need to be finished before leaving.

They have been kicking out their 14s, but the orders are coming faster than they can build them. Right now, they have twelve to do. There is one on the main shop floor and another in the lay-up shop ready to come over.

Glenn has been working on fairing the 20, but still has a way to go.

Glenn said he is happy with his crew but could use a couple more people. Glenn added that they have already started growing their own crew, pointing to Gavin Holland, who’s wife just had a baby.

Wesmac Surry, ME

In the layup shop they have a Wesmac 50, which they will be partially finishing before she gets shipped to California. They finished laying up another Wesmac 50, which they widened three feet and extended



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ZORA, a Calvin Beal 44, being finished out as a sportfisherman for a customer from Scituate by Fitzgerald Marine in Rockland.

the topsides five feet on the stern above the waterline and shipped to Little River Boat Shop in Cutler mid-January. They said they it was more involved than they thought it would be, but she came out really nice. They only thing they wish they had done was take a mould off it. After the 50 in the layup shop is done, they have another to do, which will be a commercial boat for an out of state fisherman.

In one bay they have a 1997 Wesmac lobster boat, which is getting new fuel tanks and platform and cosmetic work. She originally fished out of Cushing but was sold to

a fisherman from York Harbor.

In another bay they have a 42, which they will be sending out as a kit boat. There is also a 38-kit boat being worked on in Bay #1, and this one will be shipped to Mainely Boat in Cushing soon.

They also have in the shop a 46 and a 42, which are being finished out as a sportfish boats. They will have different interior arrangements, but both are powered with 1150-hp Scania's.

In another bay they are nearing com-

Continued on Page 18.

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Boat And Ship Yard News



This is a Wesmac 54, which is being finished out for a customer from Connecticut by Wesmac in Surry. She is scheduled to be moved outside early spring so they can glass on her flybridge.



This is the six-masted schooner WYOMING, which is the newest model under development at BlueJacket Shipcrafters in Searsport by Al Ross.



A Morgan Bay 43 being finished off as a charter boat at Morgan Bay Boats in Frankfort. She is scheduled to be launched this summer.

pletion on a 54 walkaround, which they are doing for the City of Bridgeport. She will be going outside the end of March or early April to have her enclosed flybridge put on.

They also have worked to do on Linda Greenlaw's ERNEST, which is a wooden boat. They have removed planks under the hauling patch and these will be replaced. Linda's other boat SELECT, which they finished last spring for chartering and is down at the shore. KODIAK is also down there and she needs a refit before going back over.

York Marine Rockland, ME

A York custom twin jet cruiser, which they built in 2005, is in to be repowered and that meant a number of other changes needed to be made. She had twin 440-hp Yanmars and these have been removed and will be replaced 540-hp FPTs. They have had to refit the engine room by upgrading the engine stringers with carbon, change the electrical

system and add lithium-ion batteries, pull the genset, rebuilt it and re-install, build, and install a new exhaust system, build a new air duct system for the engines, and then put down a new cabin sole in the salon. Owner Mike York said, "We couldn't raise the cabin sole. The Yanmars were tight to start and we had to fit bigger engines into the same package. We tore the engines down to the narrowest point to shoehorn them in the boat with a custom-built carrier. The air intake systems had to be modified to feed the bigger engines, which necessitated coming through the transom. We are also adding new electronics and that means modifying the dash on the flybridge." She is nearing completion and will be going over the beginning of May and delivered to her owners in Northeast Harbor in June.

In the other bay they have a Young Brothers 44, which they have modified. The hull has been cut so they could add tumblehome and the cabin has been altered. They built a mockup of the cabin and the owner flew up and liked what he saw. She is being finished out as a sportfisherman for a customer from Grenada and should be out this summer or early fall.

They also have three York 18s sold with one on the floor needing to go out this spring.

They have a number of other smaller job including rebuilding a couple jets on a Hinckley, put a transom door in a new power boat that Scott Edgerly built; rig a Hinckley sailboat up with an aft traveler, and restore a Donzi and a Side Winder, both old production boat.

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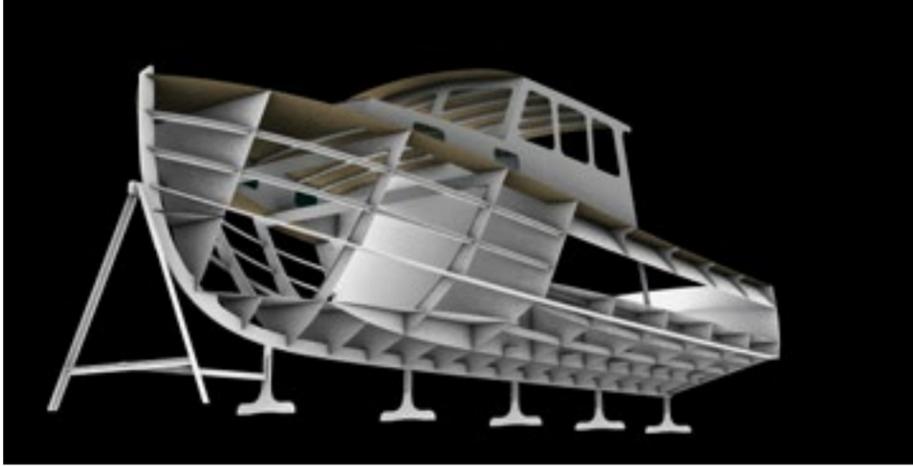
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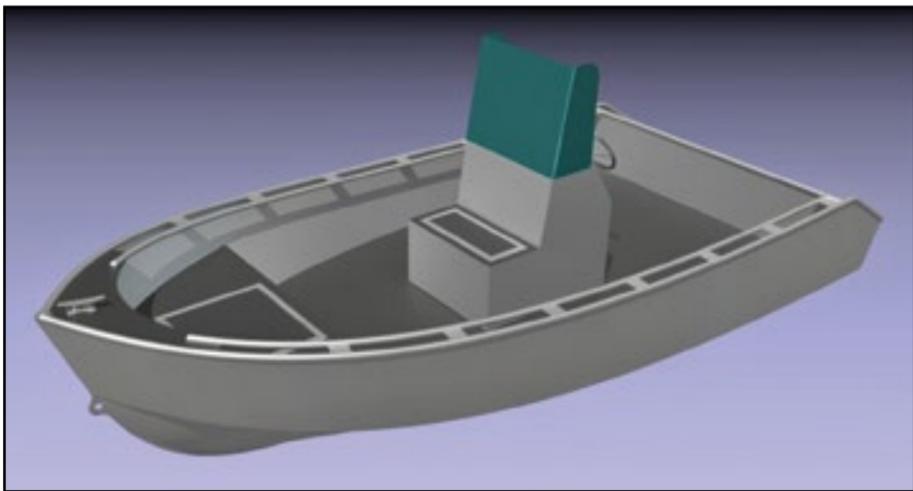
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U. S. NAVY NEWS



Recovered F-35 from the South China Sea.

Continued from Page 9

able resources to produce hydrogen fuel for all sorts of vehicles,” said Erik Limpacher, leader of the Energy Systems Group at MIT Lincoln Laboratory.

Using simple chemistry, MIT researchers exploited the reaction of aluminum mixed with water to generate hydrogen gas. Any form of water works in the chemical reaction: salty ocean water, river water, even urine. This enables H-TaRP to potentially be used in many different environments.

Additionally, since steam is leftover after the hydrogen fuel creation process, it’s available to be distilled and used for drinking and hydration.

This model of energy logistics has many benefits over traditional liquid fuels. Utilizing this special aluminum as a precursor to hydrogen fuel allows for the storage and transportation of an inert solid instead of liquid fuel or pressurized gas, which greatly improves safety. Hydrogen gas is also compatible with fuel cell usage, which does not generate the noise and heat signature associated with internal combustion engines.

“Looking ahead to the 21st-century battlefield, Marines will be separated from their logistics many times,” said Maj. Steve Simmons, who commanded Marines during the Camp Lejeune demo. “We anticipate our logistic lines will be too long to be effective to provide immediate support to Marines. Looking at the battlefields for the next 100 years, we see the need for readily available resources to be converted into natural energy.”

During the demo, junior infantry Marines received a brief tutorial on assembling the H-TaRP system and fire teams of up to four warfighters practiced putting it together a couple of times. After one iteration, they assembled the system in just 13 minutes — showing the H-TaRP device could be deployed quickly with minimal training. The Marines also provided feedback and guidance and showed the MIT engineers a two-man assembly process for their system.

Future plans for H-TaRP involve extended operation and high pressure H2 generation, as well as making the device 50% smaller, aligning it with the Marine Corps commandant’s vision of fielding Marine units with greater mobility and agility.

Charles Jackson French: The Human Tugboat From Chief Mass Communication Specialist Xander Gamble

Charles Jackson French was a Navy Mess Specialist 1st Class Petty Officer the night the USS Gregory (APD 3) was sunk by Japanese destroyers during the Battle of

Guadalcanal. French saved the lives of more than a dozen Sailors by swimming through the night, dragging a raft full of injured shipmates through shark-infested waters.

“Abandon ship!”

The crew of high-speed transport USS Gregory (APD 3) were returning from transferring a Marine Raider Battalion to Savo Island on the night of Sept. 4, 1942. The night was black as ink and a haze was obscuring any landmarks, so the crews of Gregory and her sister ship USS Little (APD 4) were patrolling the area between Savo Island and Guadalcanal. Three Japanese destroyers – Yūdachi, Hatsuyuki, and Murakumo – came into the Slot undetected to bombard American positions ashore. Just before 1 a.m. on the morning of Sept. 5, the two ships saw flashes of gunfire.

While the crews of Gregory and Little debated whether to engage the Japanese destroyers or depart quietly, a Navy pilot also spotted the flashes of fire. Thinking the flashes came from Japanese submarines, the pilot dropped a line of five flares in the water. These flares became a backdrop for the silhouettes of Gregory and Little who now became the targets of the Japanese destroyers and a Japanese cruiser that had joined them. At 1 a.m., the Japanese opened fire. Outgunned, Gregory only lasted three minutes from the time the flares were dropped to the time she began to sink. Her boilers had burst and her mess decks were aflame.

Mess Attendant 1st Class Charles Jackson French, known only at the time by his last name, was on Gregory that night. French was a black man born in Foreman, Arkansas, Sept. 25, 1919. After his parents died, he moved to Omaha, Nebraska, to live with his sister. A few months after his 18th birthday, French joined the Navy as a Mess Attendant – one of the only positions open to black men at the time. He served his four years in the Navy working the mess decks of Hawaii-based heavy cruiser USS Houston (CA-30) and returned home to Nebraska in 1941. Four days after the bombing of Pearl Harbor, French reenlisted into the Navy and was assigned to Gregory in March 1942.

Little did he know that three weeks before his 23rd birthday, French would become a Navy hero.

This was during a period of American history when segregation was active, which means black men and white men were not permitted to swim together, even during Navy swim calls in the ocean. However, at 1:23 a.m. on Sept. 5, 1942, French was one of a few uninjured Sailors that found themselves floating on makeshift rafts when the Japanese ships turned their guns from the crippled ships to the crew floating in the water.

French was an unassuming 5’8” and 195 pounds when Navy Ensign Robert Adrian, with injuries in his legs and blast fragments in his eyes, regained consciousness and saw French swimming around and gathering injured shipmates to pile onto a raft. With Adrian amongst the rescued Sailors on board the raft, French started to tie a rope around his waist. Adrian attempted to talk French into getting out of the shark-infested waters, but French responded that he was more afraid of the Japanese than he was of the sharks.

“Just tell me if I’m going the right way,” French said as he began to tow the raft full of injured Sailors, according to a 1942 radio dramatization introducing Adrian to tell French’s story.

Swimming until sunrise, French and the 15 Sailors on the raft he was towing were spotted by a scout aircraft. The pilot dispatched a Marine landing craft to pick them up. French was one of six Sailors who swam through the night and up to eight hours, rescuing all but 11 members of Gregory’s crew.

For his actions, French received a letter of commendation from the commander of the Southern Pacific Fleet, Adm. William F. “Bull” Halsey. The Navy plans to dedicate a rescue swimming training pool in May 2022 at Naval Base San Diego to French in honor of his heroic actions during the Battle of Guadalcanal.

USS Oklahoma Sailor Accounted For From World War II (White, C.)

The Defense POW/MIA Accounting Agency (DPAA) announced today that Navy Chief Water Tender Claude White, 40, of Yorkville, Tennessee, killed during World War II, was accounted for on Jan. 4, 2021.

On Dec. 7, 1941, White was assigned to the battleship USS Oklahoma, which was moored at Ford Island, Pearl Harbor, when the ship was attacked by Japanese aircraft. The USS Oklahoma sustained multiple torpedo hits, which caused it to quickly capsize. The attack on the ship resulted in the deaths of 429 crewmen, including White.

From December 1941 to June 1944, Navy personnel recovered the remains of the deceased crew, which were subsequently interred in the Halawa and Nu’uanu Cemeteries.

In September 1947, tasked with recovering and identifying fallen U.S. personnel in the Pacific Theater, members of the American Graves Registration Service (AGRS) disinterred the remains of U.S. casualties from the two cemeteries and transferred them to the Central Identification Laboratory at Schofield Barracks. The laboratory staff was only able to confirm the identifications of 35 men from the USS Oklahoma at that time. The AGRS subsequently buried the unidentified remains in 46 plots at the National Memorial Cemetery of the Pacific (NMCP), known as the Punchbowl, in Honolulu. In October 1949, a military board classified those who could not be identified as non-recoverable, including White.

Between June and November 2015, DPAA personnel exhumed the USS Oklahoma Unknowns from the Punchbowl for analysis.

To identify White’s remains, scientists from DPAA used anthropological analysis. Additionally, scientists from the Armed Forces Medical Examiner System used mitochondrial DNA (mtDNA) and Y chromosome DNA (Y-STR) analysis.

White’s name is recorded on the Walls of the Missing at the Punchbowl, along with the others who are missing from WWII. A rosette will be placed next to his name to indicate he has been accounted for.

White will be buried on April 19, 2022,

in Dyer, Tennessee.

For family and funeral information, contact the Navy Service Casualty office at (800) 443-9298.

DPAA is grateful to the Department of Veterans Affairs and the Department of the Navy for their partnership in this mission.

Future USS Oregon Delivered to U.S. Navy

From Team Submarines Public Affairs
GROTON, CT – The Submarine Force’s newest attack submarine, the future USS Oregon (SSN 793), delivered to the U.S. Navy on Feb. 26. PCU Oregon is the twentieth Virginia Class submarine that are co-produced at General Dynamics Electric Boat and Huntington Ingalls Industries – Newport News Shipbuilding (HII-NNS) through a long-standing teaming agreement. Oregon is the eleventh Virginia Class delivered by GDEB and the second Block IV configured submarine.

“Oregon is in excellent condition and the captain and crew have expertly taken the ship through her paces,” said CAPT Todd Weeks, the Virginia Class Program Manager who rode the boat during its sea trials. Delivery of a Virginia Class Submarine is the culmination of almost 10 million work hours by the shipbuilders under the exacting standards imposed by Naval Sea Systems Command and Naval Reactors under the direct oversight of the Supervisors of Shipbuilding at both company locations. “Each organization works tirelessly with the others focused on getting ships to sea as the first step in ultimately arriving at its Squadron and homeport where it becomes a vital asset to the Nation.”

Virginia Class Submarines are built to operate in the world’s littoral and deep waters while conducting anti-submarine warfare; anti-surface ship warfare; strike warfare; special operations forces support; intelligence, surveillance and reconnaissance; irregular warfare; and mine warfare missions. Their inherent stealth, endurance, mobility and firepower directly enable them to support five of the six maritime strategy core capabilities - sea control, power projection, forward presence, maritime security, and deterrence.

The submarine’s sponsor is Mrs. Dana Richardson, wife of former Chief of Naval Operations, ADM John Richardson.

Oregon is the third U.S. Navy ship to honor the state. The first USS Oregon was a brigantine ship purchased in 1841 and used for exploration until 1845. The second Oregon (BB 3) was commissioned on July 15, 1896. While decommissioned in 1906, she was later recommissioned in 1911 and remained in the reserve, until stricken from the Navy list in 1942.

U.S. Navy Recovers F-35C from South China Sea

From Mass Communication Specialist 1st Class Amanda S. Kitchner, Commander, U.S. 7th Fleet Public Affairs

YOKOSUKA, Japan -- U.S. 7th Fleet’s Task Force (CTF) 75 and Naval Sea Systems Command (NAVSEA) successfully retrieved the F-35C Lightning II aircraft which crashed earlier this year in the South China Sea, March 2.

The F-35C Lightning II, assigned to Carrier Air Wing (CVW) 2, crashed while USS Carl Vinson (CVN 70) was conducting routine flight operations in the South China Sea on Jan. 24.

The wreckage was recovered from a depth of approximately 12,400-feet by a team from CTF 75 and the NAVSEA’s Su-

Continued on Page 24

Maine Department of Marine Resources News

Continued from Page 10

ington County,” added Colonel Jay Carroll. “These new Officers have the strong work ethic and drive necessary to support the vital commercial fishing industry downeast.”

Governor Mills Asks Jetport to Remove PETA Banner Attacking Maine Fishing Industry

On Friday, February 25, 2022 Governor Janet Mills sent a letter to the Director of the Portland International Jetport asking that a PETA banner placed there falsely portraying Maine’s seafood industry be removed.

In the letter, the Governor championed the industry’s longstanding commitment to responsible harvesting practices and the importance of Maine seafood in attracting visitors to our state.

Governor Mills also asked that the banner be replaced by promotional materials that showcase and support Maine’s people, economy, and industries.

The letter:

Paul Bradbury
Portland Jetport
1001 Westbrook Street
Portland, ME 04102

Dear Mr. Bradbury:

I am writing to express my concern about the banner recently placed by PETA at the Portland International Jetport.

Generations of Maine people have formed their lives and livelihoods from our coastal waters, working hard to protect and sustain our valuable marine resources, support our vital coastal communities, and provide world-class fresh seafood to restaurants across Maine for the enjoyment of Maine people and our visitors.

This banner not only falsely portrays an industry with a longstanding commitment to responsible harvesting practices, including the protection of endangered Right Whales, but it also insults hardworking Maine people and undermines a vital and iconic sector of our state’s economy. Frankly, it flies in the face of everything we want visitors to know and love about Maine.

The Maine Office of Tourism reports that our unrivaled seafood is a major reason that visitors come to Maine, many of whom first hit the ground here at the Portland International Jetport. In fact, according to the Office of Tourism, Maine welcomed an estimated 15.6 million visitors in 2021, millions of whom support our economy by purchasing the very seafood PETA’s banner urges them to avoid.

The first and last impression of Maine for the visitors who travel through the Jetport should extol the virtues and strengths of our state and promote our global reputation as a premier seafood destination—not the opposite.

I do not doubt that the Jetport is committed to showcasing and supporting our state’s people, our economy, and our industries, and I appreciate your ongoing work to that end. My understanding is that Clear Channel Airports has exclusive jurisdiction over the marketing rights within the airport terminal and that marketing materials are reviewed by Portland City Officials. I ask that the necessary officials review the appropriateness of these banners, which I strongly believe should be removed and replaced with materials that promote Maine as the great place it is.

Thank you for your consideration.

Sincerely,
Janet T. Mills
Governor

Thirteen Mainers Win the Right to Apply for an Elver License

The Maine Department of Marine Resources has awarded the right to apply for an elver license to thirteen Mainers.

More than 2,600 people applied for a 2022 harvester license.

The lottery winners are: Phillip Carroll – Hancock; Mary Havener – Ellsworth; Chase Kennedy – Milbridge; Christina Dame – Addison; Dana Maker – Lubec; Belinda McDonald – Jonesport; Curtis Gott – Trenton; Peter Ricker – Perry; Robert Hodgkins – West Rockport; Joy Macgregor – Gouldsboro; Mark Patryn – Machias; Lydia Alley – Jonesport; and Mark Piper – Hancock.

Maine’s elver fishery rebounded last year on the strength of a per pound value of more than \$1,800. The overall landed value of more than \$16 million was an increase of more than \$10 million over the previous year.

The overall quota for the 2022 season, established by the Atlantic States Marine Fisheries Commission, remains at 9,688 pounds.

The lottery, authorized by the legislature in 2017, is available to Maine residents who are at least 15 years of age by the start of the 2022 season, and who are eligible to purchase an elver license in 2022 because they have not had their right to obtain an elver license suspended.

The legislature also set a cap of 425 state-issued licenses. The thirteen available licenses are the result of licenses that were not renewed in 2020 and 2021.

As in previous lotteries, each new license holder will receive a minimum of four pounds of quota, which is made available from individual quota associated with licenses that were not renewed.

They will each be authorized to choose either a dip net or a fyke net for harvesting.

Each individual was allowed to submit

up to five applications at a cost of \$35 per application. The department received 8,143 applications from 2,637 individual applicants.

Twenty-five dollars of each application will be deposited into the Eel and Elver Management Fund, which is used to support research, management, administration and enforcement of Maine’s eel and elver fisheries.

The remaining ten dollars of each application will be used to support administration of the lottery. The total revenue generated by the lottery was \$284,970.

The Department has notified the winners, who have thirty days to apply for a license. This year’s elver season begins at noon on March 22 and goes until noon on June 7.

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International Maritime Library

New Version 4 Now Online @ internationalmaritimelibrary.org

Presently we have a listing of over 125,000 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.

Also Shipwreck Index and Chronological listing!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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

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MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 13

lighting that these rates can help scientists detect what and when species are present.

Recirculating aquaculture systems are controlled indoor systems consisting of filtration, water reserves, and fish tanks. The system for this study has six tanks and is located at the James J. Howard Laboratory. With the eDNA collected in water samples, our partners at SUNY Buffalo used quantitative polymerase chain reaction assays, a technology that measures DNA. They calculated eDNA shedding and decay rates for the three commercially important fish species named above. This study contributes to the growing eDNA library we use to identify species. Noji and Wicczorek continue to help develop NOAA's Fisheries Strategic Initiative to use eDNA libraries.

Working with the Marine Academy of Science and Technology and annual NOAA trawl surveys, we conduct fish surveys and water sampling in Sandy Hook Bay. These surveys include: Ecosystem Monitoring Program; Fall Bottom Trawl; and Atlantic Marine Assessment Program for Protected Species.

In areas that are hard to survey with traditional fishing gear, eDNA may become a useful tool for informing and improving stock assessment.

"It's really exciting to bring to reality a 'space-agey' type tool with tremendous potential. eDNA technology can augment traditional surveys and provide data that

previously weren't captured," says Wicczorek.

Quick and cost effective, eDNA is an efficient tool that provides a snapshot of ecosystems beneath the waves.

"eDNA patterns tell a lot about change in communities over time. This can be applied to understanding human impact on climate change," says Noji.

Environmental DNA is also important for monitoring endangered, rare, and invasive species that are hard to locate. "For a resilient ecosystem, we need to ensure biodiversity. Over the past 20 years, scientists have been collecting and freezing DNA samples. Using eDNA technology, we can look at old samples and be able to see fast changes in the ecosystem," says Kirtane.

A non-invasive and efficient tool, eDNA can accurately assess biodiversity and inform management decisions to protect our marine resources. Future eDNA studies will help scientists develop these techniques and make more accurate and effective recommendations for fisheries management and preservation.

"Collaboration was absolutely essential for this study. The partnerships go a lot further than this publication," says Wicczorek. "Workshopping and brainstorming with partners brought different thoughts and experiences together. That's what led to such a great collaborative relationship."

"This new line of eDNA research created an avenue for new staff to join the

lab. It was a nice opportunity for students and researchers to participate in new research," says Noji. First author Anish Kirtane used this study for his masters thesis from SUNY Buffalo. He is now collaborating on a global eDNA database as a doctoral student at ETH Zurich, a pres-

tigious research university. High school students from MAST helped conduct eDNA research and became co-authors on a scientific paper. This study is a prime example of how research can support both science and outreach initiatives.

U. S. NAVY NEWS



Continued from Page 20

pervisor of Salvage and Diving (SUPSALV) embarked on the diving support construction vessel (DSCV) Picasso.

"The task force's expertise in rapid, scalable command, control, and communications, agile logistics, organic security, and explosive ordnance disposal was the most flexible choice for the fleet commander to respond in a timely manner," said CTF 75 Commodore, Capt. Gareth Healy.

"Ultimately, this deliberate approach resulted in the correct capabilities conducting recovery operations within 37 days of the incident. Given the unique challenges of this problem and the unique technical capabilities that NAVSEA delivered, this was an aggressive and achievable timeline."

The aircraft was recovered using a CURV-21, a remotely operated vehicle (ROV), which attached specialized rigging and lift lines to the aircraft. The ship's crane lifting hook was then lowered to the seafloor and connected to the rigging, and then lifted the aircraft to the surface and hoisted it onboard Picasso.

The aircraft will be delivered to a nearby military installation to aid in the ongoing investigation and evaluated for potential transport to the United States.

The recovery effort shows the U.S. Navy commitment to its assets, and a free and open Indo-Pacific.

CTF 75 is 7th Fleet's primary expeditionary task force and is responsible for the planning and execution of maritime security operations, explosive ordnance disposal, diving, engineering and construction, and underwater construction. It additionally provides direct support to diving and salvage operations and expeditionary intelligence throughout the Indo-Asia-Pacific region.

Under Commander, U. S. Pacific Fleet, 7th Fleet is the U.S. Navy's largest forward-deployed numbered fleet, and routinely interacts and operates with 35 maritime nations in preserving a free and open Indo-Pacific region.

Future USS Frank E. Petersen Jr. (DDG 121) Set For Charleston, South Carolina Commissioning From Petty Officer 1st Class Kelby Sanders

SAN DIEGO – Arleigh Burke-class guided-missile destroyer, the future USS Frank E. Petersen Jr. (DDG 121), will be commissioned, Saturday, May 14, 2022, in Charleston, South Carolina.

Cmdr. Daniel Hancock, a 2002 graduate of the United States Naval Academy, is the commanding officer of the ship and leads the core crew of 32 officers and 297 enlisted personnel. The ship was built by Ingalls Shipbuilding is a shipyard located in Pascagoula, Mississippi. The ship is nearly 510 feet long, has a beam of 59 feet, and a navigational draft of 33 feet. Four General Electric LM 2500-30 gas turbines and two shafts power the ship, making it capable of speed in excess of 30 knots.

The ship is named in honor of the late U.S. Marine Corps Lt. Gen. Frank E. Petersen Jr., who was the first Black aviator and general officer in the Marine Corps.

The ship's motto, "Into the Tiger's Jaw," is a phrase used by Lieutenant General Petersen many times in his life and conveys the unbridled spirit confronting and overcoming social injustices and prejudices as well as courage and bravery in combat. It also served as the title of Petersen's autobiography.

Arleigh Burke (DDG 51) class guided missile destroyers provide a wide range of warfighting capabilities in multi-threat air, surface, and subsurface environments. These ships respond to Low Intensity Conflict/Coastal and Littoral Offshore Warfare (LIC/CALOW) scenarios as well as open-ocean conflict independently or as units of Carrier Strike Groups (CSG), Surface Action Groups (SAG), and Expeditionary Strike Groups (ESG).

Following commissioning, Frank E. Petersen Jr. will be homeported at Hawaii's Joint Base Pearl Harbor-Hickam.

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NEW SERIES OF CHILDREN'S MARITIME ADVENTURE BOOKS

It's always important for all of us to create the opportunity for more joy by finding a friendly companion in a good story books that stimulate your imagination and entertain you with humor and excitement. This is especially true for children, for their growth, courage, and wisdom is critical to the future of the world. When thinking globally there is much to gain from learning about the world around us. When a heart-warming adventure story brings the world closer, it is possible to find insights that will be useful throughout our lives. When the story is told by a sea cat named Chowder, who cruised around the world on a sailboat, the level of entertainment can increase dramatically.

Most cats don't dream about sailing around the world. Neither did Chowder. But in the 1990's, she somewhat reluctantly joined her caregivers, Captain Lee and mate Sheila, on a voyage that lasted six years, covering over 45,000 miles while visiting foreign lands and remote paradise islands.

As an educational series of unique adventure stories full of excitement, unexpected dangers, amazing encounters, and joyful moments all based on true events, *The Amazing Adventures of the Sea Cat Chowder* offers plenty of entertainment, as the sea cat Chowder provides her own viewpoint of all her experiences during a global voyage. Although this series of illustrated chapter books is intended for middle-grade and young adults, they are certainly suitable for sailors and any adult with the heart of a child.

The author, LeCain W. Smith, known to his friends as Captain Lee, was born near the ocean on the southern coast of Maine and was called to the sea early in life. Over the years different sailboats took him on many nautical adventures, and on most every voyage, he had a cat as a companion. Over time, his skills came to include teaching sailing and navigation, boatbuilding, boat deliveries, yacht surveying, acting as a harbor master, and as a licensed captain chartering boats at various locations in the USA. In addition, he wrote several nonfiction books with nautical, historical, and health-related themes. Over the years his publications include *Steel Away*, *The Maritime History of Brooksville*, and *Our Inner Ocean*.

While living in Port Townsend, Washington, during the 1980's he spent five years building a forty-three-foot ketch and then completed a six-year voyage around the world. In company with his mate Sheila and trusted sea cat Chowder, this extensive exploration took them through many remote islands of paradise and exotic parts of the world.

When it was over, Chowder felt that all their adventures were definitely worth shar-

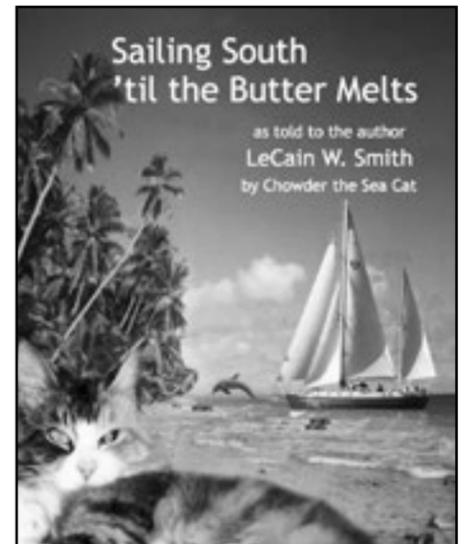
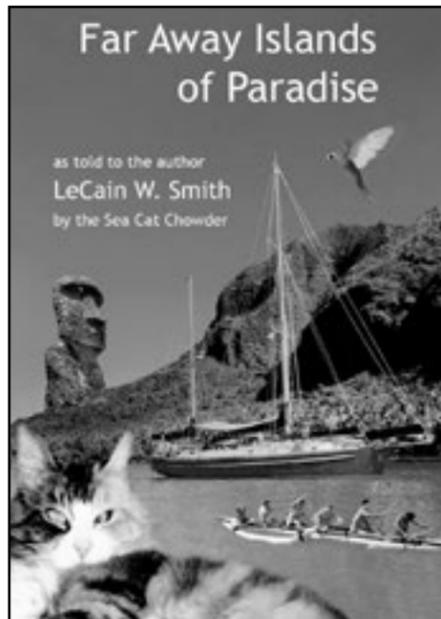
ing. Since LeCain had produced *Far Away*, a documentary video about the South Pacific part of their voyage, Chowder decided to tell her own version of the complete story with a trilogy of books, that include *Sailing South 'til the Butter Melts*, *Far Away Islands of Paradise*, and *Westward Beyond the Horizon* (being released in May 2022). Each book covers about two years of the voyage.

In the first book, Chowder reveals how she left her home on land and got her sea legs onboard a sailboat that Lee had built. While they sail down the west coast of the Americas to the enchanted islands of the Galapagos, she shares how she handles each experience and adapts to a variety of situations. Her apprehension turns into a sense of curiosity and wonder as she is transformed into a global sea cat by the challenges of rolling seas, lightning, storms, sharks, and wild jungle animals. Yet, she also purrs about the pleasure of eating fresh fish, playing with birds, listening to singing parrots, and watching dancing dolphins. She loves to give the readers the inside scoop on life aboard a cruising yacht.

In the second book, Chowder finds herself venturing out on long ocean crossings through the South Pacific. With these crossings sometimes lasting over two weeks between landfalls at remote tropical islands, like the enchanted Easter Island, Chowder learns what it's really like to be an able-bodied ocean sailing sea cat.

In this section of her global voyage Chowder shares how she and the crew handled amazing experiences on land and at sea, while cruising with the trade winds through the South Pacific to New Zealand, through the volcanic islands of Melanesia, across the equator to Micronesia in the North Pacific Ocean, and back south through the Solomon and Coral Sea to Australia. Besides having a great time eating fresh fish, playing with birds, being surrounded by dolphins, finding wonderful scenery and wildlife, and watching local inhabitants practicing ancient ceremonies, Chowder had to endure challenging situations involving invasive insects, volcanic eruptions, cyclones, and swimming in sea water. Plenty of amazing adventures to purr about!

At the start of the last book in the series, Chowder finds herself in Australia, a continent full of crocodiles, kangaroos, and aborigines. Chowder presumes she is capable of handling everything. However, when sailing around the world for six years on a sailboat there are always more surprises in store for an exploring sea cat, especially when the unexpected is bound to happen. Over the remaining years of this grand voyage, Chowder, along with Captain Lee and mate Sheila, plot a course through the



islands of Indonesia to the exotic countries of Malaysia and Thailand. Eventually they sail across the Indian Ocean to South Africa and beyond into the South Atlantic to Brazil and the Caribbean Sea, before making the last crossings via Bermuda to their final resting spot in Maine.

During this time, Chowder reveals her experiences with alligators, spinner dolphins, powerful lightning strikes, local pirates, komodo dragons, water spouts, large rolling seas, boa constrictors, spouting whales, and dancing elephants. In addition, she shares more stories about unusual glowing seas, bad storms, coral reefs, manta rays, strange jungle creatures, Zulu dancers, jungle safaris, exotic religious temples, and unusual native ceremonies. Her life would never be the same!

LeCain and Sheila have been living in Brooksville, Maine now for about twenty-three years. If you want to contact the author, send an email to: info@windroseaway.com. If you are interested in any of



Author Capt. LeCain W. Smith

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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

27 July

Page 3.

INDUSTRIES OF THE NORTHEAST.
THOMASTON AND ITS INDUSTRIES.

An Old Shipbuilding Town, Whose Chief Industry's Decline Has Caused it to Look Around for New. Its Diversified Manufacturing Interests, Its Incipient Industrial Revival and its Summer Resort Opportunities.

Thomaston is on the line of the Knox & Lincoln Railroad three miles west of Rockland. It has a beautiful location at the head of Georges' Bay, whose shore line runs east and west a mile or more, and on the north shore of this bay the large and handsome village has been built up. In former times Thomaston was noted for its extensive shipbuilding, ten ships having been launched from her yards in one year. Her glory in that respect has not entirely departed, but in vessel building now, in comparison with former times, she is like Samson shorn of his locks. Washburn Brothers are now building a four-masted schooner of 1000 tons which they will launch about September 1st. Dunn & Elliott have laid the keel for a three-masted schooner of 600 tons which will be launched late in the fall. They own an interest in a large number of vessels and do an extensive business in sail making, using up over 50,000 yards of duck yearly. C. H. Washburn, of the firm of Washburn Brothers, has a large sail loft and seldom uses up less than 50,000 yards of duck yearly. Washburn Brothers have a marine railway at Port Clyde, St. George, and have there repaired about 40 vessels since January 1, 1888. They also run a large general store at Port Clyde and have large wharfage. They will either buy or build a steam launch to run from Thomaston to Port Clyde. Their business there is run under the name of the Washburn Marine Railway Company.

The quarrying of lime-rock, burning of the rock and shipping of the lime is a solid industry here. J. O. Cushing & Company run four lime kilns and shipped last year 65,000 casks of lime, 25,000 of which went over the Knox and Lincoln Railroad. They own the first quarry ever worked in this section. It was opened by General Knox one hundred years ago. They now employ 75 men and 40 horses. They are working an excellent quarry which they opened three years ago.

J. A. Creighton & Company run three lime kilns and make about 75,000 casks of lime yearly. They own and run the Knox steam mill and grind about 12,000 bushels of corn yearly. This mill stands on the ground formerly occupied by the General Knox mansion. The two-story brick house near by, which was built by the General for the accommodation of his men, has been converted into a station for the Knox & Lincoln Railroad.

Burgess, O'Brien & Company manufacture about 60,000 casks of lime yearly and E. K. O'Brien of this firm runs another kiln outside the business of the firm, the product of which is in proportion to the others. the business done by the three above mentioned firms requires about 12,750 cords of wood yearly for burning the lime, and this is brought here by wood coasters from various points along the coast of Maine, and from St. John. Each of these firms have stores where they keep large stocks of general merchandise and have a large trade.

The Thomaston Granite Works were established by Burton & Williams in 1882. Knowlton Brothers, Camden, made their polishing machinery and it is run by a water motor. They do all kinds of building and monumental work and have an increasing business. They use the South Thomaston and Hurricane Island granite mainly. O. E. Copeland has works run by steam where he does planing and sawing, makes vessels'

cabins and gets out house material, employing six to eight hands. He has formerly run sawmills in Florida and Kentucky and now runs one in Johnson county, Tennessee. This mill is managed by his sons.

Daniels & Donato began business at their new clothing factory here July 16. Their contracts are with Portland and Boston dealers. All the work except the finishing is done inside and there they will employ 15 hands. Mr. Donato of this firm is a native of Sicily and an engineer by profession. Here he runs a finely fitted up barber's shop and manufactures his Sicilian salve, which is gaining an excellent local reputation. T. W. Stackpole has a large furniture establishment where he does furniture finishing, upholstering, curtain work, etc., and has a large trade. P. Montgomery & Company make heavy carriages, sleds and pungs, and Bunker Brothers, near by, employ four hands in carriage work, horse shoeing, etc. Isaac H. Burket does a large business in carriage, house, sign and ornamental painting, and is a member of the new firm of Adams & Burket, who have recently opened a large repository for the sale of all kinds of carriages.

Bartlett Thomas opened an establishment at the west end last May for the manufacture of mattresses, upholstering, curtains, etc., and enjoys a growing business. He keeps on hand a good stock of all the materials required in his business. Hatch & Walsh have an ice house near the Chickawaukee stream at the east end where they store 700 tons of ice yearly which they retail to their Thomaston customers. Lewis Ulmer is now making extensive repairs upon the grist and threshing mill on the stream. He threshes out over 4000 bushels of grain yearly at this mill and grinds a large amount of corn. William Andres keeps a large stock of paints, oils, glass, etc., on Knox street, and employs from five to ten hands in painting and paper hanging.

John Ackerman employs from 2 to 6 hands in custom tailoring and G. O. Andrews employs as many men in the same line of business. Mr. Andrews spent sixteen years of his life in Illinois but has come back to stay, fully realizing by experience that the best conditions for enjoying vigorous health are to be found in Maine. W. H. Hatch, in connection with his extensive stove and hardware store, does piping and plumbing and manufactures tin ware, sheet iron, stoves, ship work etc. W. R. Keating at his laundry employs from three to four hands. R. H. Counce has followed the business of ship carving and making all kinds of figures in wood for the last thirty-six years. Of late years he has become extensively engaged in gardening and fruit raising and has sold this season 40,000 cabbage plants. His brother, B. Webb Counce, is the able commissioner of sea and shore fisheries and has held the office three years. There are thirty fish wardens in his department.

Thomaston has two national banks with a capital of \$100,000, and a savings bank with deposits amounting to \$180,000. the population is about 3000 and the tax valuation this year is \$1,629,113. J. T. Beverage is now making the frames for two memorial windows for the Baptist church. They are 17 x 7 feet, and will cost \$1500. They are the gift of Captain Samuel Watts who has long been identified with the shipbuilding interest of Thomaston. He is now a resident of Boston but still retains his elegant home in Thomaston, and occupies it during the summer. The Maine State Prison was located here in 1824. The present number of convicts in the prison is 152, five of whom are women. G. S. Bean has been Warden for the past seven years. Carriages, harnesses, brooms and furniture are now made at the prison. One of the employees, D. J. Starrett, has devoted his

evenings for sixteen years past to teaching the most ignorant of the convicts. For this service he receives \$300 per year from the State. Many who could neither read nor write when they came here can now read and write well.

In order to make up the loss occasioned by the decadence of shipbuilding in town a board of trade has recently been formed, who are making efforts to establish new industries in the place. Of this board James H. H. Hewett is president, B. W. Counce second vice-president, C. S. Smith, secretary and W. E. Vinal treasurer. The greater variety of industries established here the better. If yankees cannot build ships they can learn to do many other things equally profitable if they try. Go ahead gentlemen, and find out what can be done equally well in Thomaston that is now done somewhere else in this great country of ours.

There are about fifty acres of highland bordering the shore of the bay opposite Thomaston Village, which is very desirable land for improvement and the erection of summer cottages. This is a matter to be thought of in connection with the business prosperity of the town. W. R. Bickford has been proprietor of the Knox House for the past eleven years and has built up an excellent reputation with the travelling public. His stables are among the largest in the county and his teams are among the best. E. C. Andrews has been proprietor of the Clinton House at the west end the past three years and is gaining a good record as a hotel man. J. S. Hodgdon purchased The Thomaston Herald two years ago. He has enlarged and improved the paper in so many respects and enjoys an increasing patronage.

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MISCELLANEOUS SECRETS OF THE SEA.

On the 20th of last January the good clipper ship FARRAGUT, Captain Hardwicke, sailed from Calcutta homeward bound. From that time nothing has been heard of her, for the report that ___ had been seen some twelve hundred miles from Calcutta does not appear to have any solid foundation. She passed away into the ocean like so many staunch vessels before her, and the probability is that her fate will never be known. Already she has been struck off the maritime list, which means that she is definitely given up as lost. The records of marine disaster contain many more cases of this kind than landsmen would be apt to suppose. A ship leaves port apparently in good condition, her cargo well stowed, her spars sound, and generally well found. After that nothing is ever heard of her, and conjecture is vain. A sudden squall may have taken her aback and sent her to the ___ foremost, or ___ have foundered in a gale after all her boats had been destroyed, or her boats may have got away and perished one by one on the wide ocean plains. Sometimes, but rarely, there has been a mutiny and massacre, and the survivors may have made their way to some tropical island, there to live as "beach-combers" or turn savage with the savages.

When fire occurs at sea on a merchant vessel, unless the weather is very bad at the time, the crew generally succeed in getting away. A mutiny may be followed by the burning of the ship as a means of destroying criminal evidence. In the China seas there are still some pirates, and a vessel becalmed in the neighborhood of some of the islands scattered in groups there might incur the danger of attack by the wicked-looking junks that are usually concealed in the passages between the islets. In such cases if there were no fire-arms on board it might go hard with the ship's company, but a good supply of shot-guns or rifles in the hands of white

men is usually a guarantee against Chinese pirates. Still many vessels have met their fate in that unlucky region, and nothing has remained to tell the story. Typhoons, too are doubtless responsible for not a few mysterious disappearances of vessels, and once in a while probably a waterspout bursts over a ship and sinks her suddenly with all hands. In the Indian Ocean furious squalls often come up at night with a swiftness very menacing to any heavy-sparred clipper shipping along with studding sails set low and aloft, and here again is a possible cause of destruction, and one which might overtake the most cautious skipper if his officers were less sedulous in consulting the glass.

Occasionally the mysteries are presented in the most bewildering way. Such a case was that of a ship which, several years ago, was found drifting with all sails et and not a soul on board. All her boats were on the davits, the materials for a meal were in the galley coppers, the chronometers, compasses, charts, and instruments were in the cabin, but no ship's papers. The name on the stern was painted out; nothing had been left by which to identify her. Yet all these precautions had been taken deliberately, while the final evacuation seemed to have been effected with a suddenness suggesting mortal panic. The men's things were all in the top-gallant forecastle; the captain's and officers' effects were all in their respective cabins under the poop. The whole appearance of the vessel indicated that her people had left her on the spur of the moment, driven by some overmastering impulse or fear. She had encountered no bad weather since the desertion, Her yards were braced up as for a trade wind, and there was no disorder on her decks or down below. No line of writing was found to give a clue to this dark secret of the sea, and to this day it has remained an insoluble puzzle to every seaman acquainted with the facts. Sad and mysterious as are disappearances such as that of the FARRAGUT, it must be admitted that there is something even more perplexing in the discovery of derelicts abandoned so incomprehensibly as was the vessel here referred to. It should be added that she was not leaking, nor were her spars sprung or strained, and no reason could be perceived in anything about her for the disappearance of her crew and officers. [New York Tribune.]

Page 8.

SEA AND PORT.

Schooner FRANCONIA, 227 tons, built at Saco in 1865, has been sold to Nova Scotia parties for \$4000.

Schooner VICTOR PUIG, built at Boothbay in 1875, has been sold to Deer Isle parties for the stone carrying trade.

Ship L. B. GILCHRIST of 1100 tons, built at Thomaston in 1866, has been sold at New York to be converted into a coal barge.

Fifty American fishermen have purchased licenses to enter Canadian ports under the modus vivendi. The licenses remain in effect one year.

Foreign exports last week from the port of Bangor were valued at \$16,365, and consisted of 779,255 feet white birch spoolwood to Greenock, Scotland, by bark Colorado.

It is thought that the oldest vessel in the world is the whaling bark TRUE LOVE, of London, England. She was built at Philadelphia in 1764, of white oak and iron fastened, and is 296 tons.

An 800-ton schooner is to be built at Bowdoinham this summer, and work will be at once begun to get out part of the frame there in town. She will be owned by James B. Drake of Bath and others.

Bark GEORGIETTA, built at Milbridge in 1874, which went ashore at Block Island June 22, 1887 while from Philadelphia for

MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

Portland, has been thoroughly repaired at Noank, Connecticut, and sold to New York parties.

The New England Shipbuilding Co., Bath, have secured the contract to build a 1600-ton four-masted schooner for Captain Phillips of Taunton MA. It is also understood that the same company will build a large side-wheel steamer for the Portland and Boston route, work on the latter vessel to begin next month.

Ship HENRY B. HYDE, Captain John Pendleton, which arrived at New York from San Francisco on Tuesday, made the trip in the remarkable time of eighty-eight days. This is the second best eastward passage on record from the Golden Gate, and it was back in the fifties when the best time was made. The ship is owned in Searsport and Bath.

T. J. Stewart & Co., this city, do a large business in shipping spool-stock to Scotland. They have already sent forward several cargoes this season and their shipments during 1888 will probably aggregate 7,000,000 ft. Of this amount about 5,000,000 will be shipped from the port of Bangor and 2,000,000 from Portland. the chief ports of destination in Scotland for these spool-stock shipments are Bowling and Greenock.

F. H. Holyoke & Co., Bangor, have received another consignment of big pine logs for vessel masts. This second lot comprises ten logs ranging from 80 to 90 ft. in length and they will make masts with a diameter of from 22 to 25 inches at the deck. These big logs were cut in the forests of Michigan and came east via the Erie canal. They were towed down the Hudson River to New York and from thence were brought to the Penobscot on the deck of the three-masted schooner CARRIE E. WOODBURY.

The Ellsworth Marine Railway Company has been organized with a capital of \$3,000, divided into shares of \$25 each. Its officers are as follows: President, I. M. Grant; Secretary & Treasurer, James A. McGown; Directors, I. M. Grant, J. M. Higgins, Abram Lord and James Lord. They have purchased the machinery of the Dyer Marine Railway at Belfast and Mr. Dyer is to be a stockholder in the new company. The machinery is to be shipped this week and the new railway is expected to be in operation by September. The Ellsworth Marine Railway is to be located at I. M. Grant's shipyard and will have a capacity for vessels of 250 tons.

Portland's foreign exports for last week were valued at \$10,254, and consisted of 419,409 feet lumber, 38,070 pickets, 2990 gallons coal oil, 4038 pounds cordage and 1904 pounds cotton waste, by schooner SEVERN to Paysandu, South America. The imports were: From Trapani 1300 tons salt to John A. Emery & Brother; from St. Mary's River, Nova Scotia, 1052 cases canned lobster to Burnham & Morrill; from St. John, New Brunswick, 75,000 feet boards to Mark P. Emery; from Dorchester, New Brunswick, 4600 railway ties to the Boston & Maine Railroad and 3100 railway ties to George P. Wescott; and from Fajardo, P. R., 344 hogsheads 34 tierces molasses to George S. Hunt & Company.

Ship A. G. ROPES met with a most singular disaster while from New York for San Francisco. In lat. 39 deg., long. 66 deg., while sailing along with a six-knot breeze from the east northeast, heading southeast by the wind, her top spars suddenly began falling. There was no perceptible change in the wind or atmosphere either before or after the accident. A whirlwind had passed over the ship just high enough to strike and shear off the spars. They lost the use of nineteen spars in all including the topgallant royal and sky-sail yards, the topgallant masts, the fore topmast, the fore topsail yard, the main lower and topgallant yard and the jib-boom.

They saved the sails and part of the spars and standing rigging. The hull is all right. She put into Provincetown for repairs.

Scarcely a week passes, says The Rockland Opinion, that the schooner W. L. WHITE, abandoned at sea during the terrible blizzard of last March, is not sighted. When abandoned, she seems to struck out for Europe, and made pretty good time. Then some cross winds caught her, and she turned south. She was sighted pretty regularly for awhile, and each time she seemed to be headed in a different direction, one day for China, another for Australia, and a third for the North Pole. This vessel, rambling erratically over the ocean with her big load of hard pine, has become an object of great interest to all seamen. A sight of her now is supposed to bring good luck. For the last month, she has been sailing in a circle of about 150 miles. Fortunately, she has not collided with any other vessel thus far.

Captain Malloch of the Yarmouth, Nova Scotia, fishing schooner RANDOLPH which sank off Campobello in the storm of two weeks ago, had a narrow escape from being engulfed with her. The schooner dragged her moorings and went adrift at night, while no one was on board, and in the morning the captain found her aground, went on board and hoisted the foresail. A stiff breeze carried her off the rocks, but as a hole had been stove in her bottom and she was half full of water she capsized and sank in ten fathoms. Captain Malloch jumped into the boat, which was made fast to the stern of the schooner, and tried in vain to untie the line which held her. The strain was so great it was impossible. He had nothing with him to cut it, and as the boat was fast disappearing below the surface and himself with it, he grabbed the rope with a splendid set of teeth with which nature had fortunately endowed him, and by dint of vigorous gnawing finally succeeded in cutting in two a nine strand rope and freeing his boat, but not until his head had been drawn under water a number of times in his efforts to unfasten the rope.

Captain A. G. Crockett, the well-known steamboat man at Willimantic, is now engaged in fitting up a fine propeller to make regular trips on Sebec Lake, touching at points of interest on the lake. The length of the craft is 44 feet, breadth of beam 14 feet, and she is capable of carrying 100 passengers without crowding.

The Bodwell Granite Company, Rockland, are the lowest bidders on the contract

for furnishing cut granite for the court walls, western front, reading room and book repositories of the Congressional Library building in Washington, work upon which is to be soon begun. Their bid was \$145,000, and there were eight other bidders, the next lowest bid being that of the Maine Granite & Improvement Company, Waterville.

3 August
Page 1.

ROCKLAND ENTERPRISE.

[Correspondence of The Journal]

I am pleased to find in The Industrial Journal items of industrial news from all parts of the state. You are doing a good work in publishing weekly a summary of the growth and development of our state and in showing up our natural resources and inviting capital and brains to come and take advantage of these grand opportunities. It is pleasing to all lovers of our noble state to see the evidences of substantial growth all along our coast line, which will in the near future be one vast summer resort, bringing wealth, business and prosperity to all our people.

Here in Rockland, every year now we are opening wider our eyes to our natural resources and the many facilities for improvements and new industries. The old foggy notions of the past are disappearing, younger and more progressive men are assuming the duties and responsibilities of our business affairs, new methods of digging, raising and transporting limerock, and its conversion into lime, have recently been adopted; a new shirt factory is just reaching completion, an electric fire alarm put in operation, many new residences are building, the shores of our harbor are being cleared, wharves and cottages springing up and everywhere are signs of improvement, growth and prosperity.

We have the grandest facilities for carrying on the fish business on large scale, and something substantial has already been done in that direction; our line of steamers to the islands and the eastern coast of Maine have developed a large trade in this city, and are a great accommodation to the people who come here to purchase goods; we have now large wholesale stores of various kinds, where the eastern and island residents can obtain all varieties of goods without the extra time and expense of going to Portland or Boston as formerly. On the whole we have every reason to be rejoiced.

The future prospects for Rockland never looked brighter than at the present time; but we need to keep the ball rolling, be up and doing, letting our light shine, being ever on the alert to catch on to any new industry or improvement that may offer itself. Our improved streets, school houses, water system, fire alarm, limerock railway, fish business manufactures, commerce, prospective butter factory, and summer resort growth give us cause to be thankful and hopeful.

Rockland, July 31, 1888.

RAILWAY AND STEAMSHIP NEWS.

The boilers of the new steamer BAR HARBOR have been equipped with covering furnished by the Standard Boiler Covering Company, F. W. Lincoln agent, this city, and so satisfactory has been the result that the Bangor & Bar Harbor Steamship Company have ordered a sufficient quantity for the boilers of the CIMBRIA, when she is taken off the route in the fall.

Page 2.

FROM THE HUB OF THE UNIVERSE.

An Ocean Lineman. Views and Inter-

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MARITIME NEWS FROM THE PAST - Maine Industrial Journal - 1890

views on Board the Minia. Ways and Means of Repairing Submarine Telegraph Cables. How Breaks in Deep Sea 'Tape' are Located. The Old Boston Custom House. Opening of the Yachting Season. Seaside Scenes.

Only a short time ago the MINIA, an ocean liner, was in the port of Boston. It was something more than a year ago that the MINIA was here before, so it was not generally known that only a few days ago this interesting little steamer was in port again. The principal difference between this liner and a liner on shore is that she doesn't have two legs and climb up a pole. Submarine telegraphy differs from land telegraphing in many things. We are all familiar with the method of stringing wires along rows of barren poles beside railways or highways, or over the roofs of houses in the cities, and we have seen linemen all belted and booted and armed with peculiar steel spurs to aid them in climbing poles to repair the wires, but it is not a frequent privilege to board a steamer whose sole occupation is to repair the telegraph lines which form an invisible but never idle means of communication between the United States and the putrescence despotisms of Europe.

As I rowed out to her she appeared as a three-masted vessel standing high out of the water, and her black sides and tall yellow smoke stack, together with the strange machinery and anchors at her bows, and the enormous black buoys hanging at her davits and marshalled on her deck, made her an object of curiosity to persons on board of passing vessels. The MINIA was built in Glasgow in 1866 for service between English and Egyptian ports, and intermediate ports on the Mediterranean. She has been employed as a liner some sixteen years. Her length is 330 feet, beam 35, and depth 25. She is 1986 gross tonnage, and her engines are of 200 HP. She is built of iron, wooden sheathed to protect her from the ice which she frequently has to encounter. Captain Trott, ten officers, including an electrician, assistant electrician and the cable engineer, with about eighty in the crew, compose her complement of men. So perfect is the insulation of ocean cables, that a very much weaker current of electricity will serve for telegraphing than over land wires. Owing to the same cause, a break in the cable can be found with greater readiness. By a galvanometer the position of such a break can generally be found within a distance of two or three miles.

"What is the longest time that you ever had to search for a broken cable?" I asked an officer of the MINIA.

"It takes, of course, longer in stormy weather than when the sea is reasonably smooth," replied the officer. "In good weather, if we don't find the break the first day of searching we think luck is against us.

At the station in Halifax the officers of the MINIA receive notice of a break and its latitude and longitude. The steamer then promptly puts to sea to perform the work of an ocean liner. She is equipped with grapnels, buoys, batteries, galvanometers, signalling instruments, and an array of electrical apparatus that would silence anyone but an expert. Of course a supply of cable is also carried, to be used in repairing the break when found. There are three tanks of storage, holding when full about 600 miles of deep sea tape. Generally, about 200 miles of cable are carried. These tanks in which the cable is stored are of sheet iron, and the cable is always kept submerged in water. A circle of vertical wooden posts forms a cone, about which the cable is closely and carefully coiled like thread around a spool. Overhead is a large circle of iron, through which the cable is drawn, and above that is a hatchway

fitted with a drum to avoid friction in delivering the cable to the paying out machines.

Arrived in the vicinity of a break, a buoy to which a "mushroom anchor" is attached is lowered over the side, and the grapnel at the end of a hempen rope strengthened with wire is dragged back and forth across the supposed end of the "tape" until it is found. The old method of ascertaining when the grappling iron had caught the cable, was by the use of the dynamometer. This instrument registered the increased strain when the cable was caught. By the more modern process, the dynamometer is dispensed with. At the junction of the head of the grappling iron and the several prongs buttons are placed, and when one of the prongs picks up the cable, the weight of the cable presses the button, a needle is pushed through rubber and touches an electric wire, which forms the core of the grappling cable. A circuit is then completed, and the current rings a bell in the test-room. The grappling iron is then slowly pulled in, and the cable taken aboard the steamer. The cable is then cut, the fact that it has been picked up is telegraphed to the land end, and tests are made to learn the point where the defect is located. When this is ascertained, the end of the cable is carefully buoyed, and the steamer slowly picks up the other end and coils the cable away in the tanks as the steamer moves toward the break. When the break or defect is reached the cable is again cut, and the part including the defect is left in the tank, into which it has been coiled. A new cable is then spliced to the end of the sound part of the cable, and the steamer slowly returns to the end of the cable which was buoyed, the new cable running out over wheels and under a dynamometer at the stern.

When the buoyed end of the cable is reached it is spliced to the new section, the cable is dropped overboard, and the MINIA may return to port. Various grappling irons are kept on hand for use in shoal or deep water, as circumstances may require. They weigh from 200 to 500 pounds each. The MINIA is employed to repair breaks and defects on all the trans-Atlantic cables in the "pool," seven in number. The two cables of the Mackay-Bennett Company, and the French cable, are not in the pool, and attend to their own repairs.

Among the mementos of the history of Boston, that are still standing, beside the Old South Church, and the Old State House, some have a history that is worthy of relating. Conspicuous among these is the Old Custom House, on the street of that name. The building bears the legend "Old Custom House," emblazoned upon its front wall, and the eagle crowns with spread wings the pediment in front. The edifice itself is ancient, as might be inferred from the antiquity of its successor. In its day, when Boston was the largest importer of silks, linens, and flannel dry goods in this country, the old Custom House was a noted place, and no doubt its administration entered as largely as a factor in the national politics of its day, as those at present engaged in impost collecting are reputed to do. Nearly three score years ago, when General Jackson was at the helm, there was a notable set of men in office at the custom house. Daniel Henshaw was the collector then. Adams Bailey, the deputy collector, William A. Wellman, principal clerk, John McNeil, surveyor, Joshua Seaver, Levi R. Lincoln, Darius Boardman, John Bancher, Ezra Mudge, Benjamin Whipple, and a host of others represented a class of prominent citizens in those days.

Wednesday, August 1st, the midsummer yachting season opened, and for the next week and a half nautical matters will have full swing. On the evening of August 8th, next Wednesday, the New York Yacht Club fleet will rendezvous at New London, and a

meeting will then be held which will decide the length of the cruise, and the ports to be visited. They are expecting to go to Bar Harbor. The Eastern Yacht Club fleet was never in better trim.

This weather has chilled the bones of those who are so unfortunate as to be at the seaside. Down at the resorts, the sight last Saturday was really a pitiful one, all the arrangements having been made to accommodate a large crowd. I don't pretend to have anything to say about the weather, but I do wish we could have it straight what we do have. Provincetown has been treated to the sight of a full-rigged ship the past week, the first seen there for a number of years. Ship A. G. ROPES put in partly dismasted, and was refitted there. She is one of the largest American ships afloat.

Weather at refrigerating temperature.
Boston is good enough for me.

Allan Eric.

Page 3.

A PLACE OF UNIQUE AND SPLENDID SCENERY.

Camden on Penobscot Bay, Where the Mountains Slope to the Water's Edge, and are Kissed by the Waves of the Sea. A Second Mount Desert in its Infancy. The Improvements Completed and Those in Progress, the Pretty Cottages, Good Hotels, Fine Mansions and Other Marks of a Rising Resort. The Diversified and Flourishing Industries of a Prosperous and Growing Town.

Camden joins the city of Rockland on the north. Its shore line, including that of two excellent harbors, would probably measure twelve miles or more, and the town is geographically large. It has a population of 4500. The great limerock belt of this region runs through the town, and the town, as a rule the soil is very productive. Its two large villages, Camden and Rockport, have good harbors extending in from the great Penobscot Bay, and these are the business and trade centres of the towns. In this article we shall speak more especially of Camden, the upper village. Megunticook Lake, bordering the southwestern base of Mount Megunticook and six miles in length, gives rise to Megunticook Steam, the partial improvement of whose powers from tidewater back a mile or more has greatly aided in building up the beautiful village of Camden.

On the lower power are the extensive anchor works owned and run by W. G. Alden. They have been successfully running for the past twenty-two years, and are supplied with machinery for making anchors weighing from five pounds to five tons. These works employ 40 men and consume 1500 tons of coal yearly. Mr. Alden is now putting in a new Victor water wheel of 100 H. P. The Knox Woolen Mills are located on the next power above. They manufacture felt goods of all kinds, and their products are nearly all wool, no shoddy being used. Most of the webs turned out here are from 100 to 112 inches in width. They likewise manufacture blankets and cassimeres, and employ from 60 to 70 hands. Next above on the stream are the oakum works owned and run by H. I. Aiden. He has a large trade on the New England coast and employs from 15 to 20 hands. He also does wool carding and makes from 6000 to 7000 pounds of wool into rolls yearly. On his dams here and below he could furnish 75 horsepower for any new manufacturing enterprise.

Nearby and further up the stream are the extensive foundry, machine and wood-working shops owned and run by Knowlton Brothers. Their business was established in 1853 and has been constantly growing. They give special attention to the manufacture of

all kinds of machinery required in working granite gives great satisfaction at all of the granite works where used. They manufacture all kinds of mill machinery, ship work in brass and iron, vessel and tackle blocks, etc., employing from 28 to 30 hands. Further up the stream is the new woolen mill built by the Camden Woolen Company. This mill has a capacity to run eight sets of machinery. Three sets have been put in and began running last December, employing from 35 to 40 hands in the manufacture of ladies' dress goods. They are now putting in a Victor water wheel of 119 H. P. and will start up again about August 10. They will put in and run the other 5 sets as soon as business warrants it. The superintendent is W. H. Faunce, formerly at the Pondicherry mills, Bridgton. Still farther up the stream are the noted powder mills owned and run by D. H. Bisbee.

E. H. Bamhall has built five steam launches the past year and is now building two yachts. He will soon build two coal barges to go to Curacoa. Mr. Bramhall designed and built the ponton bridge at Curacoa for which he received \$40,000. Full particulars have previously appeared in The Journal. J. E. Daily, builder and dealer in boats and yachts, sent fifteen boats to Mount Desert last year and ten to other places. He has sold four yachts this year and enjoys a growing business. Kellar & Clark have fine quarters in the new Cleveland block and manufacture coats, pants, overalls, etc., for the Boston market. They run 22 machines by water motor and employ 26 hands inside and 250 outside. They receive the cloth from Boston and all the cutting, making and trimming is done here. F. A. Wiley in custom tailoring employs 16 hands on an average. The employees at his establishment have lately presented their foreman F. F. McCaul with an elegant friendship quilt, each square of which is elaborately embroidered, except the center piece which is painted. The border is green velvet. It is now on exhibition in their show windows. J. N. Fowler & Son employ seven hands in the same line of business. Professor M. H. Gunnell has recently established himself here and has put in his improved oven for baking fancy cakes, pastry etc., and his customers are rapidly growing. The Professor was born on the island of St. Helena and has been in this country 26 years.

Thomas N. Hunt manufactures harnesses and collars, and is the successor to his father, who established the business in 1806. T. J. Butler manufactures carriages and sleighs and does a large amount of repairing. In the same building Miller & Young are engaged in carriage painting and nearby Alden Spear has a handsome new building where he does carriage ironing and general blacksmithing. St. Clair, Dunbar & Company, near Knight's wharf, have a new steam mill and manufacture doors, sash, blinds, window frames and all kinds of house material, employing ten hands. They deal in Northern, Western, and Southern lumber and have a vessel running to Bangor constantly. I. W. Bowers in connection with his stove store does piping and plumbing and manufactures tinware, mill work etc. E. S. Hall and another concern have granite works and furnish building and monumental work. Their stone is received monthly from South Thomaston and the islands. They employ several hands. C. B. Abbott supplies the village with 600 tons of ice yearly and obtains his supply from Powder Horn Pond. The Camden Gristmill Company grind from 20,000 to 25,000 bushels of corn yearly and handle from 30,000 to 40,000 bushels. Carleton, Norwood & Company have two lime kilns at the southern edge of the village and make above 56,000 casks of lime yearly at these kilns.

William Eaton owns a fine farm at the edge of the village and has one acre of land in

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cucumbers this year. Hew ill ship the product to Boston. He raises vegetables and fruit and has 90 thoroughbred Plymouth Rock hens and fine quarters to keep them in. From January 1 to July 20, 1888, ninety-six hens have given him 9660 eggs. Johnson Knight, extensive dealer in coal and wood, is now building an elegant brick block of three stories, which will have a frontage of on Front street of 96 feet and 76 feet on Mechanic street. The Masonic and Odd Fellows Hall will be on the third floor. The new Cleveland block is a very handsome structure and the two finely finished stores on the first floor are occupied by Slaaghi & Hunt and M. Simonton & Co. In harmony with other improvements going on at the village the Hon. T. R. Simonton, editor of the Camden Herald, is now finishing new printing and editorial offices and library room in the next building on the first floor. His new quarters extend from Chestnut street to Bay View street. His library rooms will be finished in white wood and cherry and the whole will be large, airy and convenient. Mr. Simonton is a real estate agent and has been making some good trades in land for himself and for his customers.

The streets of the village are lined with shade trees, some of which were set out one hundred years ago. The one at the corner of the Bay View Hotel is over nine feet in circumference and many of the grand old elm trees here are nearly as large. J. W. C. Gilman of Boston became proprietor of the Bay View June 1, 1888. This hotel can accommodate from 80 to 100 guests and is having a good patronage. The Mountain View House, further south, was built five years ago and is owned and managed by F. O. martin. He has leased rooms outside the hotel and can receive 50 guests. The Ocean House, at the head of the harbor, is owned and managed by Israel Decrow, and has a capacity to receive from 50 to 60 guests. The Magnolia House nearby was first opened to the public last season and can receive 25 guests. This is owned and managed by Joseph Decrow. All of these hotels are well managed and should have a most abundant patronage.

The Camden range of highlands and mountains begins near the division line of Thomaston and Rockland and extends parallel with the coast line through the western part of the city of Rockland up through Camden and Lincolnville to Northport. The Madame Bettox range in Rockland are from 400 to 500 feet above the level of the sea. In Camden these highlands become grand and towering mountains and reach an elevation of about 1400 feet. The giant Megunticook rises up three miles west of the coast line from the eastern shores of Megunticook Lake, and runs out to the east so near to the shore that it sends out one of its great roots and forms Megunticook Point, which with its ledge continuation makes the eastern boundary and breakwater of Camden harbor. At the southern base of Megunticook, Mount Battie rises to the height of about 1000 feet and is oval and handsome in form. The northern part of Camden village lies around the base of this mountain. Lake Megunticook, at the western base of Megunticook Mountain, furnishes the latter which drives the machinery at the village before mentioned. Beside Megunticook and Battie, the bases and roots of which run down to the sea further westward, are Mount Pleasant, Bald, and Hosmer mountains, all of which are 1000 feet high and over. Then, back of the shores in Lincolnville are Bald Rock, Gareys, Dareys, Frohocks, and Duck Trap mountains, having an elevation from 480 to 1100 feet. Bald Rock, which may be considered a continuation of Megunticook, has an elevation of 1100 feet.

All the towns in Knox county and part of Waldo and Lincoln counties have a home

interest in the grandeur of the scenery which these mountains and highlands afford to all parts of their region. The Belfast road, leading from Camden village to Belfast near the shores of Lincolnville and Northport, affords very fine views. The land on this road between the mountains and the sea, and especially that near Camden village, is now eagerly sought for an din recent years many noteworthy improvements have been made and extensive improvements are projected in the near future. Opposite the cove in the harbor formed by Megunticook, otherwise called Sherman's Point and Terrace Point, stands Norumbega, the now nearly completed summer mansion built and owned by Hon. J. B. Stearns, who has gained both fame and fortune through his invention of the duplex system of telegraphy. The work of building Norumbega began April 26, 1886, and during this summer this stately and noble structure will be entirely completed. The overhanging parts of the building are supported by granite columns and its architecture is very attractive. A vast variety of split cobble stones have been used in building the walls of the house. The rooms and finish of the interior show the best of art in wood carving, and harmony, taste and convenience prevail throughout. Mr. Stearns was born at Weld, Franklin county, amid the hills of northwestern Maine, and will now make his permanent home where the mountains touch the sea in Camden. His home lot comprises 25 acres of land with 900 feet of shore front, and on this extensive improvements are making. Further along on the Belfast road he has recently purchased two adjoining farms containing 500 acres of land and having a shore frontage of three-quarters of a mile. This property extends from the shore to Mount Megunticook and is among the most desirable land here for the location of summer homes.

The Sherman Point property joins the home lot of Mr. Stearns on the east end and extends from the end of the point to the mountain, comprising 200 acres. A syndicate is now forming to purchase 40 acres of this land embracing the end of the point, and extensive improvements are provided for. The mountain and sea views from the point must be seen in order to be appreciated. The land extending from the Belfast road and embracing Terrace Point comprises 12 acres and is owned by Perry & Packard, real estate agents. They are building a road to the shore five rods in width, and have recently sold three half-acre lots on which cottages will be built. The farm of which this land is part comprises about one third of Mount Battie. This property is near the eastern edge of the village and among the most picturesque and desirable land here. Point Megunticook, or Sherman's Point, is owned by Dr. O. G. Sherman and relatives and has been in the Sherman family for a long period in the past. The territory beginning at Terrace Point, near the village, and extending several miles up along the coast between the mountains and the sea, will no doubt sometime become one of our leading summer resort regions. Some of the Mount Desert land companies have recently made investments in land here in anticipation of the boom which is now rising.

Lake City it another noteworthy spot here. It is two and a half miles from the village on the border of Lake Megunticook and beneath the shadow of the great mountain. Within the past three years ten handsome cottages have been built, among the owners of which are gentlemen from Boston, Melrose, Indianapolis, Pawtucket, R. I., and some in this vicinity. A hotel will be built in season to accommodate guests who may journey hither next summer. George H. Cleveland, the owner of the new Cleveland block at the village, and George H. Hill of Melrose,

Mass., are the leading promoters of this enterprise. They have a steamer and barge which will carry 75 passengers beside two sail and six new boats. The cottagers also all own boats. The lake is five miles long and the towering Megunticook mountain, whose steep base runs into the lake with the surrounding highlands in Lincolnville and Hope, gives a combination of vies altogether beautiful, grand and inspiring Black bass, pickerel and white perch are plenty in the lake. The turnpike road, a noted driveway, runs between the mountain and the lake, and nowhere can grander and more charming views be had than are afforded by the drives about Megunticook Lake and Mountain. William E. Currier, at the village, keeps a large stock of guns, fishing tackle and sportsmen's outfits, and Camden affords advantages for deep sea fishing as well as lake, pond and stream fishing. Lane's gallery, near the Bay View Hotel, is a fine building and was built and designed for photography. All of the finest views which can be taken in this beautiful and romantic region are sent far and wide from this establishment. W. V. Lane is the proprietor. Samuel Ayers has a large fish market and keeps twenty-five sail and row boats to let.

Whoever becomes familiar with Camden and surroundings cannot but conclude that the town will soon become the hub of a great summer resort region, embracing at least Hope, Union, Warren, Thomaston, St. George, South Thomaston and Rock land. Mount Desert and Camden are the only places on the eastern coast of the United States where high mountain ranges run down to the sea. From the tops of these mountain vies of the ocean, islands, coast line, lakes, ponds and distant mountains can be had that are worth coming thousands of miles to see and when once seen can never be forgotten. Mount Desert and its surroundings will continue to attract travel more and more from all parts of the world, and Camden with its

surroundings, though later in the great race, will without doubt become in the future equally noted. Megunticook will soon have its mountain railway, and where the grand and picturesque are the best combined, there will be the great centres to which or rapidly increasing summer travel will gravitate. Casco Bay, Penobscot Bay and Frenchman's Bay are the pride of the coast of Maine, and all have their peculiar attractions which will be more fully appreciated as time rolls on. Penobscot Bay is the kind in size and has the Camden range of mountains on its western shore. Come and see!



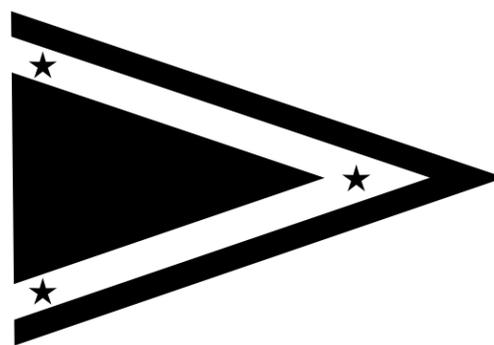
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POWER

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