

Maine Coastal News

Volume 35 Issue 11

November 2022

FREE

Maine Boatbuilders Still Busy!



Alfred Osgood's new STARLIGHT EXPRESS III (Wayne Beal 36 with hard chines; 1,400-hp MAN), screaming scross Moosabec Reach at a speed over 50 mph.

Bristol Marine, Shipyard at Boothbay Harbor Boothbay Harbor, ME

In the shop is the 78-foot Alden schooner SUMMER WIND built by Charles A. Morse of Thomaston in 1929. She has a full keel with a modern rig and systems. She is in for some minor woodwork, which will include replacing the transom and some minor plank repairs. Other work will probably include a full paint job, lots of varnishing and engine room maintenance. She is expected to be finished in time for a Spring launching.

On the railway is the 103-foot schooner EROS, built by Brooks Motor Craft of Lowestoft, England in 1939. She was rebuilt several years ago and is in relatively good shape. She has steel frames with teak planking and some of the planks need to be replaced and other places on the bottom need to be refastening. They are also going to spline some of the topside seams and give her a paint job. She will be leaving the end of November for the charter season down south in the islands.

The Gloucester fishing schooner ERNESTINA MORRISSEY was off the railway after a number of years on the railway being completely rebuilt. She is now at Hodgdon Yacht Service's dock at Wotten's Wharf where her final work is being done. They still have some work to do on the interior, systems and rig, but thought she should

be out mid-Fall.

They were getting ready to present the Moosehead Maritime Museum in Greenville with a proposal for replacing the deck on KATAHDIN. They have been working with the Museum for the last five years and have replaced the fore-deck, main engine and electrical system.

As for the FRIENDSHIP OF SALEM of Salem, MA they were one of two to submit bids, but have yet to hear anything. She is in need of some serious structural work and was hoping they would bring her to Boothbay to have the work done, instead of them going on the road and doing the work in either Salem or Gloucester.

The schooner ISAAC EVANS will be coming out of the water this winter for some work and they possibly have more work to do on the 12 metre GLEAM. They are also talking with others about work, which have yet to commit.

Brooklin Boat Yard Brooklin, ME

There is always a lot going on at this yard. They are still working on the 64-foot DJINN, which is been in the main shop the last two winters. The first winter they replanked the bottom and last winter they started replacing the deck and interior, which also included systems.

The big project this winter will be the

construction of a 55-foot Wheeler, which was originally built in 1931. The plywood has been ordered and they are now looking at which engines they would like to put in her. They probably will have to wait for the plywood, which they think will arrive at the yard mid to late Fall, and then they will start on the hull. The owners still have not fully decided on the interior layout, but they have a little time to do that.

They are also building a Botin 43 and some of the pieces for this boat are being built up in the Odd Fellows Hall. Last year they built a 47-foot sailboat designed by Jim Taylor of Marblehead, MA and they have an order for another, which is also under construction.

Brooklin Boat Yard and two boats at the Newport International Boat Show in mid-September. They were hoping to sell the centre sole. Brian Larkin said, "Everybody loved it but everyone wondered why it didn't have two engines. To do that she needed a different bracket." This boat has been finished for awhile, but they had to wait for the T-top which they did in-house and then sent out to get powder coated in Bangor.

Buxton Boat Sunset, ME

Owner Peter Buxton has turned away several projects for this winter as he has a Cayman Catboat to build for a customer

from the Cayman Islands. These were used from the 1800s to the present for transportation and hunting turtles. In mid-October Peter is heading to the Cayman Islands for a week and will be taking the lines off three of their favorite catboats. They will then pick the design they want and Peter will return to Sunset and over the next three months build it. He said, "It is a simple boat, open just three thwarts and unstayed cat-rig." When she is complete, Peter will purchase a trailer and have it trucked to Florida where she and the trailer will be loaded into a container and shipped over to the Cayman Islands. Once she arrives in the Cayman Islands he will fly there and set her up for them.

There are no other projects on the schedule so far this winter, turning several away. Then a local resident came in and was interested in building a new wooden pleasure cruiser. Peter said when asked about the half-model for the cruiser, "36 x 14. I just carved it out by eye without anybody looking over my shoulder and that was fun." If the owner does decide to do it, Peter said that he could start it in the Spring.

Mainly Boats Cushing, ME

They have been working on a Wesmac 38, which is being finished out as a charter

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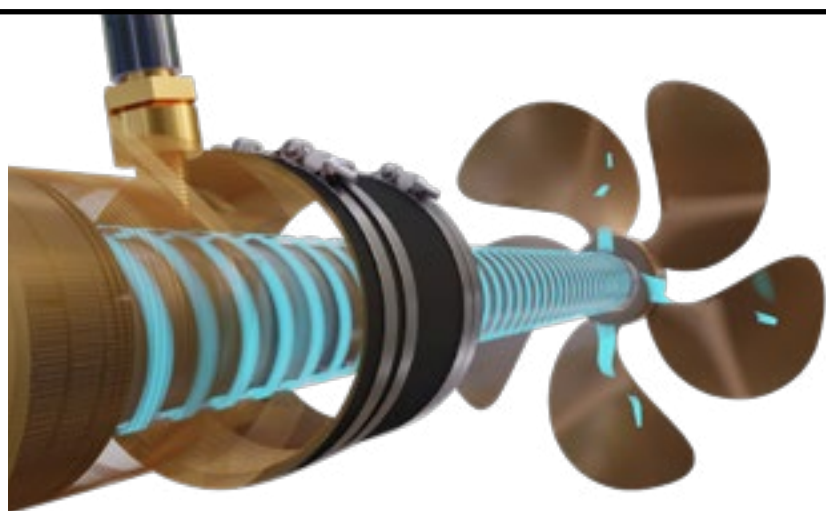
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Advertising Deadlines: The deadline for the December issue is November 4.
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Publisher's Note

For the most part, I have not suffered major breakdowns with my vehicles. As many of you know I can pile on the miles, averaging about 45,000 miles per year. This GMC has had her share of problems, especially related to the transmission, which I have replaced twice due to poor engineering on the part of GM. Recently I have had an issue with warning lights, which sometimes also knocked out the memory of the radio. With over 275,000 miles on this vehicle things start to wear out that do not normally. I switched out the key since one of the issues was with the theft system, thinking the key was worn out. That seemed to solve the problem. Well, when I was in Portsmouth, NH doing the southern runs I left the hotel and suddenly, she was not running right. I was able to pull into the restaurant right next to the hotel, backed her into a parking space and shut her down. Now, in the past she started right up with no warning lights, but this time I had absolutely nothing, she was dead. I called the local GM dealer and they said they could not look at it for at least two weeks. I did get them to say that they could look at it in a couple of days, but I cannot be down there even that long if I can help it. Fortunately, I have a friend from Plum Island who uses a car carrier as his everyday driver. He was going to be in the area early afternoon. When he got there, I asked if he had a power pack and once, he hooked her up she started without a problem. Interesting, now what could be the real issue? He had called a dealership in Plaistow, NH and made arrangements to get her in that afternoon. Once there the mechanic came out and tried to repeat the issue, but with no luck. He looked for an error code, but there was none. However, he did notice that the battery post was hot and figured that the problem was a poor connection. He made that repair and then he said you have another problem, there is bearing in the front of the motor going. He thought maybe the water pump or the alternator and after putting a screwdriver to his ear, he said without question it is the alternator. In an hour I was back on the road and so far, no problem. The reason I thought about discussing this is the lack of service I got from the GM dealership and the instant service I got from this other auto repair facility. Yes, my friend had influence, but the local GM dealer should have said they could take a quick peek at it and would have found the initial problem was simple. How much business do they lose by not being slightly more accommodating to emergencies? I know in the marine world commercial fishermen will get quick service on their boat and that is understandable since that is their livelihood. Anyone in business realizes that some of the poor service is related to a lack of employees, but I am not sure what it is going to take to reverse this problem.

What has surprised me is that the economy within the maritime industry is doing well, while many other industries are suffering. The marine industry navigated the

pandemic with only one big question, where can we find more workers so we can handle the workload. Then those elected leaders in Washington figured they had better ideas, which caused inflation that probably will be followed by a recession. When the economy takes a turn for the worse the recreational aspect of the marine industry usually feels it first. However, so far that is not the case. There is a real worry from some of the Maine boatbuilders that only a few fishermen have ordered a new boat. This is not surprising when one looks at the attack, they are under from environmentalists, NOAA, and windmills. These attacks are baseless but are the background of an agenda and that is what is driving it. Too many fail to understand that the support they give a political candidate hoping to have a positive effect on an issue fail to understand the entire impact. The issue with the whales is a perfect example. There has not been an entanglement in Maine waters for nearly two decades. Fisherman have made changes, adding huge expenses to their costs, which were mandated by NOAA, even though they would not have an effect on the whales. Then there are those that support windmills out on the water. Anyone with an economic background would know that windmills are only viable if the government subsidizes them. More importantly they will be an environmental hazard when one of those engines blows and releases all its oil into Maine waters. It is also rumoured that there is a provision in their contract that they can kill a limited number of whales. I bet what is even more interested is who is being supported by the windmill industry. Anyone taking money from any special interest group should be eliminated from any political office race. They should represent what is best for the people, not what is best for their pockets. Getting back to the boatbuilders, fortunately many also build pleasure boats or have enough repair work to fill in, if the number of commercial boats drops significantly.

In mid-September I headed for the Newport International Boat Show to represent the boatbuilders of Maine. It did seem that the numbers of people walking the streets was down, but the number attending the show was up. I had four or five people all four days asking solid questions about building a boat in Maine. You are never sure if these will come to fruition, but it was a good sign. I also did think that the show was slightly smaller, and this was likely due to a limited number of new boats being available. Many of the new boats on display were already sold, but their owners allowed them to be shown at the show. The bigger question would be the future of this show. Over the last 30 years I have seen a lot changes, but the most interesting is the loss of space. The big change came a few years ago when a hotel went up in one of the parking lots. Space in Newport is at a premium and one wonders when the space becomes more valuable for something other than the boat show.

MCN's Calendar

On-going Exhibits

Penobscot Marine Museum

Getting Our Bearings
Searsport
Info: penobscotmarinemuseum.org/

Maine Maritime Museum

Cotton Town: Maine's Economic Connections to Slavery
Arthur Beaumont: Art of the Sea
Sustaining Maine's Waters
Shipwrecks & Salvage
Bath
Info: mainemaritimemuseum.org

Cape Ann Museum

Window on the Marsh
Fitz Henry Lane Gallery
Gloucester, MA
Info: capeannmuseum.org

New Bedford Whaling Museum

Loomings: Christopher Volpe
Turn the Tide, Courtney Mattison
The Azorean Spirit: The art of Domingos Rebelo
Enlightening Encounters: The Two Nations of Manjiro Nakahama
New Bedford, MA
Info: (508) 997-0046

Mystic Seaport Museum

Sentinels of the Sea
Whaleboat
Voyaging in the Wake of the Whalers
Sea as Muse
19th Century Navigation
Mystic, CT
Info: mysticseaport.org

OCTOBER

16 Closing Day
Penobscot Marine Museum
Searsport
Info: penobscotmarinemuseum.org/

2023

MARCH

2-4 Maine Fishermen's Forum
Samoset Resort
Rockport

JUNE

The following are tentative:

17 Boothbay Lobster Boat Races
Boothbay Harbor
Info: Ashlee Lowery (207) 808-9230
18 Rockland Lobster Boat Races
Rockland Harbor @ Breakwater
Rockland
Info: Nick O'Hara (207) 542-4348
Mike Mayo (207) 542-1879

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

JULY

1 Moosabec Reach Lobster Boat Races
U. S. Coast Guard Station
Jonesport
Info: Roy Fagonde (207) 610-4607
9 Stonington Lobster Boat Races
Town Dock
Stonington



The oil/chemical tanker UGALE docked at Bucksport.

Wade Dow Talks Brooklin, Family and Career

BROOKLIN – Early this summer I met up with lobster fisherman/boatbuilder Wade Dow of Brooklin and I must have sat with him for nearly two hours discussing all sorts of topics. Intermingled in this conversation were memories of his childhood, family, events, and life in Brooklin. Before leaving I asked if he would mind sitting down and letting me interview him as he remembered a lot that had been forgotten by many, which he readily agreed to do.

When asked what it was like to grow up in Brooklin, Wade said, “Considerable different than it is now. Just a small rural town that everybody knew everybody. There were very few houses in this big 175 circle that goes all the way around the town. Everybody knew everybody here. The families were tightly knit. They helped each other. They recognized them as being family even though they might be a third cousin. If they were sick the family pulled together and did all they could to take care of them. It was a different way of life, people cared for people, especially family and they knew their family from generations back.”

Wade’s father was Kenneth Dow, who grew up in North Brooklin. He added, “My mother was born on Naskeag on the back road that goes out, follows the shore, and goes up through the woods. She was a Bridges and my grandfather came from a long line of Bridges that were in this town at the time. Her mother was a Gray, which there is a ton of over in Sedgwick and Brooksville.”

Kenneth worked together with Morris Bridges and operated a fish weir off Flye Point. “They lived on Goose Island, which is about a one-acre island attached by a bar to Flye Island,” said Wade. “They both went lobster fishing and the weir was right there on the ledges that are fairly bold. It was easy to drag the stakes and rails and the brush down over because it was steep, but it wasn’t much fun to drag a 14-foot skiff up over as there was no harbor there. We lived on Goose Island because it was a good place to go lobster fishing out of and it was only a quarter of a mile to the weir which they had to tend every morning when the tides were right. So, for the first 12 years of my life, I lived on Goose Island, all except winter months. We used to stay there until December. When I started school back up North Brooklin, my grandmother’s old place, she’d take care of me and I’d go to school and weekends I’d go back to the island. It was a way of life that was really pleasant to me but it was a hell of a lot of work because there was nothing to sustain life on that island. You had to lug everything that you needed, and it was always low water. After a while, the stop seiners started cutting into the weir fishermen pretty bad because they were getting the

majority of the fish. It got so about all they were getting out of that weir was their bait and bait for about half a dozen fishermen. I think fish was \$1 a bushel or something like that. That weir was a lot of work to do by hand. It was quite a big weir. It got to be more than it was worth. Finally, about ‘54, or something like that, they let it go down and they didn’t bother to build it again. So, then they were just left lobster fishing out of there which there again, you had to come up with your bait and lug it up over the ledges, put it in a bait shack, lug it back down again and put it aboard the boat, low water again. We would go into Gus Heanssler’s in Sunshine take some lobsters in and gas the boat up and get some bait, quite often we would just crate them up and Gus would send the boat up once a week and buy the lobsters from both Morris and my father. I think Fred Heanssler started and then he got out of fishing and Basil took over. There again, that was a lot of work. They didn’t have anything to hoist them aboard, just had to drag all 12, 15, 18 water soaked wooden crates up over the side of the boat by hand. Weigh them up on a rolling boat on a set of old-fashioned platform scales. There was not one thing that I can possibly think of on that island that was easy.”

In 1957, they left the island as there was a lot of sickness in the family. Wade explained, “My grandmother broke her hip and was in a nursing home the rest of her life. My grandmother Bridges had leukemia and my mother fell down and broke her shoulder. It wasn’t the best time in the world. My grandmother had to go to Boston for blood transfusions every other week for 5 years and she passed away in 1960.

“In the meantime,” continued Wade, “my father had bought this piece of land and there was an old house up where the green one is now, right next door to mine. He decided that push had come to shove and he was going to have to do something because that house in North Brooklin was going to have to be sold for nursing home bills. She didn’t have any amount of money and the state would pay the bills, but she couldn’t own anything. They actually took the house when this one was just framed up and we lived at my grandmother Bridges house where Eric (Wade’s younger brother) is now one winter. The next winter we lived in place just between here and the corner. It was owned by another Bridges; her father and my grandfather were cousins. She lived in Portland and taught school down there so she said, ‘I am not using that house, why don’t you go live in there?’ Of course, my grandmother and grandfather was living there too and Eric was just 3 years old so we moved up to this place. During that winter,



Wade Dow sitting at his desk at Bridges Point Boat Yard in Brooklin.

we hired an old guy that had been a good carpenter all his life but he was getting older and he didn’t want to navigate ladders and between him and me and my father we finished off the inside of the house and moved into it in 1958.”

By this time Wade’s father and Morris were fishing out of the property Ken had purchased in the mid-‘60s, the present home of Bridges Point Boat Yard. The land comprises 18 acres with 1,400 feet of shore frontage. “One old guy from South Blue Hill approached us one day,” said Wade, “and he said, ‘I wonder, you fellows haul your boat up here, I wonder if you’d haul mine up?’ He was hauling up where Benjamin River is now. Two guys had bought the old yard off Frank Day and one of them, he left a little

bit to be desired, and Ronald hired him to cover his boat. In the process of putting the frame up to hold the tarp. This guy drove nails right down through his wheelhouse. He says, ‘I will leave the boat off all winter before I will haul it up there again.’”

Wade and his father were using rolls to get the boats out and placed in the field for the winter. Harry Hopkins was a good neighbor and he knew Wade’s mother and father well, and he came up with the idea saying, ‘You know wheels turn a lot easier then rolls. Why don’t you widen out a set of truck wheels?’ “He showed me how to weld,” said Wade, “and I got my welder and a set of torches, got some pipe, and widen

Continued on Page 6

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Wade Dow Talks Brooklin, Family and Career

Continued from Page 5

out some truck wheels and put them under your cradle and just strap them on. I made up a couple sets and we used them down there for a couple of years. But the big thing was we just hauled them straight up and down the shore. If we are going to haul other boats, we had to rig this thing up so we can steer it. So, I rigged up a tongue on one set so we can steer it then we could put them up in the field. Once we hauled his boat and the word got around and the first thing we knew we had 20 of them. That is where it started.”

This solved a much bigger problem; the town had revalued all the property in Brooklin and the taxes on this property doubled.

As Wade was working his way through school, he was fishing, but during the off months he worked other places. In 1958, he went to work after school and on Saturdays for Arno Day who was operating a yard at the present location of Brooklin Boat Yard. Wade added, “I was working there when Joel took it over, that was in ‘61. Then I worked for Joel, I think one spring after that. In the meantime, Morris passed away and he had a 26-foot boat that Arno had built for him in ‘56 or ‘57. Now, this is going to get interwoven so you probably can’t make any sense of it. After Morris died his widow wouldn’t stay in the house by herself and of course she and my mother were best friends. My wife and I had been married a little over a year and we were living with her father so I bought the boat and the traps from Gertrude, Morris’ widow. My mother told her if you won’t stay in that house alone, we have got a spare room, so she moved down with my mother and father and my wife and I moved into her house. We lived there until I built this one, we are living in now.”

Wade worked another time with Arno Day, when he was at Billings Diesel & Marine in Stonington building the PALMER

DAY II. “Doug Haskell and I became friends quite quick,” said Wade. “We worked together a lot on that boat and she was raised deck and the forward guard came back and stopped at the beginning of the raised deck, but the stern after guard kept right on going and went 2/3rds of the way to the bow. Then there was this one guard that came down on the one from the forward deck and join into the one that kept on going up by. These were big guards. That thing was 50-feet long and the guards were 4 inches wide probably 2, 2¼ inches thick and they had a 45 on each side with a little flat place on the top. Arno had a template he had made out of a piece of wood. We had a piece of oak about this wide and I think it was 12 feet long. Doug and I had all we could do to pick it up to put on the bandsaw table and saw two of them out. Doug and I together had about 6 hours getting that sucker out, getting the angles cut on it which had to be mostly done by hand. I went to work one morning and Arno said, ‘This would be a good day to put them guards on.’ I took one and I went up on the port side stood there on the stage and held it up and it had to be cut on an angle so that each piece had the same angle on where it butted on the forward guard but where it came down onto the top of the one that kept on going, it had to be cut to fit on over the angle. Also, it had a little bend to it and I said that bend is going to change everything. I sat there about an hour and I tried everything. I made a few marks on it and I finally laid it down on the stage and I went down and I said ‘Arno, you are going to have to find somebody that is a better boatbuilder than me to put that piece on.’ He kind of looked at me as much to say what is bothering you. I said, ‘I don’t know how much that is going to shorten when it bends. We have got 6 hours for 2 men in getting that out. There is a lot of money in it and I don’t want to spoil that guard. I said, ‘I’ll quit before I will ruin that

guard.’ He said, ‘I got plenty more stuff here you can do,’ and I bet he had both of them on in an hour.”

“Getting back to the boat yard,” said Wade, “we charged \$60 back then, haul, store and launch but it certainly helped out on the taxes. Everybody pitched in and we hauled their boat. Then one of the fishermen, Clarence Matthews, he, and I worked for Webber’s Cove one spring after I got done at Joel’s. Matthews had worked over there several years through the government contracts building the Navy boats and he had mastered the art of fiberglass pretty well. He and Billy Grant finished off a couple of fiberglass hulls up to Billy’s house. I worked for them one winter and Billy really wasn’t into it. Clarence said, ‘We could build some boats, if you will build a shop down your place and I would go and work with you.’”

Wade thought about this and agreed that it would be a good idea. He was able to buy a steel building a neighbor had. Matthews, he was in on it too. We then went down to see Harold Lothrop (builders of the Repco) down Gouldsboro. Those 30 footers were flying out through the door and told him we’d like to finish off a hull or two and he said, ‘How many do you want? I could probably give you 8 or 10.’ No, I only want 1 or 2 something to do in the winter. ‘I will give you the name of people who have called me.’ So, we were in the finishing fiberglass workboat business in a heartbeat.”

Over the years they finished off more than 30 hulls. The biggest was a Duffy 50 for Bill Sargent. This one would not fit in the shop and had to do it in a plastic shed. Wade added, “As it got into the early ‘80s all of a sudden it got difficult to get a hull to finish off. The hull builders wanted to finish the boats to keep the crew on because they couldn’t sell a hull a week in the early ‘80s. We were lobstering summer and fall so it was kind of hard to advertise the finishing of boats while we were on the water. I had the idea that we ought to have a mold of our own. We tossed it around as to what to build. I said, ‘I think we ought to look into building a sailboat.’ Well, they all thought I was crazy. I went down to see Eric and Eric said, ‘I think you’d do better if you went through Joel, his name would give you a little boost.’ I sketched out something I wanted it to look like, similar to a Sea Sprite. He looked at it, we talked at some length, and I asked, ‘Would you be interested in drawing one up for me?’ He said, ‘Yeah, I guess I could work one in.’ He called up a month or so later and said, ‘I have got something I just penciled out here, come down and look at it.’ I went down and looked at it. I said, ‘Joel, you’ve got the sheer to low. Well, he said, ‘A nice looking traditional boat doesn’t have high sides. I said, ‘Yes, but I am not going to be selling these to people like you. I am going to sell it to the general public and probably wouldn’t care if she was 4 feet off the water. I want a little more head room and I want a little more free board. I’d like to have her raised at least 3 inches.’ Oh, he was horrified, he said ‘I can’t do that, that would spoil her.’ I said, ‘What are you thinking?’ And he says, ‘I will do 2.’ I said, ‘I am not going to fight over an inch.’ I went back and we looked at it. I said, ‘That didn’t really spoil the looks of it, did it?’ And he says, ‘It didn’t help it, but it didn’t spoil it either.’ I said ‘Draw her up. Make it a working drawing.’ This was probably about ‘83. What you see on the wall there that is one of his pencil drawings.”

This was the birth of the Bridges Point 24. Eric built the plug while Wade went lobstering and musseling. “I’d come in and empty my pocketbook on his bench down there,” said Wade “and when he was done the plug it belonged to me. He did all the

fairing. He got her good and fair. This was a pleasure boat and I wanted it to look good. I got to give him credit, he did a hell of a job.”

Over the years he sold 82 of these great daysailers. A testament to how good a boat she is was when Joel and his Steve came down took her out for a sale and came in and asked when Wade could get them a hull. Wade and crew finished the plug off, laid up two hulls and then decided to lay up another white hull. This hull went unsold for more than five years when they decided to move it into the shop and Peter Buxton built a deck and cabin on it and then made a deck mould. I had some options. I could build a wooden cabin on it or I could build one of the pointed cabins. We now had a full fiberglass boat and we started selling more of them. Then came 1990 and the economy hit the skids and you couldn’t sell a sailboat. At that same time lobstering was coming back and Glenn (Holland) had built the 38-foot mold and we never missed a clip we went right to finishing Holland 38s. I think we finished 5 of them. About ‘95 the sailboat project came back and when that came back, it came back with a bang. We were back ordered 3 years and I wouldn’t promise one any long than that. It went well until ‘08 when Bernie Madoff got his fingers in the pie. We had two going and three on back order and when we finished the two in ‘09 then the last two and the third one cancelled and that was it. The phone never rang again for about two years. In the meantime, I let the crew go and I went lobstering, which was pretty good. We also were doing repair work and we had enough storage customers. After four years I only had one call that was really interested in a boat. I called Jock Williams and asked him, I said, ‘Do you know anybody that might be interested in my molds?’ He said, ‘I might.’ and he came up one day and looked everything over. He said, ‘Well, I don’t want to get into it, but I have got a guy working for me named Bill Wright he might be interested in it.’ He and Bill looked it over and they laid up the first hull or two there and then Bill split off and went down where he is now (Tremont).”

When asked about the boats that he had owned or had been in the family. Wade explained, “My grandfather had a boat that Alan Cole built and my grandfather helped him. They built it up in a little shop that my father used to paint buoys and build traps in, it was right out behind the house up there in North Brooklin. She was 23 foot with a spray hood and a one lunger. My father went with him for a while. My grandfather Dow got something they called consumption (tuberculosis), and he died at 43 years old. My father took the boat and he fished right out of North Brooklin. That led to him teaming up with Morris and starting a weir and going to the island. My father sold the 23-footer to Morris when he bought TRANQUIL SEA in 1941. Morris got rid of the spray hood and put in a 4 cylinder Universal and built a little cabin on her. He fished in that thing until he had the 26 Arno built.”

TRANQUIL SEA is still in the yard and unfortunately did not go over this year. She was built at Webber’s Cove Boat Yard by Frank Day in East Blue Hill in 1938 for a lady from Blue Hill. Wade’s son Forrest used the boat for a number of years and then he purchased an Arno Day designed lobster boat, which he has been fishing ever since. Wade added, “That is the best workboat that Arno Day ever built. She is a very comfortable boat to work out of. A lot of Arno’s boats were rollers including the 26-footer that I had. That one would roll you upside down.”

Wade’s first boat was the 26-foot Arno

Continued on Page 7

Become a Member of the Maine Lobster Boat Racing Association!



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Golden Globe Race 2022 Update

Golden Globe Fleet approaching Lanzarote “Marina Rubicón film gate” with more stories!

16 September

First yachts due at film gate 2000 hrs. UTC today Friday 16th with 10 boats through in the first 30 hours. Tapio Lehtinen and Simon Curwen at times just 2 miles apart racing hard for the lead and both something to prove, while Kirsten chases them, helming through the night driving hard. First indication of yacht designs showing performance differentials against the favourite Rustler 36. Guy DeBoer near miss with fishing boat, gash leg, becomes fleet weather man. Damien driving hard and making gains on fleet following return to Les Sables d’Olonne. Elliott Smith mast collar problems, many leaks and builds cockpit dodger underway.

There has been plenty of drama as boats and sailors had their first shake-down in the Bay of Biscay a steadfast Pat Lawless (IRL) leading the way, Ertan Beskardes (UK) had an electrical short and later knocked himself out falling into the cockpit, Guy deBoer (USA) got seasick for the first time and lost all radio contact, race-favourite Damien Guillou (FR) was headed back to Les Sables d’Olonne with a broken windvane, unsure he could make the start line in time and Edward Walentynowicz (CAN) decided to retire from the race, pondering another participation in 2026.

Simon Curwen (UK) and Tapio Lehtinen (FIN) are now in a solid lead of the fleet, sailing close by and emulating each other into high daily mileage, Pat Lawless (IRE), who made a fantastic start, got lost on his East option, letting the leaders escape, and allowing the western group of Abhilash Tomy (IND), Guy DeBoer (USA) and Kirsten Neuschäfer (SA) to close in as the routes are converging 100 miles from the Lanzarote gate.

Guy deBoer, who has been breaking blocks on a steady basis since the start, has narrowly avoided a collision with a fishing boat by 5 metres, as he tells in last Wednesday’s dramatic satellite phone call available on the GGR SOUND CLOUD. Early last week investigating a strange noise while climbing out of the companionway, he was shocked to find a large green fishing boat dead ahead and rushed on the helm, cutting his leg in the process but avoiding collision by just 15 feet. During the confused seas of the first week he was thrown across the cabin and damaged his AIS detector alarm, so it did not respond. For some reason the fishing boat did not see his AIS transponder, nor call him on the VHF.

Kirsten’s Cape George 36 and Guy deBoer’s Tashiba 36 are similar: maximum hull length, long waterline, heavy displacement and generous cutter rigged sail plan make for slightly higher speeds than their counterparts, although Abhilash Tomy’s Rustler 36-a lighter, less powerful yacht perceived by many as having the best all-round performance is still holding them off, but until when? The Rustler 36 may not be the fastest boat in the fleet as many have

believed since Jean-Luc Van Den Heede’s win in the 2018 GGR. Pat’s Saga 36 who showed great potential in the strong winds of the first week, seems less at ease in the current lighter winds. In front, Tapio’s Gaia 36 with fine entry, high ballast ratio, deep draft and low freeboard is shining through and through in all weathers and points of sail, whereas Simon Curwen’s Biscay 36 still manages to hold him off.

Damien Guillou (FR), also on a Rustler 36, is working hard on his comeback. Back in Les Sables d’Olonne with a broken wind vane bracket axle, he had Vincent Riou and Jacques Fort reinforcing the support bracket, switching the 10mm bolt for 12mm, adding an extra bracket for strength, before leaving 6 days after the fleet.

Most importantly, all boats are now out of Biscay.

Each sailor must approach the Lanzarote film drop buoy 300 metres south of Rubicon Marina with a reefed mainsail. When abeam they drop all headsails and sail slowly for 20 minutes passing over films and letters before hoisting full sail to continue the race.

Departing the film drop, sailors will face a wind hole forming Saturday between the Azores and Lisbon. It is set to gradually come down over the Canaries on Sunday and stay there until late Monday. This may create a first weather gate between the leaders and the ones in pursuit, followed by the doldrums on their way to the next mark: Trindade island in Brazil.

**“The Golden Globe Race is a game!”
Jean Luc VDH 2019**

19 September

The 1968 Sunday Times Golden Globe Race made history delivering the first ever solo non-stop unassisted voyage around the world. Nine started, one finished, one died, one boat was lost. The legend of this amazing adventure was born.

It was not a race like the America’s Cup. It was a challenge and display of the human

Wade Dow...

Continued from Page 6

Day he got of Morris’ widow, which he named FORREST & MELINDA. Then he finished off a Repco 30 for himself, which he owned for seven years. She was named TRANQUILITY. Wade explained, “I had a 453 with a straight pipe in it. The summer people started complaining and I said, ‘I think that would be an appropriate name for them to refer to.’”

His next and present boat is a Holland 32, which he modified the looks of.

Like most from this era Wade lived a hard life, but it gave him family values, a work ethic, and ways as to how things should be done. It taught him also how to do anything you might need to do. Unlike today you could not look something up on the internet and get it done or mailed to you. It was a very different time, but one that many wish would return.



Kirsten Neuschäfer could not hide her disappointment at being 6th crossing the gate 25 minutes after Guy. Picture Credit: GGR2022 / Nora Havel

spirit. A testament to human courage in the face of extreme challenge, great isolation and relying on one’s own ability to get the job done no matter what. It was also a great feat of seamanship, borne from experience, mixed with large amounts of common sense. The objective was simple: Get around the world by yourself and don’t stop. The planning was not complicated, Bring food! Neither was the preparation if you knew what you were doing. Learn to navigate! The execution was also uncomplicated, just incredibly hard. Get to the finish!

In 2014 I had the idea of trying to recreate this event that was part of my life for 40 years. Sir Robin Knox Johnston, the only finisher in 1969 is one of my boyhood heroes. In 2018 the Golden Globe set off again for the first time in 50 years. It could

never be identical to the 1968 edition for many reasons, but we held true to the core principles. It was a success in the eyes of those who understood the challenge.

Like the first edition, the 2018 Golden Globe was a game. The rules are set. Entrants decide if they want to play and volunteer to be part of that game. 18 set out, five finished, four boats were lost. The legend was back. It was life defining and life changing for entrants and many followers. Some not for the better. It was an extreme challenge that for players hits the core of who you are and what you believe in, even why you exist. Most are proving something to themselves. It was not an answer to the meaning of life, but it sure tested them and even followers around the

Continued on Page 8

Help Support Kirsten in Golden Globe Race



Many thanks to the Maine Coastal News team for their continued support!

If you would like to help Kirsten Neuschäfer on her journey to the 2022 Golden Globe Race, please go to <https://gofund.me/e92d7bd2>



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Golden Globe Race 2022 Update



Guy deBoer (USA) crashes into rocks at night on the north coast of Fuerteventura, Las Palmas in the Canaries, his yacht now stranded but he is safe. Salvage under investigation. Picture Credit: GGR2022 / Alex Craig

Continued from Page 7

world. Some entrants were shocked by the experience and still are to this day. It was not to be what they expected, even after years of preparation. But that is the name of this game.

The GGR is as tough as it gets. You can make up your own mind on that. All the sailing races around the world make this claim, but look closely at the GGR before you brush it off as a throwaway line. Start with 8 months of isolation and work it back from there.

The game has real risk, the biggest attraction to players. It's harder and more

excruciatingly painful that even entrants imagine. Don't try to think about that issue too long! It is hard to grasp, but it is.

In a game of cards, you use skill, chance and luck. Most understand that in the GGR you can make your own luck through good planning, preparation and then seamanlike execution. But you still need luck. That wild card is the same today as it was in 1968. So too, the feeling of the players when they finally get a GREEN CARD to play the GGR game. They dreamed of that moment and finally the game is on!

The GGR game recreates an important element from the 1968 Golden Globe. Bernard Moitessier sailing JOSHUA had

no radio. Just a slingshot and flashing light to pass messages to the world. He sailed through the Canaries looking to pass messages, then down to Trindade Island in the South Atlantic to do the same, unsuccessfully. He made for Cape Town twice, firing his messages and film canisters to the deck of anchored ships. In Hobart he waited hours for a passing fishing vessel to take his letters to the Royal Yacht Club Tasmania.

Robin Knox Johnston sailing SUHAILI had a radio, but it failed. He sailed up into Victoria, Australia to pass messages to the pilot vessel and arrange a message drop in New Zealand. He anchored in Dunedin, New Zealand, waiting for his contact to arrive with letters from home. Under the rules of the game, they could not be delivered. They were opened and read to him from a boat alongside. This was the game in 1968.

The 2022 GGR game is the same. Players must drop letters and films at Lanzarote in the Canaries. They leave Trindade island in the South Atlantic to port. They drop letters and film in Cape Town and stop in Hobart Tasmania exactly the same as Moitessier. Instead of New Zealand we have Punta del Este in Uruguay.

SH_T happens in life just the same as accidents. There are always reasons for them and we learn from them. Sadly, Guy DeBoer sailed his yacht SPIRIT straight up onto rocks a few hours after rounding the GGR film drop mark in Lanzarote. Fortunately, he was not injured and was able to walk ashore. He did not drift there and was not trapped on a lee shore unable to sail off. He had all the charts and navigation equipment to know exactly where he was. There were lighthouses clearly visible. The weather was mild and sea state low. It was night and visibility was good. He has not yet explained exactly what happened, but we know it was an accident.

The history of sailing clearly demonstrates that running ashore is a risk. It happens in fully crewed racing with all the latest most sophisticated electronics and professional sailors' money can buy. It happens in the biggest solo races, with the biggest budgets, most sophisticated equipment and most famous sailors. It happens to weekend sailors who only know how to watch a chart plotter. They are all called accidents.

Accidents will always happen in any game and on any ocean.

In the GGR game you must listen only to cassette tapes. You can only use HF SSB radios. You must use wind up clocks. For safe navigation, it is not a game. Players have every device and skill you need to know where you are, all the time, giving you all the information needed to act in a seaman like manner, all the way around the world and NOT hit rocks on the coast. There is also an emergency GPS if needed. This is an explanation for those not familiar with the rules of the GGR game, NOT any criticism of Guy deBoer. Some may now think following Guy's accident that the GGR rules put entrants at risk. They do NOT!

All skippers in this game are responsible for their own wellbeing and the safety of their ship at all times. None are forced into unsafe practices because of the game. The challenge and difficulty are obvious to entrants who love facing that. They alone make the decisions on how much sleep they need, what course they sail and when to give up. This point runs to the core of why they are doing it and why they love it. There will be winners and losers in any game. But the GGR game itself is safe. Maybe safer than your own day to day existence and the risks you face without even knowing it.

Accidents happen to us all. Even in cars. It happens in, motor racing, mountain and ice climbing, parachuting, motor cross

racing, glider flying, helicopters flying, trike flying, gyrocopter flying, scuba diving, Antarctic expeditions, open boat expeditions. Same too in solo around the world yacht and mini solo transatlantic yacht racing. I know, as I have done them all. I accepted the risk and did everything to mitigate them before the event. I used my best value judgments in every decision I ever made during the activity. Maybe I was lucky? I have never had an accident (touch wood), but I was always happy to play the game as a volunteer and feel truly alive and satisfied with my life.

Jane and I are very proud of the GGR and the GGR family around the world that helps make it what it is and what it stands for. A chance for any sailor to play the game. The GGR gives followers something to dream about, a display of the human spirit in all its Glory. We are very proud of all the entrants, including GUY, who follow their dreams and do everything they can to live life. Without a spirit of adventure and responsible risk takers, the world would be worse off. Thanks for following the GAME!

Don McIntyre

GGR entrant Guy deBoer runs onto rocks at night in Canaries while the fleet moves through the first "film gate"

Guy DeBoer (USA) crashes into rocks at night on the north coast of Fuerteventura, Las Palmas in the Canaries, his yacht now stranded but he is safe. Salvage under investigation. Simon Curwen (UK), Tapio Lehtinen (FIN), Pat Lawless (Ireland) and Abhilash Tomy (India) first through the Marina Rubicon film gate. Pat Lawless is suffering a knee infection, running low on antibiotics, but going forward. Whole fleet at risk of being parked with no wind around the Canaries and a hurricane may be forming ahead of the fleet late next week?

18 September

It was South African GGR entrant Kirsten Neuschäfer (SA) who relayed Guy deBoer's VHF radio Mayday call to GGR Race Control on Friday morning at 0310 UTC. Guy's Tashiba 36 had run aground on the North coast of Fuerteventura, just 10 miles from the Lanzarote Marina Rubicon film drop gate he had passed a few hours before. He had activated his EPIRB and at 0424 UTC rang the GGR Race control on his Sat phone.

"Spirit" was sitting on rocks, away from the beach, tilting 45°, Being pounded by heavy seas crashing over the boat. The surf was pushing her slowly forward grinding over rocks. Guy who was in constant contact with Salvamento Maritimo, the local Rescue Coordination Center and GGR Race Control, was in a serious situation. He had his life raft ready, but decided to remain inside Spirit, which was holding up. He planned to wait for daylight since he could not see the coast. The conditions for a safe use of the liferaft, or exit onto the rocks beaten by the surf were not right.

At 0410 UTC the MRCC Las Palmas informed GGR Control that first responders were on the beach, 50 metres from the boat sitting on the bedrock. Conditions were difficult and Guy decided not to evacuate the yacht. At 0436 UTC Guy finally abandoned his yacht by foot, greatly assisted by the local police and firefighters. A Government salvage towboat was already enroute towards them. Guy was taken to a local hotel without injuries.

Following an early morning Government assessment it was considered too difficult to tow Spirit back to sea at high water. The authorities decided to pump all fuel from the boat to avoid a potential spill and

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U. S. NAVY NEWS

USS Monterey Decommissioned From Commander, Naval Surface Force Atlantic, Public Affairs

16 September 2022

NORFOLK, VA - The crew of the guided-missile cruiser USS Monterey (CG 61) held a decommissioning ceremony onboard Naval Station Norfolk, Virginia, Sept. 16.

Plankowners, including the ship's commissioning commanding officer Capt. Joel Heaton, as well as former crew members, joined hundreds of attendees to celebrate the ship's distinguished 32-year history of naval service.

Vice Adm. Jim Kilby, Monterey's 11th commanding officer, addressed the many guests. "Unique to the Navy, when we serve on a ship, it becomes part of us - I mean who we are, how we act, think and live. Similarly, we all in turn become part of that ship - it is a tremendously powerful legacy! This is most definitely the case with USS Monterey, she is certainly a testament to her excellent crews and she has been 'Rough in Battle and Ready in Peace'," said Vice Adm. Jim Kilby, deputy commander, U.S. Fleet Forces Command.

"Monterey executed 14 deployments, many availabilities, and as many training cycles. She was modified over her life to continue to be a relevant and a key ship in our Fleet. She will leave a great legacy for many years in the future as those who proudly call themselves Monterey Sailors continue to serve our Nation."

Monterey's current Commanding Officer, Cmdr. David M. Schaller, spoke of the powerful bond between Sailors and their ships and the lives shaped aboard. His words resonated with the audience as they bade farewell to the cruiser.

"Nobody joins the Navy to decommission a ship," said Schaller. "The Monterey crew performed their duties of putting her to rest in the most professional and exemplary manner, honoring her storied history and service to our nation."

The ceremony atmosphere was one of fond but somber remembrance as Schaller shared a compilation of stories and memories created over Monterey's three decades of service, inviting shared laughter from the crew and their families.

Monterey was built at Bath Iron Works in Bath, Maine, and commissioned in Mayport, Florida, June 16, 1990. Monterey's namesake commemorates the battle fought Sept. 20, 1846 in the war with Mexico.

"She has served her crews and her nation well and rightfully takes her place among the ships that, for well over 200 years, have played an indispensable role in protecting the United States of America and serving her strategic interests across the

world," said Schaller. "This ship and her crews will forever share a legacy that will be felt across the fleet for years to come."

Three previous Navy ships have been named Monterey: a screw tug, which served in San Francisco Bay from 1863 to 1892; Monitor No. 6, which commissioned in 1893, serving in the Spanish-American War; and the WWII aircraft carrier, which won 11 battle stars.

Over its 32 years of service, the cruiser has been an important part of America's national defense strategy.

USS Gerald R. Ford Set to Depart on First Deployment

29 September 2022

NORFOLK, VA —The Navy's newest and most advanced aircraft carrier USS Gerald R. Ford (CVN 78) will deploy and operate alongside a coalition of allied forces together in the Atlantic area of operations, Monday, October 3.

"The USS Gerald R. Ford Carrier Strike Group will deploy, integrating with Allies and partners, to demonstrate its unmatched, multi-domain, full-spectrum lethality in the Atlantic," said Adm. Daryl Caudle, commander, U.S. Fleet Forces Command. "This trans-Atlantic deployment will strengthen our relationships, capacity, and trust to forge a more peaceful and prosperous world by leveraging the 'One Atlantic' Command and Control Concept."

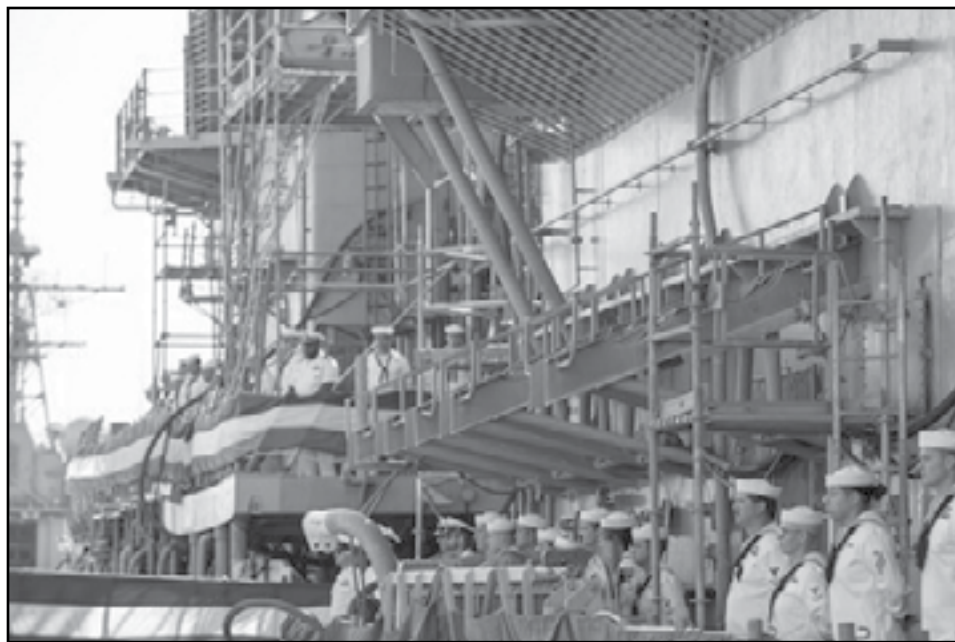
Innovation and interoperability are the key focal points of the GRFCSG's deployment, allowing allied and partner nations to strengthen the collective defense of the Atlantic as well as to mature integration for future operations.

"The Atlantic is an area of strategic interest," said Vice Adm. Dan Dwyer, commander, U.S. 2nd Fleet. "Our primary goal is to contribute to a peaceful, stable, and conflict-free Atlantic region through the combined naval power of our Allies and partners. The deployment of USS Gerald R. Ford's carrier strike group is the natural progression of our renewed commitment to the Atlantic."

Along with Allies and partners, the GRFCSG will focus training on air defense, anti-subsurface warfare, distributed maritime operations, mine countermeasures, and amphibious operations.

"This deployment is an opportunity to push the ball further down the field and demonstrate the advantage that Ford and Carrier Air Wing (CVW) 8 bring to the future of naval aviation, to the region and to our Allies and partners," said Rear Adm. Gregory Huffman, commander, Carrier Strike Group (CSG) 12.

The deployment involves approximate-



The guided missile cruiser USS MONTGOMERY being decommissioned.

ly 9,000 personnel from nine nations, 20 ships and 60 aircraft.

The nine participating nations are: U.S., Canada, Denmark, Finland, France, Germany, the Netherlands, Spain, and Sweden.

The U.S. commands and units participating in the Gerald R. Ford Carrier Strike Group (GRFCSG) deployment include Carrier Strike Group (CSG) 12, Carrier Air Wing (CVW) 8, Destroyer Squadron (DESRON) 2, USS Normandy (CG 60), USS

Ramage (DDG 61), USS McFaul (DDG 74), USS Thomas Hudner (DDG 116), USNS Joshua Humpreys (T-AO 188), USNS Robert E. Peary (T-AKE 5), and USCGC Hamilton (WMSL 753).

Keel Authenticated for T-AGS 67 From Team Ships Public Affairs
05 October 2022

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More Simon Says!

By Sheila Dassatt

In the September issue of Maine Coastal News, I wrote an article entitled "Do the Simon Says." Just to sum it up, in case you hadn't read it, with all that has been expected of the Maine lobster fishery concerning Atlantic Right Whales, we are expected to do more without proving the test of time for the changes that we have already made. So I said it was like the game, Simon Says, which is a child's game and we are all being treated that way. In that respect, we do all of these changes, which include time and money, and if we don't say Simon Says, we have to go back and do it all over again.

This is exactly what is happening to all of us, with a great turnout in our defense. I don't want to bore you with the same subject each month, but this issue is very serious for our livelihoods and needs to stay updated for your information.

I have been reading the social media posts, newspaper articles, watching the news, and staying involved ourselves with just trying to stay on top of all that is happening. With all of this in mind, we still have to make a living! (or try). I just read the letter that the Maine delegation has sent to the Monterey Bay Aquarium concerning the "red list" that they have put us on. It is a very good and supportive letter on our behalf. A lot of what was said, I found myself saying in

last month's article about being guilty until proven innocent. I'm glad to see that we are all starting to feel that way. As a matter of fact, if you want to join us by sending a letter, here is the contact information: Jennifer Dianto Kemmerly-Vice President of Global Ocean Initiatives, Monterey Bay Aquarium, 886 Cannery Row, Monterey, CA 93940. At this point in time, to my knowledge, there has been no reversal of the "red list" accusation.

This letter that I'm referring to was signed by: Angus S. King, Jr. - U.S. Senator, Susan M. Collins - U.S. Senator, Chellie Pingree - Member of Congress, Jared Golden - Member of Congress and Janet T. Mills - Governor of Maine. One of the quotes in this letter is: "In any fair system of justice or public proceeding, it's required to provide evidence of wrongdoing before a verdict can be rendered - innocent until proven guilty. The process you have undertaken turn this principle on its head. How would you like to be the defendant in a process where the standard is guilty until proven innocent?"

"You have appointed yourself Judge, Jury, and Executioner of the Maine lobster industry-ignoring the clear fact, and not meeting even the most basic burden of proof before coming to a conclusion." So this is an exert from the letter that was sent. When I think about this, it is like our industry is

sitting on the "Green Mile" just waiting for how they are going to do us in. Or in that case, you get to choose your demise, correct? Which is kind of like these meetings that we are all invited to, "give us more ideas."

Well, this all sounds like gloom and doom, I admit, but we do not want to give in to this. I can't help but think of the generations before us and the next generation coming up. We are known to be stewards of the sea and when people are in need, the lobstermen and women are the first ones to lend a helping hand. I can't leave out the folks that have arrived to take pictures, buy lobsters and literally talk with us at the dock. Since this latest development, people have been arriving and talking with us in support of our industry here in Maine.

It is obvious that there has to be more to this agenda than just saving whales. We know that the windmills represent big money for a lot of folks and politicians that are involved with them....green energy, correct? You see, I used to work with the shipping industry as well, and I receive shipping magazines that keep me updated with

their green energy progress. The latest quote that I read goes as this: "The Biden administration's just announced plans to jump start U. S. Offshore wind will generate a boom in demand for specialized Jones Act-compliant vessels and services. To help give you the insights needed to meet the needs of the new market, we have launched a new weekly newsletter."

I will keep the news magazine anonymous, but the next quote says "we will host a pod cast and webcast series focusing on the latest offshore wind farm development, policy and regulation and the implications for U. S. shipyards and vessel operators." I receive this information every month, and I feel that it's time that I share this with you.

We need to stay on top of our challenges, but I believe that the court system should treat us with the same fairness that was mentioned in the letter that was sent by our Maine delegation. "Simon says" that we are not guilty of anything and should be treated as such. We don't give up easily, and need to work together. We have a lot of good people on our side, I truly believe that.

Maine Dept. of Marine Resources

U.S. Fish and Wildlife Service and Partners Break Ground on Project to Restore the Sabattus River

LISBON, ME — The U.S. Fish and Wildlife Service, in partnership with the Maine Department of Marine Resources (DMR), the Atlantic Salmon Federation and other partners, broke ground on a restoration effort funded by President Biden's Bipartisan Infrastructure Law that will remove two dams on the Sabattus River, restore habitat for fish and wildlife, increase public safety, and reduce flood risk for communities around Lisbon and Sabattus, Maine.

Through a \$38 million investment in the Service's National Fish Passage Program this year, the Bipartisan Infrastructure Law is bolstering efforts to address outdated, unsafe or obsolete dams, culverts and other barriers to our nation's rivers and streams for the benefit of people and wildlife.

"I am thrilled to join this important day for the local community and for our national investment in conservation, recreation and public safety," said Winnie Stachelberg, Department of the Interior Senior Advisor and Infrastructure Coordinator. "The Upper Town Dam removal is one of the first Bipartisan Infrastructure Law-funded projects from the Na-

tional Fish Passage Program to break ground. This project will reduce flood risk upstream of the dam, decrease risk of catastrophic failure and impacts to neighboring infrastructure, and improve aesthetics and recreational opportunities for the community."

"The removal of these dams will result in many benefits not only for the local community but also for the ecosystem of this important watershed," said Maine DMR Commissioner Patrick Keliher. "I'm excited to celebrate the start of this project with the many partners who've been instrumental in its success."


"We are thrilled to be able to support this important dam removal project on the Sabattus River," said John Burrows, Executive Director of U.S. Operations for the Atlantic Salmon Federation. "Completion of this project will not only be a huge step forward for sea-run fisheries restoration in the Sabattus, but it will also address long-standing public safety and infrastructure issues for the Town of Lisbon."

The groundbreaking ceremony at the Upper Town Dam in Lisbon highlighted the project, which will remove the Upper Town Dam and the Mill Remnant Dam and restore and revegetate adjacent riverbanks. Removing these two unstable dams will eliminate public safety hazards, reduce flooding risk, and improve access to nature and recreation opportunities for neighboring communities. The project was made possible in part by \$350,000 in Bipartisan Infrastructure Law funding through the U.S. Fish and Wildlife's National Fish Passage Program. An additional \$300,000 came from Atlantic Salmon Federation, Maine Department of Marine Resources, the National Fish and Wildlife Foundation National Coastal Resilience Fund, and partners.

Removing these dams in combination with other restoration projects will benefit wildlife by improving aquatic habitat and opening fish passage in the Androscoggin watershed. Restoration of the Sabattus River is expected to result in 2,429 acres of lake and pond habitat and 75 miles of river and stream habitat becoming accessible to alewife, blueback herring, American shad, federally endangered Atlantic salmon, and American eel, which need to migrate between fresh and saltwater to complete their lifecycles. Once access is restored, a self-sustaining run of nearly 500,000 adult alewife from Sabattus Pond could return to the Androscoggin Watershed each year.

The Service's National Fish Passage Program supports aquatic ecosystem restoration projects and restores free-flowing waters, allowing for enhanced fish migration.

Continued on Page 11




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Commercial Fishing News

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

From the Director -

Well, here we are, now into October, and the whole situation is still quite overwhelming for all of us. At this point, the public has been outstanding with support for our industry since the Monterey Bay Aquarium put us on their "red list." This has been very encouraging, in itself. I don't see where anything has changed with them, other than the fact that we now know how much federal money has been paid to them to help support them. At this point in time, it started that the suit was started by Angus King, to stop the federal funding that goes to the Monterey Bay Aquarium. Now I'm hearing that Susan Collins is in this with him, and the last notice that I read is that Jared Golden is responsible for this legislation. It almost seems like a big round robin for the candidates this year. Nevertheless, if they

can accomplish this, hooray for them. We should not be funding the same curse that is putting us out of business.

There was a big meeting on October 5th in Portland with NMFS and NOAA to start the process of hearing one another, including the fishing industry. Again, a lot of political candidates were in attendance to fight for our cause. Governor Mills was there, but did not get a very good response. In all honesty, there were some good people, such as Robert Burke, that had their facts with them about the numbers concerning the right whales. This was all in defense of our fishing industry. Although, a lot of people felt that an unnecessary amount of time was taken up by candidates that were campaigning. This is what has been confusing about this whole situation, it has turned into an unfortunate campaign subject for all. So who do we

believe? What took everyone so long to get involved?

I have to take my hat off to the fishermen that traveled all the way to Portland in the middle of the work week, with a meeting as late as 6:00 pm to 9:00 pm. This meant that if you were coming from Downeast, you either had to stay overnight and pay for a motel room or drive home and get back around 2:00 in the morning. My only question is, why wasn't it held in an area such as Downeast, so it would be more accessible for the fishermen, whose lives will have the most impact in this situation? This would also include losing a day on the water and a lot of funds just for fuel in your vehicle to get there and back.

Everyone that is interested, really needs to write a comment to NOAA telling them how you feel about this new update on the whale ruling. The deadline for the comments was October 11th. You may submit comments in writing through the online portal, Regulations.gov.

For more background, please review the information on this site: Atlantic Large Whale Take Reduction Plan web page, the Right Whale Unusual Mortality Event web page, and you will find many recorded webinars.

To move forward with my report, Maine Center for Coastal Fisheries has a new executive director. Alexa Dayton is the new executive director and has more than 15 years of experience working in fisheries science. Her vision for the future revolves

a lot around climate change and how it will affect climate resilient communities.

There will be a Lobster Rally Wednesday, October 12th at noon time at DiMillos' parking lot, on Commercial Street in Portland, the working waterfront. This rally was established by Lobster 207 with all invited that want to come along and join in. There will be key speakers there, as well as any of us that want to come along and share our stories as working lobster fishing families. I have been told that this is not a political rally.

There have been so many posts on social media, that I cannot report all of them, but the support that we have been receiving is well received. Thank you for all of the support, we certainly need it right now.

We will stay in touch, I will post the latest rallies that have been planned and try our best to keep the ball rolling.

Please, we know how important the Legal Funds are, we have contributed and helped as well, but don't forget to renew your membership and if you're not a member, think about joining us. We are all in this fight together and continue to need your support. Again, the membership forms are in this issue and we have a web site: downeastlobstermen.org. and my email is dassatt711@yahoo.com. My phone is 207 322-1924, feel free to call any time. We are all involved in this battle. Our voice still makes a difference in this industry and we don't back down.

Take care and stay strong, Sheila

Maine Dept. of Marine Resources

Continued from Page 10

These projects also help mitigate the effects of climate change by removing or bypassing natural and man-made barriers that could be problematic during flooding events.

These projects will help support the *America the Beautiful* initiative to conserve, connect and restore our nation's lands, waters and wildlife.

NOTICE

Dysart's Great Harbor Marina Dredge in Southwest Harbor

Pursuant to 38 M.R.S. §480-D, sub-§9, the Maine Department of Marine Resources is required to provide the Maine Department of Environmental Protection with an assessment to the impacts on the fishing industry of a proposed dredging operation. Dysart's Great Harbor Marina in Southwest Harbor is proposing to dredge material along their docks and disposal at the Eastern Passage Disposal

Site. (EPDS)

The Dysart's Great Harbor Marina proposes to dredge 3,350cu. yd. of remaining material from a previous permit in the 2022/23 dredge window. Dredging will be conducted from a barge with a clamshell bucket, all material will be loaded onto dump scows and towed to the EPDS. The dredge contractor will equip their spoils barges with Vessel Monitoring Systems. Construction will occur between November 8 and April 8.

Written comments or hearing requests need to be submitted by 5pm on October 11, 2022. Comments should be sent to Amanda Ellis at the email or mailing address listed below.

Department of Marine Resources, Attn: Amanda Ellis, 21 State House Station, Augusta, Maine 04333; tel.: (207) 624-6573 or email: dmr.rulemaking@maine.gov.

General questions about the project may be directed to Denis Marc-Nault at 207-592-0521 or denis-marc.nault@maine.gov

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Tide to Table Profile: Swell Oyster Co.

Swell Oyster Co. grows oysters, bay scallops, and clams in the working waterfront town of Hampton Harbor, New Hampshire.

Owned by “two surfers who love the ocean,” Swell Oyster Co. is the first and only oyster farm in Hampton Harbor, New Hampshire.

Co-founders Conor Walsh and Russ Hilliard met as they were earning their undergraduate aquaculture degrees from the University of Rhode Island. While working at the well-known oyster bar, Row 34, the two decided that shellfish aquaculture was the perfect pairing of their interests: sustainability and being on the water.

Theirs is the first and only shellfish farm in Hampton Harbor, and the first and only to be permitted in New Hampshire for “suspended aquaculture.” This means that they can have gear in the top of the water column, and bottom culture (in which the shellfish are placed either directly on the seafloor or in bottom cages).

“We are proudly farming the first Atlantic Oyster to have ever been commercially grown in Hampton Harbor. This means Swell Oyster Co. is developing an oyster flavor profile that has never been tasted,” boasts Hilliard. The farm has now diversified to include bay scallops, littleneck clams, and soft shell clams.

A Focus on Sustainability

“The area that is now our farm site used to be completely desolate at low tide,” states Hilliard. “Our shellfish are a meaningful addition to the estuary. Each oyster is filtering 50 gallons of water per day, recirculating the water and making the harbor more habitable.”

The estuary has seen a significant increase in wildlife that dwell in the aquaculture gear, including feeding on oyster fragments that fall in the water. “We see striped bass, flounder, baby lobsters, hermit crabs, and other animals thriving around our gear,” notes Hilliard.

From Farm to Table

Swell’s retail space, the Swell Oyster Shack, makes it the first and only farm in New Hampshire to have a brick-and-mortar site. In addition to Swell’s oysters and bay scallops, the Shack sells oysters from other New England farms, caviar, fish pâté, lobster sliders, and sea scallops from farms throughout New England.

Swell Oyster Co. products are available for shipping or farm pick up, and sold locally to restaurants. Catering, farm tours, and an online shop are also offered.

Fun Facts

The entire farm becomes fully exposed twice a day at low tide; it becomes walkable and can be worked by staff. According to Hilliard, this is a good time to accomplish several tasks: Shaking bags: taking a mesh bag that the oysters are growing in and physically shaking the bag in order to chip off some of the oysters’ new growth, which encourages the shells to grown downward and form a deeper cup; Raking trays: taking the backside of a dirt rake and “raking” the oysters around in the trays to chip new growth; Decreasing densities: as oysters grow and take up more space in the trays, some oysters are moved to a new tray in order to maximize water flow and food availability.

Recipe: Swell Oyster Shack’s “Secret Sauce”

The “Secret Sauce” is made by Conor’s dad, Chef Brendan Walsh. He grows his own jalapeño and serrano peppers to make this spicy fermented mignonette. Remember to ferment the peppers ahead of time!

Ingredients:

- 2 jalapeño peppers
- 1 serrano pepper
- ¼ shallot, finely chopped
- ¼ cup champagne vinegar
- ½ cup white wine (such as Chablis)
- 1 teaspoon Sugar
- Pinch of salt to taste

Instructions:

- 1) ferment the jalapeño and serrano peppers in one cup of water and a teaspoon of sugar for about two weeks.
- 2) After two weeks, remove the peppers and blend them in a food processor. Add in the finely chopped shallot, champagne vinegar, white wine, and salt to taste.

Sustainable Seafood from Tide to Table

The Tide to Table series profiles members of the aquaculture community, who provide valuable jobs and increase access to fresh, sustainably sourced American seafood. Aquaculture is more than seafood production. It is ecosystem stewardship, coastal communities, and economic opportunities

Aquaculture: Policy and Possibilities

Aquaculture—or farmed seafood—is important for nutrition, for local jobs, for climate-ready food systems, and for collaboration between wild capture and aquaculture to put U.S. seafood back on U.S. plates.

In the United States, we have a small, vibrant, and growing aquaculture community. Aquaculture growers farm dozens of different species, including oysters, clams, mussels, shrimp and crayfish, as well as fish like trout, catfish, salmon, and even plants of seaweed like kelp.

The United States is a huge market for seafood. But despite having millions of square miles of coastline and ocean access, we import at least two thirds of the seafood we consume. Of that two thirds, half of that seafood—mostly shrimp and salmon—is farmed as opposed to being wild caught. Considering our millions of miles of ocean, U.S. aquaculture production is relatively tiny. And it has also stayed constant over the last 20 years. By contrast, other countries’ aquaculture production has increased many fold. And we are buying it.

On this episode, we talk with Dr. Michael Rubino, NOAA Fisheries’ Senior Advisor for Seafood Strategy and formerly the director of the Office of Aquaculture. He’s been thinking a lot about farmed seafood’s place in the greater industry, and how technology and innovation have made it safer and more sustainable. Recently, he published an article about aquaculture policy considerations outlining some opportunities and challenges facing it. Follow along as we unpack these key considerations and opportunities for the future of U.S. aquaculture.

Celebrate National Seafood Month

The United States is recognized as a global leader in sustainable seafood for both wild-caught and farmed species. Join us for National Seafood Month 2022 and savor delicious seafood along the way.

As we welcome autumn, we also celebrate National Seafood Month. The United States is recognized as a global leader in sustainable seafood for both wild-caught and farmed species. U.S. fishermen and fish farmers operate under some of the most robust and transparent environmental standards in the world. NOAA Fisheries works to advance and export sustainable management practices internationally. We establish and maintain a level playing field for our fishermen and fish farmers, and maintain confidence in U.S. seafood products and access to the global marketplace.

Aquaculture plays a key role in sustainable seafood as well. Developing a domestic aquaculture industry is critical for the economic and environmental resiliency of our coastal communities and supply of sustainable seafood.

Sustainable seafood relies on strong science, responsive management, and enforced compliance. NOAA’s Office of Law Enforcement enforces best stewardship practices over our ocean fisheries. They work with

domestic and international partners to ensure a level playing field for those playing by the rules, combating IUU fishing and expanding compliance with ocean stewardship laws.

Join us all month long to celebrate sustainable seafood with new features, videos, and more. There’s a lot to celebrate because—aside from being scrumptious—seafood is good for you, good for the economy, and good for the planet! So dig into our seafood features below.

Ensuring a Future for Seafood in a Changing Ocean: Part 1: This October, we’re celebrating National Seafood Month by featuring (and feasting on) the bounties of our nation’s seafood industry. But we are also mindful of the challenges a changing ocean poses to the future of these harvests and all the people that bring them to us. Here’s a look at just some of the ways NOAA Fisheries and our partners are laying the groundwork for adapting our fisheries and aquaculture to a changing climate through the decades ahead.

Ensuring a Future for Seafood in a Changing Ocean: Part 2: NOAA Fisheries works to support resource managers, municipalities, and seafood businesses as they make decisions about how they will adapt to climate change. Across the country, regional fisheries councils and coastal communities are leading the way. The second installment of this 2-part series highlights a few examples.

Learn how NOAA’s partners are working to build a resilient seafood future

7 Ways to Celebrate National Seafood Month

Temperatures are cooling, leaves are changing colors, and the smell of pumpkin spice fills the air—all signs of fall in the United States! This time of year is meaningful for many reasons. At NOAA Fisheries, it’s a time to celebrate seafood because October is National Seafood Month. Check out ways you and your family can savor the flavors—and health benefits—of seafood.

Aquaculture: Policy and Possibilities

Aquaculture is important for nutrition, for local jobs, for climate-ready food systems, and for collaboration between wild capture and aquaculture to put U.S. seafood back on U.S. plates. In this Dive In With NOAA Fisheries podcast, we talk with Dr. Michael Rubino, NOAA Fisheries’ Senior Advisor for Seafood Strategy and formerly the director of the Office of Aquaculture. He’s been thinking a lot about farmed seafood’s place in the greater industry, and how technology

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and innovation have made it safer and more sustainable. Recently, he published an article about aquaculture policy considerations outlining some opportunities and challenges facing it in the future.

Chefs and Farmers Partner with NOAA to Tell the Story of Seafood

Chefs are opening new channels of communication to increase our understanding of fresh seafood and cultivate food security.

Sustainable aquaculture expands opportunities for access to seafood—and for partnerships between groups who have a shared interest in sourcing quality ingredients with minimal environmental impact. In their ongoing search for sustainable, affordable, delicious items to add to the menu, chefs are developing a unique awareness of aquacultured, or farmed, seafood.

At this year's Northeast Aquaculture Conference and Exposition, NOAA's Community of Practice for Aquaculture Literacy hosted a panel to discuss shared goals across culinary, education, industry, and policy sectors. Panelists included: Barton Seaver, Chef, Seafood Literacy Educator and Cookbook Author, BartonSeaver.com; Chris Schillaci, Regional Aquaculture Coordinator, NOAA Fisheries Office of Aquaculture; Dan Ward, Aquaculture Farmer and Researcher, Ward Aquafarms; Jeremy Sewall, Chef, Writer, Owner of Row 34; Maggie Allen, Education and Grants Specialist, NOAA Office of Education; and Mark Rath, Aquaculture Manager, National Sea Grant Office.

The panel discussion made clear that it can be difficult for consumers to access up-to-date information about the sustainability efforts of seafood farmers and regulators. One unexpected solution comes in the form of chefs, who connect with communities through their menus and culinary education programs to improve aquaculture literacy. NOAA provides financial and technical support to enhance these efforts.

Increasing Aquaculture Literacy

Aquaculture literacy is a community's familiarity with information about aquaculture and related environmental, economic, and social topics. Aquaculture literate community members are knowledgeable about contemporary aquaculture practices and how they may relate to their community. They use their knowledge to make informed and responsible decisions regarding aquaculture and its products, and share that knowledge within the community.

One barrier to enhancing public aquaculture literacy is that consumers are often unaware of where to find credible information. During the panel, Chris Schillaci, a Regional Aquaculture Coordinator for the NOAA Fisheries Greater Atlantic Region, noted that

a lot of information available to consumers is outdated. He said, "We are up against a lot of news stories that talk about data that's 20 years old, or information from other countries that don't highlight the incredible science and robust review that goes into permitting farms."

Chefs reach many audiences in their regular interactions with people at every level of the farm-to-table supply chain. Panelists highlighted partnerships that merge outreach and communications strategies with the storytelling and cooking expertise of chefs. They provide a credible channel about how, and where, to find sustainably farmed seafood.

Bridging Gap for Regulators & Farmers

For farmers like Dan Ward, owner of Ward Aquafarms in Massachusetts, the outdated information that Schillaci mentioned can hinder his ability to forge meaningful connections with his community. "I think most people don't realize what we have to go through to get a new [farm] site," Ward shared, "whether we're getting permission at the local, state, or federal level. I think most people don't understand the scope of the review that actually happens before a farm is permitted."

In an effort to help contribute to, and communicate, the sustainability benefits of his farms, Ward offers educational farm tours, researches new technologies through NOAA funding. He also supports local science fairs and their students. Schillaci and Ward still see opportunities for more collaborative efforts to tell these stories in engaging ways.

Putting Seafood on the Table

From consumers to restaurant suppliers, chefs are uniquely positioned to share the stories of seafood farming across diverse audiences. Jeremy Sewall, owner of Row 34 restaurants, shared how something as simple as one sentence on his menu can have an impact. "[Row 34] may be the first time that someone has read about different farmed shellfish, integrated multi-trophic aquaculture systems, or whatever it might be," said Sewall, "and that creates an opportunity for dialogue." Sewall's cookbooks also share educational information about seafood. This exposes readers to topics beyond the recipes such as farming techniques and environmental conditions that impact the taste of oysters.

Chefs Teaching Chefs

Seaver and Sewall noticed that culinary education lacked even basic information about working with seafood. This inspired both chefs to teach a foundational seafood program at The Culinary Institute of America. Seaver also offers a seafood literacy course for chefs. He works with partners like NOAA to incorporate credible, up-to-date, information about seafood farming practices

that is engaging to chefs.

Back at his restaurants, Sewall encourages his staff to join him on the fish piers and seafood farms. They learn about working waterfront practices and then communicate about them to their customers. Thanks to the efforts of chefs like Seaver and Sewall, more members of the service industry are becoming familiar with seafood farming and its benefits.

Aquaculture Education at Work

Schillaci and NOAA Aquaculture Manager Mark Rath see opportunities for their work at NOAA to incorporate a chef's approach to knowledge transfer—connecting over good food. When communicating NOAA's sustainable aquaculture work, it can be challenging to overcome the misconcep-

tion that seafood farming will outcompete wild-caught fisheries. But as they see it, sustainable aquaculture can and should co-exist with wild-capture fisheries. "We see space on everybody's plates for sustainable seafood from all corners," says Rath. "Domestic aquaculture is just one tool for feeding people that we want to see made more common."

Moving forward, NOAA will continue supporting cross-sectoral aquaculture literacy partnerships that help working waterfront communities get to know their local seafood farming stories and opportunities. As Seaver puts it: "Once we see a fishery or an aquafarm as a reflection of ourselves—as the sum of the labors of aspirations of a community—then we begin to see ourselves reflected in the products that they produce."





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Boat And Ship Yard News



This is the Alden schooner SUMMERWIND built in 1929 in at Bristol Marine Shipyard in Boothbay Harbor. She is having some work done on her transom along with cosmetics. She will be relaunched this spring.



The year-old John's Bay built boat TWILIGHT from Friendship hauled up at Royal River Boat Yard in Yarmouth getting paint applied.



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boat for a customer from New York. Down below she has a V-berth, a couple benches, head and hydraulic room. Up in the wheelhouse is open with a bench on each side with a head. Out in the cockpit there is a second steering station, a fish tank in the stern and under the platform there are two 200 gallon fuel tanks. She is powered with a 450 hp 8.3 Cummins. Mike Hooper, owner of the Mainely Boats, said, "Nothing over the top, no fancy wood, just a clean, easy boat that you can scrub up and put away and be done for the day." She will be done early winter, but will not be launched until the Spring.

The next one over is a Wayne Beal 42 that is being finished out as a split-wheelhouse lobster boat for a fisherman from Harpswell. Since he fishes inside the boat is pretty simple with a V-berth, a corner bench in the wheelhouse, a 300-gallon fuel tank, a rope-locker at the hauling station and a cut-out transom. She is powered with a 750-hp John Deere diesel engine.

Also in the shop is a Calvin Beal 34 being finished out as a tuna boat for a customer from South Carolina. She is decked out with a V-berth, head and hydraulic room down below and in the shelter a settee and a simple galley on the opposite side. She is powered with a 600-hp 8.3 Cummins.

A Calvin Beal 36 hull will be arriving this spring and she will be finished out as a tuna boat heading to a customer from New Jersey. She will also have the first FTP engine (650-hp) they have installed. She is going to be a simple boat with a little bit of

trim.

Royal River Boat Yard Yarmouth, ME

Sitting right in front of the main building was the newest John's Bay Boat TWILIGHT from Friendship. She was hauled up and had her hull sanded and was all ready for a coat of paint before heading back over for the winter.

The NEWFYSTAR has been hauled out for the winter. All they will be doing to her this winter is placing the dragging gear on deck so they can go scalloping in the spring.

ROLLING STONE, another John's Bay Boat, owned by Alan Dugas, is nearly completed. Over the last two years they have gone through her from stem to stern and now she looks like new. The only work left is put on her mast and hook up the electronics.

During the summer they made repairs to the tour boat MERRYMEETING, which had keel damage and a broken shaft. They were able to repair the keel and get everything hooked back up and have her operating again within a week.

ROCKET was in and they redid the entire boat: ripping out the bulwarks, deck, fuel tanks and electronics and replacing them with all new.

Outboard sales were good and could have sold more had they been able to get more units.

Of course, like any storage yard, they are hauling fast and furiously. It is almost like it does not stop as commercial boats get



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Boat And Ship Yard News



This is a Calvin Beal hull finished off as a walk-around sportfisherman. Stewart Workman said that this project has been a challenge, but he was very happy with the result.

hauled all year long and many are only out for a short period of time. The only reason they stop hauling is that the river ices in. They haul almost 400 boats every fall and this does not count the trailer boats. Almost all of these boats will be out and ready for winter by Christmas.

Shop to Shore South Bristol, ME

It is very difficult to put a house on a small outboard boat and make it look right. They have taken a Seaway 19 that was fitted with a centre console and put a house on it and it looks pretty good. Her owner had sold his big lobster boat and still wants to tend a few traps so he decided to convert this Seaway into a little lobster boat so when the weather is not comfortable he has some shelter from it. This project is almost done. The owner of the yard said, "I have got to put half-round around the roof, half-round around the trunk, a little fiddle on the front, he wants a door, a little bit of painting and it is done."

Next to her is a 31-foot built by Olsen Brothers of Massachusetts about 40 years ago. She came in to have her cabin repaired as the sides were all rotten. They replaced the sides and much of the windshield, but also replaced planks and refastened the bottom, removed the engines and painted them, installed new fuel tanks, redid the teak platform and put a new transom in. Now all that is left is painting, varnishing and putting a few things back together. She will be going over this fall and will head to her owner in New York as he still as good weather for boating.

Outside there is a Lyman that needs a strut put back in. The owner grounded her and decided to take apart and make the repairs, but once he got into it he decided it was too big a job brought it to Shop to Shore.

They have made repairs to the keel and still need to get the strut and shaft back in.

An Able 32 pleasure boat has been in for a couple of years getting extensive work for a local owner. She should be finished up for next season.

There are two boats coming in this winter to be repowered. One is on a Glamour Girl, which is presently powered with a Westerbeke and he has decided to switch to a Yanmar. This should be an easy switch, but he will need to build a new engine box. The other is in a boat over 60 years old. They removed the engine to inspect and discovered it need way more work than they thought. They are now waiting for the owner to give him the okay.

Strout's Point Wharf Company South Freeport, ME

The big project last winter was on the Concordia 39 STREAMER, hull #21, built in 1954 as the CHRISSETTE. This boat has a different interior than the others. Like the others she was built at Abeking & Rasmussen in Germany and shipped to the U. S. and Concordia of Padanaram put the interior in. She came in late Spring and they put a new keel, replaced half the floor timbers, a lot of frame ends, planking replaced as needed, extended the mast step aft two floors, and installed new engine beds along with a new engine.

Another project was on a 46-foot Spirit Yacht of Ipswich, England. She has a cold moulded hull and needed repairs made to the deck around one of her winches.

They store six Concordias along with a number of other classic wooden boats and each of these need some degree of work every year. Last year they repowered four fiberglass sailboat with new Yanmar engines and another engine was installed in SILK, which never had an engine, had a Kobota



This half-model was built by Peter Buxton of Buxton Boats in response to a customer looking for a wooden cruiser. The half-model above is the one he built when at The Boat School.

installed. This is not normal for them, however, they already have two lined up for this winter.

STREAMER will be back in this winter to be refastened. They may have a 32-foot John's Bay Boat coming in for a bow thruster and cosmetics. There is no question that they will be busy this winter as just their regular storage customers can do that.

S. W. Boatworks Lamoine, ME

In the first bay they have a Calvin Beal 36, which they are finishing out as a walkaround powered with a 750-hp Scania. Stewart Workman, owner of SW, said, "You had to play by the rules with this one, you can't just wing it. It's the first walkaround we've done and actually it's the smallest boat that I would want to do as a walkaround because you lose so much of the forecastle.

It is all custom built and its coming along good." They have most of the fiberglass structure in place and now they are fairing.

In bays 3 and 4 they have two Calvin Beal 42s finishing out as sportfishing cruisers. One will be going to Southern Maine and the other to Massachusetts. They are laid out exactly the same. Down forward there is a forward stateroom with a triangle berth, head with full shower with galley up. One will be trimmed in varnished cherry and the other might be oiled teak. The one going to MA will be powered with a 800-hp Scania and the other with a 900-hp Scania.

In the layup shop they have a Calvin Beal 38, which they are finishing off as a sportfisherman for a customer from Massachusetts.

Next, they will finish out a Calvin Beal

Continued on Page 19



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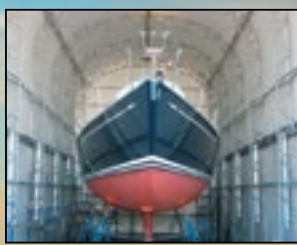
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U. S. NAVY NEWS



Authenticating the keel for T-AGS 67, an oceanographic survey ship under construction at Halter Marine in Pascagoula, MS.

Continued from Page 9

The keel for the Navy's next oceanographic survey ship (T-AGS 67) was ceremonially laid at Halter Marine in Pascagoula, MS, Oct. 4. The keel authenticator was Rear Admiral Tom Anderson, Program Executive Officer, Ships.

"This is an awesome Navy day as we gather to celebrate the start of construction of the eighth ship in the Pathfinder class," said Rear Adm. Tom Anderson. "We look forward to delivering another ship that provides significant capability in undersea warfare and charting the world's coastlines."

Equipped with a moon pool for unmanned vehicle deployment and retrieval, T-AGS 67 will be a multi-mission ship that will perform acoustic, biological, physical and geophysical surveys, providing much of the U.S. military's information on the ocean environment. The vessel will be over 350 feet in length with an overall beam of 58 feet.

T-AGS 67 will be operated by the Military Sealift Command (MSC). MSC consists of non-combatant, civilian crewed ships that replenish U.S. Navy ships, chart ocean bottoms, conduct undersea surveillance, tactically preposition combat cargo at sea and move military equipment and supplies used by deployed U.S. forces around the world.

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

Keel Authenticated for the Future USNS Saginaw Ojibwe Anishinabek From Team Ships Public Affairs

05 October 2022

The keel for the future USNS Saginaw Ojibwe Anishinabek (T-ATS 8) was ceremonially laid at Bollinger Houma Shipyards, Oct. 3.

Named for the Saginaw Chippewa Tribe, the ship honors the original people of modern day Michigan and their proud tradition of service to their country. Ojibwe is also referred to as Chippewa and Anishinabek means "original people." The keel authenticator was the Honorable Theresa Peters Jackson, Chief of the Saginaw Chippewa Tribe.

"This is an awesome Navy day as we gather to celebrate this multi-mission platform and the range of capabilities it will bring to the fleet, including towing, salvage, rescue, oil spill response and humanitarian assistance," said Rear Adm. Tom Anderson, Program Executive Officer, Ships. "It is an honor to be joined by members of the

Saginaw Chippewa Tribe as the keel is authenticated for their namesake ship and we are excited to honor their heritage and commitment to service of country."

The Navajo class (T-ATS) provides ocean-going tug, salvage, and rescue capabilities to support fleet operations. T-ATS replaces and fulfills the capabilities that were previously provided by the Fleet Ocean Tug (T-ATF 166) and Rescue and Salvage Ships (T-ARS 50) class ships.

In addition to T-ATS 8, Bollinger is constructing USNS Navajo (T-ATS 6) and USNS Cherokee Nation (T-ATS 7) and is under contract for USNS Lenni Lenape (T-ATS 9) and USNS Muscogee Creek Nation (T-ATS 10).

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

Future USS Lenah Sutcliffe Higbee Completes Acceptance Trials From Team Ships Public Affairs

07 October 2022

The future USS Lenah Sutcliffe Higbee (DDG 123) completed Acceptance trials, October 6.

During trials, the Navy's Board of Inspection and Survey inspected the ship performing a series of demonstrations while pier side and underway to validate performance. The ship's onboard systems, including navigation, damage control, mechanical and electrical systems, combat systems, communications, and propulsion applications, met or exceeded Navy specifications.

DDG 123 is named for the first ever woman to receive the Navy Cross, Lenah Sutcliffe Higbee. Higbee served in the Navy for 14 years, including 11 as Superintendent of the US Navy Nurse Corps. She joined the Navy Nurse Corps in October 1908 and was promoted to chief nurse less than a year later. She was named superintendent in January 1911.

"We are proud to introduce another advanced warship to the fleet," said Capt. Seth Miller, DDG 51 program manager, Program Executive Office (PEO) Ships. "The Navy is honored to recognize Lenah Sutcliffe Higbee with this fully capable, mission-ready ship."

The DDG 51 Arleigh Burke-class ships are multi-mission guided missile destroyers designed to operate offensively and defensively, independently, or as units of Carrier Strike Groups, Expeditionary Strike Groups, and Surface Action Groups in multi-threat environments that include air, surface and subsurface threats. These

ships will respond to Low Intensity Conflict/Coastal and Littoral Offshore Warfare scenarios, as well as open ocean conflict, providing or augmenting power projection, forward presence requirements and escort operations at sea.

DDG 123 is a Flight IIA destroyer equipped with the Aegis Combat System Baseline 9C2. This system delivers quick reaction time, high firepower, and increased electronic countermeasures capability against a variety of threats.

The ship is expected to be delivered to the Navy later this year from Huntington Ingalls Industries' Ingalls Shipbuilding division in Pascagoula, Mississippi. The shipyard is also in production on future destroyers Jack H. Lucas (DDG 125), Ted Stevens (DDG 128), Jeremiah Denton (DDG 129) and George M. McNeal (DDG 131).

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



Kitten was one of five graduating U.S. Navy students from the NPS Department of Operations Research (OR) selected to present their theses to a panel of judges, professors and peers for the Military Operations Research Society (MORS) Stephen A. Tisdale Thesis Award competition.

Exploration of Wolfpack Tactics Earns Submariner Recognition in Operations Research

From Mass Communication Specialist 2nd Class Leonard Weston, Naval Postgraduate School Office of University Communications

07 October 2022

Advancements in technology towards secure communication between submarines will significantly affect how they could operate in groups, or modern "Wolfpack Tactics." This award-winning analysis conducted by U.S. Navy Lt. Spencer Kitten, a recent graduate from the Naval Postgraduate School (NPS), addresses undersea warfare concepts that support NAVPLAN 2022 efforts to strengthen our nation's integrated deterrence.

When the dust settled, Lt. Spencer Kitten's examination of submarine force tactics through his thesis, "Revisiting Submarine Wolfpack Tactics Using Computational Methods," was selected as the winner of the Summer Quarter's MORS/Tisdale award.

The Undersea Warfare Development Center (UWDC) at Naval Submarine Base New London in Groton, Conn., sponsored and supported Kitten's research.

"We strongly believe in supporting the next generation of Operations Research trained naval officers and are happy to have had the opportunity to sponsor and help shape Lt Kitten's research," noted Dr. Michael W. Kopp, Head, Submarine Operations Research Group at UWDC. "We are

exceedingly pleased that the selection committee agreed with our assessment that his work deserved special recognition and look forward to seeing his future contributions to the submarine force."

"I was humbled to have been selected for this award among so many other excellent candidates," added Kitten. "When I first came to NPS, I knew that I wanted to work on a project that would have a direct and positive impact to naval thought. This award is a realization of that effort, and I am deeply honored."

The MORS Tisdale award recognizes a graduating student from the OR department for outstanding thesis research that offers operating effectiveness and has highest potential for near-term impact on the security of the U.S. and its allies.

"Rather than a competition, the faculty in the OR department like to view this event as a celebration of the outstanding work of our students, as well as recognize how much they have learned in two very fast and intense years of study," said U.S. Navy Cmdr. Nicholas Ulmer, Operations Research Department Program Officer.

The research Kitten conducted as part of his thesis was a simulation using data farming techniques as well as intelligent experimental design to revisit submarine wolfpack tactics in the modern era.

"Models like mine will be used to inform submarine strategy in crucial battlespaces, specifically on coordination and communication matters," said Kitten. "Much of the existing literature on joint operations is tailored to a submarine operating in concert with non-submerged assets such as a battlegroup. Usually, when submarines operate together, very specific procedures are issued that are only relevant for the duration of the event. It would be exciting to see more general advice for submarines employed with other submarines."

"I think the most interesting exploration for this research will involve simple changes in the assumption of the simulation design," he added. "Time permitting, I'd like to continue to explore this subject and to stay involved with the military operations research community at large."

Ulmer says competitions like the MORS/Tisdale Award are a win/win for the fleet, and all participating students. The Navy benefits from students' research on real problems impacting the service, he says, while the students get the experience of briefing peers and leaders on those problems while also participating in their discipline's broader community.

The MORS/Tisdale award is named in honor of Lt. Cmdr. Stephen A. Tisdale, a dual-degree graduate from NPS in 1989. Tisdale perished in a military aircraft accident on March 21, 1991, while serving with Patrol Squadron (VP) 50 off the coast of California. Tisdale's outstanding and influential thesis, "Assessing Optimal Utilization of Potential Anti-Satellite Architectures," won the MORS prize for his graduating class, and he was recognized as NPS' top Space Systems Operations student.

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Boat And Ship Yard News



The schooner LYNX of Nantucket being hauled out at Portland Shipyard in Portland on 19 September.



At Shop to Shore in South Bristol, they are working to finish up the cabins on both of these power boats.

44 to finish out as a sportfisherman to a customer from Westport. This is his second Calvin Beal, the other was a 36 (TWISTED) they finished three years ago. This one will be followed by a Calvin Beal 42 going to Portland. Then they have a number of hulls and tops to do, one of these will be a Calvin Beal 42, which will be going to Farrin's Boat Shop in Walpole to be finished out as a patrol boat for the Maine Marine Patrol.

The phone has not been ringing for lobster boats, but many of the callers are asking for smaller models powered with outboards. One of these, a Calvin Beal 30, will be going to Jeff Eaton's shop to be finished off this winter.

Despite all this, they still have room to do hulls and decks for those interested.

C. W. Hood Yachts Marblehead, MA

At Lyman-Morse in Thomaston they have hull #2 of their 35 underway for a customer from Palm Beach, FL. She will sport a flybridge and be powered with a Volvo inboard/outboard setup. The cold moulded hull is currently on the strong back and is being glassed and faired. She will probably come off the strong back around 1 December and then they will start putting the interior in. The interior is already under construction in the carpenter's shop. The deck is moulded and uses carbon fibre in its construction and this makes it much stronger and lighter. This boat will be easily driven at 40 knot tops.

Then they have a customer who is interested in a custom 42 based on their 3557 series, but nothing definite.

In Marblehead, they have six 32s to build this winter. Then in the restoration shop they have a 1978 Wasque 32 that was built down at Vineyard Yachts in for a full-blown restoration on. She is getting all new exterior woodwork, windshield, hard top, grab rails and Awlgrip. The only thing they think they may not touch is the engine.

They have their usually Wasque 26s and Catamut 30s in for storage. However, it is interesting that they are seeing a lot more interest in winter storage work. They attribute this to people using their boats a lot more. Brokerage has also been busy with no signs of slowing up. The inventory has been moving with people getting out of boating and a younger group coming in and boats on the market turnover quickly.

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Golden Globe Race 2022 Update

Continued from Page 8

are now working with Guy deBoer's team and an insurance company on salvaging the Tashiba 36 with the least environmental impact. The area is a popular tourist surfing spot.

Kirsten Neuschäfer could not hide her disappointment at being 6th crossing the gate 25 minutes after Guy. Her Cape George 36 had sailed out of the Bay of Biscay unscathed and was in excellent shape, although she was tired from the long hours under spinnaker at the helm.

Hours before them, Pat Lawless had beaten Abhilash Tomy in their week-long fight for the 3rd spot. Pat's option east of the fleet cost him dearly earlier in the week but enabled him a magnificent come back on Friday and Saturday.

Infectious also is his right knee, a pre-existing medical condition to the GGR which has come back unexpectedly during the first week of sailing. Pat is in regular contact with the Race doctor, MSOS Direct, and taking antibiotics as advised. He was advised to stop in Lanzarote to stock up with stronger antibiotics on board, but this would have meant losing contact with the leaders, as well as accepting external assistance and being moved to Chichester Class.

Said Pat Lawless "There is no way I want to move into Chichester Class, not for a minute, so I sail on! It will be fine"

Abhilash Tomy holds 4th place and revealed during the film drop that after leaving Les Sables d'Olonne he suffered for 10 days with severe PTSD syndrome. He could not eat for those 10 days. Re-living his rescue and severe back injury inflicted during the 2018 edition of the GGR upset his ability to concentrate.

A few miles ahead, it is Simon Curwen in his Biscay 36 CLARA solidly in the lead after breaking away from Tapio Lehtinen who chose a less direct route under his biggest spinnaker in a bid to find stronger winds. He didn't.

While the tight mid-fleet group of Guy Waites, Michael Guggenberger, known as Captain Gugg, Ertan Beskardes and Jeremy Bagshaw have all gone through the gate over the weekend.

750 miles further south from Lanzarote, just to the east of the Cape Verde island on the African coast, a tropical depression/Hurricane may be forming on Thursday 22nd and building into Friday 23rd. Forecast winds are expected to be around 50 knots. This is right in the path of the GGR leaders and middle fleet.

Golden Globe Race, High and Lows, Snakes and Ladders heading south from Lanzarote film gate

Damien Guillou's comeback hampered by a high pressure, now through the Rubicon Marina gate and back in the chase. Kirsten Neuschäfer 10th at the Biscay exit now in 5th place and going after the lead pack. Elliott Smith making most of Lanzarote, anchoring for the night and meeting friends. Intense low pressure between Cape Verde crossing the GGR fleet over the weekend. Simon Curwen and Tapio Lehtinen breaking away on the west side of the low-pressure system. Guy deBoer set out to salvage SPIRIT after hitting the coast of Fuerteventura before expected large swells.
22 September

Damien Guillou, the French favourite for the Golden Globe Race made it through the Lanzarote Rubicon Marina film drop under his biggest spinnaker on a tight reach, this morning. A wind vane repair returning to Les Sables d'Olonne had cost him six days on the rest of the fleet. The last 12 twelve

days have been an impressive comeback. He is consistently posting the top 24 hour distances of the fleet, having already caught up with the other French sailor Arnaud Gaist and the Australian mariner and GGR 2018 Mark Sinclair "Captain Coconut."

Another impressive comeback is Kirsten Neuschäfer (SA) who exited the Bay of Biscay in 10th position. She did not hide her disappointment at being 6th at the Lanzarote gate. She has now joined the lead pack in 5th position and has been working very hard, spending a lot of time at the helm of Minnehaha, to catch up. This morning, she averaged 7 knots over the last 24 hours, clocking 170 miles and gaining 55 miles over her closest competitor Abhilash Tomy (IND)!

With strong Northerlies today where Minnehaha and Kirsten excel, there's no doubt she will close further onto the leaders. The other South African in the race, Jeremy Bagshaw, 6th in the fleet sailing the smallest and lightest yacht in the fleet, posted the second-best performance over 24 hours with 154 miles, nearly 6.5 knots average, clearly pushing Oleanna in those favourable conditions.

US entrant Guy DeBoer whose yacht Spirit ran onto rocks north of Fuerteventura has shared the story of his grounding. Spirit is still on the rocks, but all fuel and hazardous products have been taken out of the boat which poses no threat to the pristine environment of the island. Guy met with two local salvage companies while keeping close contact with the authorities to find the best way to remove his yacht from the beach. One scenario is to bring a telescopic mobile crane on the beach and lift Spirit off the rocks which would limit damage to the boat.

After going through the gate in Lanzarote, I was awake for 30 hours, and I chose to go West of Fuerteventura, it was close-hauled but I was sailing 30° over the island and was safe. The moment I sat down I fell asleep because I was so fatigued. Said Guy. The reason I hit the rocks is because the wind velocity dropped off significantly and the boat bore away towards the island and I was not aware of that before the boat hit the rock. In insight I should have gone on the east side and avoid the leeshore. He concluded: it was a bad decision by the skipper and I'm paying the penalty for it today.

A tropical storm currently forming off Dakar in Senegal gaining in strength Friday and crossing the path of the fleet, moving North on Saturday. While the early predictions were announcing a possible Cape Verde Hurricane, this is now a localised low-pressure system.

Simon Curwen (UK) is taking advantage of his lead position to go around the low on the west side, taking strong northerly winds pushing him towards the Cape Verde archipelago and the doldrums. Tapio Lehtinen (FIN) is racing to get past before it moves over him and it may be a close call but he is ready for heavy winds. The rest of the fleet is hugging the coast off Africa, East of the low to face the lowest possible headwinds.

Golden Globe fleet dive into doldrums, frustrating first test for many

Windless holes, dead birds, dust and flying fish play with entrants' nerves entering the dreaded doldrums. Entrants missing family, some hampered with repairs, most nervous about the lack of wind. Back of the fleet surge toward the mid fleet, Pat, Kirsten and Abhilash chasing the leaders. Captain Coconut retires in Lanzarote leaving the fleet of 13 heading for the equator. Guy deBoer's Spirit successfully salvaged and ready for repairs.
29 September

A week after the fleet crossed the Lanzarote gate, Simon Curwen (UK) is leading the fleet into the Doldrums through the 10th parallel.

This week, it's been mainly compression for the leaders Simon Curwen (UK) and Tapio Lehtinen (FIN), who after making most of their time west of the stormy low-pressure system are now hitting the windless wall of the Doldrums. With the wind strengthening from the North, the back of the fleet has made good progress on the leaders, and the mid fleet pack. This benefited Damien Guillou (FR) in his chase back to the top, reducing the gap from 700 miles in Lanzarote to 500 today.

There were a few changes in positions for Kirsten Neuschäfer (SA), 5th in Fuerteventura and her compatriot Jeremy Bagshaw, a close 6th then. Kirsten, spending long hours at the helm posted the best daily average with several days around 170 miles, enabling her to close on Abhilash Tomy (IND), eventually stealing 4th place from him before chasing Pat Lawless (IRL), himself catching Tapio Lehtinen (FIN), 200 miles to the east of him.

Jeremy Bagshaw (SA) who is no stranger to bold moves and options, broke away from Kirsten last Saturday for a western route into the Cape Verde islands looking for fresh winds, which he is currently clearing, but lost 3 places in the process. He is currently sailing in fresh winds 350 miles west of Elliott Smith (USA), and now has Damien Guillou (FR) and Ian Herbert-Jones (UK) following his track into the islands.

"It was a night of storm and lightning, and the next morning I wake up and there was dust everywhere, orange dirt, four dead birds on the deck, some of them decapitated, flying fish everywhere, grasshoppers and crickets, and then a big black nasty looking locusts as big as my thumb. This is when I realised I had left the hatch open..." Elliott said on his weekly call.

Many have ongoing problems heading in the southern hemisphere: Ertan Beskardes (UK) who experienced early electrical problems with a short-circuit and smoke, called Race Control this week reporting battery issues, not keeping charge and that he was struggling with his power management. He had planned to stop in Cape Verde Islands for repair and continue in Chichester Class, but later decided to soldier on through the doldrums and try to solve it. He is running on minimal power now and it is obvious the batteries have been seriously damaged. He is prepared to finish the Race without power, using his emergency solar system to recharge critical safety comms.

Guy Waites (UK) has been working on his staysail cars, and spinnaker pole issues Arnaud Gaist (FRA) has been working on deck fittings, preserving his sails and is shocked at some of his running rigging that is chafing excessively. Elliot Smith re-positioned and re-stitched his mainsail clew, and found most Luff slides on the mainsail battens broken. Ian Herbert Jones is frustrated at being so far behind, but realises that for him, it is all about the voyage and enjoying the journey. Kirsten Neuschäfer seems the happiest she has been since the start and feels back in the Race!

Meanwhile this week, Mark "Coconut" Sinclair, the popular Australian sailor decided to pull into Lanzarote and retire from the GGR 2022. "I wanted to start this edition but it was a big effort to get ready and I think I am just tired. I had planned to make landfall in Cape Town and attend my son's wedding, continuing the voyage in Chichester class, but it's been a slow start and I am now two weeks behind schedule. I won't be in time in South Africa, and probably not at the Hobart

gate before January 31."

Mark, a former Australian Navy commander and cartographer, also mentioned some medical follow-up and surgery and other pending issues since he has been away from home for ten months. He left Adelaide in December 2021, crossing to Les Sables d'Olonne in 174 days, spending another 100 days full time without a break to get Coconut ready for the start with little time for anything else.

Meanwhile in Fuerteventura, Guy DeBoer (USA) has reunited with his Tashiba 36 Spirit, which has been lifted off the rocks where he landed on September 18th. Spirit's salvage involved building a sand road for the mobile crane and the low-bed truck to get to the boat, getting the mast off and lifting the boat onto a low-bed truck. Driving it out was easy without extra damage. Sadly, the boat has been visited in the meantime, with a significant amount of material including the Hydrovane, Watt & See generator, winches and other material were stolen for a value exceeding USD 50,000.

In Fuerteventura, a chain of solidarity formed around Guy and his injured yacht, some local friends having found a piece of land for Spirit's repairs.

Barnacles are back! 23,000 miles to go as GGR hits the equator on a voyage of attrition

13 sailors are still racing, Simon Curwen first across the Equator, others in the doldrums physically and psychologically. Sailors suffering from isolation, injuries, lack of information and lack of wind. Leaders hit the trade winds opening a gap with the rest of the fleet. Kirsten, Tapio and Damien are the fastest, but will it be enough?

6 October

One month at sea and what a month it's been!

Starting with a rough exit of the Bay of Biscay, testing sailors and boats to the limit, with Damien Guillou's (FRA) PRB returning for repairs, Edward Walentynowicz (CAN) pulling the plug on his GGR campaign, Guy DeBoer (USA) grounded in Fuerteventura and Mark Sinclair (AUS) mooring his Coconut in Lanzarote for good. Now thirteen sailors battle the doldrums seeking tradewinds and a fast passage south.

Simon Curwen (UK) crossed the equator last night knowing he was still in the lead, and planned a proper "crossing the line" celebration with Neptune.

Simon, who does not have the fastest boat, took the lead in Cape Finisterre on September 9th and has held it ever since. The experienced solo sailor seemed unfazed by the ordeal as he saw his lead melting below 100 miles in the doldrums. His experience campaigning his J/105 Voador short-handed for 15 years, and many years racing his Classe Mini 6.50 before that, has certainly come in handy.

"I'm quite happy to be alone with myself. I have music and books to read...So far, it's going well. I'm not bored at all. There's always work to be done...I spend two hours a day on the charts and the sextant, to do the calculations."

Not all the fleet, however, has been dealing equally well with the lack of wind, lack of communications, lack of information and prolonged isolation. Don and the GGR team at Race Control have felt it during the scheduled weekly satellite safety calls. Entrants can only call Race Control, not family and friends. Some demoralised GGR sailors called to chat, share their frustrations and trump the isolation after a month alone. A few are questioning why they are there,

Continued on Page 22

Wood's Hole Oceanographic News



The human-occupied vehicle (HOV) Alvin at the surface after a dive, during its recent science verification expedition at locations on the Puerto Rico Trench and Mid-Cayman Rise in the Atlantic. The world's most productive sub was recently certified to dive to a maximum depth of 6,500 meters (4 miles). The new maximum depth puts roughly 99% of the global seafloor in reach—including the lower Abyssal Zone and the upper Hadal Zone, home to ultra-high-temperature hydrothermal vents, newly discovered volcanic processes, untold mineral resources, and much more. This will also give the science community an unprecedented opportunity to visit a critically under-studied part of the planet that plays a role in carbon and nutrient cycling and that will offer a view into how life might be evolved to conditions in oceans beyond Earth. (Photo by Marley Parker/ ©Woods Hole Oceanographic Institution)

Human-occupied vehicle Alvin successfully completes science verification

The human-occupied submersible Alvin is ready to return to scientific research at its newly certified maximum depth of 6500 meters (4 miles). That's the conclusion of a team of scientists who have spent the past three weeks taking the iconic sub through its paces at locations at the Puerto Rico Trench and Mid-Cayman Rise, testing its scientific and engineering systems to ensure they are capable of supporting the demands of deep-

sea sample and data collection.

"We set a high bar for Alvin and it easily met or exceeded our expectations," said Woods Hole Oceanographic Institution (WHOI) Associate Scientist Anna Michel, chief scientist of the National Deep Submergence Facility that operates Alvin. "Alvin is ready for science."

Michel and University of Rhode Island geophysicist Adam Soule led Alvin's Science Verification Expedition, which left San Juan, Puerto Rico, on July 26 and

completed five scientific dives in the Puerto Rico Trench. Those dives focused on the sub's ability to support multi-disciplinary research including geological sampling and observation among the towering cliffs formed by the collision between the North American and Caribbean tectonic plates and biological sampling at abyssal and hadal depths. Scientists were able to make direct observations and collect samples of exposed oceanic crust, deep channels carved into the Puerto Rican platform, and seafloor organisms, some of which were the deepest known examples of their species.

After a short stop in San Juan to exchange scientific crew, Alvin's support ship, the research vessel Atlantis, proceeded to a region south of the Cayman Islands known as the Cayman Rise, where the two plates are separating at a rate of about 15 millimeters (0.5 inch) per year. There, scientists conducted another nine dives, focusing on chemical and biological sampling around hydrothermal vent and seep sites, including at the Beebe Vent Field—the hottest and deepest known hydrothermal vents on Earth.

"These were complicated dives in complex locations that posed a test not just of the sub, but of the people who operate it and who make the science possible, as well," said Soule. "Their skill and recent upgrades to the sub meant we were able to make fundamental new discoveries while also confirming its operation."

The upgrades were funded by the National Science Foundation (NSF), installed during an overhaul period that began in March 2020, and built on additional improvements completed in 2014. The most recent round of upgrades included new titanium ballast spheres, upgraded hydraulic system, new thrusters and motor controllers, updated command-and-control and naviga-

tion systems, and a new 4K imaging system. Because Alvin is owned by the U.S. Navy, it then completed a three-week sea trial in collaboration with the Naval Sea Systems Command (NAVSEA), which oversees the safety of all ships and submarines in the fleet, and culminated in official certification to operate at depths to 6500 meters.

In total, Alvin completed 14 dives during the NSF-funded science verification expedition for a total of 102 hours submerged, 53 of which were spent exploring the seafloor, a significant achievement given the extended time required to reach sites that are as much as 2000 meters (1.25 miles) deeper than the sub's previous maximum depth. In addition, the dives allowed 11 scientists to make their first dives in Alvin, something Michel said was an intentional part of the expedition.

"Alvin is built and maintained to enable new discoveries and provide new insight into the way our planet works," said Michel. "Every generation of scientist presents new questions and Alvin has responded in ways that have rewritten textbooks. There's a new generation waiting to use the sub and to them we say, 'Alvin is ready, where do you want to go?'"

How marine predators find food hot spots in open ocean "deserts"

A new study led by scientists at Woods Hole Oceanographic Institution (WHOI) and University of Washington Applied Physics Laboratory (UW APL) finds that marine predators, such as tunas, billfishes and sharks, aggregate in anticyclonic, clockwise-rotating ocean eddies (mobile, coherent bodies of water). As these anticyclonic eddies move throughout the open

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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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Dedicated to the Preservation of Maritime Writings

MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

26 September
Page 1.

G. M. Stanwood & Co., Commercial St., Portland, do a large amount of ship, mill and building work of all kinds and heavy forgings. They are agents for the Providence iron windlass. Baynal & Loud's tackle blocks and keep on hand a full supply of blocks, pumps and ship chandlery. They have a large hog ranch on Cape Elizabeth, where they breed Irish, Belgium and White Chester hogs and the superior quality of their stock is becoming famous all over the country. They have now on hand 700 hogs and pigs and have sold 700 pigs since last January.

Page 2.

BELFAST

BEAUTIFULLY SITUATED ON PENOBSCOT BAY. FINE WATER POWERS AND THE MANUFACTORIES ON THE EAST SIDE. THE SHIP-BUILDING INDUSTRY. THE SHOE FACTORY OF CRITCHETT, BIBLEY & CO. MATTHEWS BROS. WOOD WORKING ESTABLISHMENT. OTHER BUSINESS ITEMS.

It would take a large volume to describe in full Penobscot Bay, with its beautiful islands, the many capes and headlands that project into its dark blue waters, and the cottages, villas, and charming summer resorts that are springing up in every direction around its shores. Of the towns and cities that have been built on this finest of all bays,

none has a pleasanter location than the city of Belfast.

Situated on elevated land, sloping towards the water, it presents a most pleasing picture to any one approaching it by boat. On landing we find we have not been deceived by appearances. The streets are wide and well lined with shade trees; the houses are well built and many of them elegant structures; the public buildings are a credit to the city and the county, while the new memorial building shows a generous public spirit, and a grateful recognition of the services of the sons of Belfast in the time of the Nation's peril. Belfast is so situated that it has ample room to expand. Good house lots can be obtained at very reasonable rates, within easy distance of the business centre. Some of the streets are as fine as can be found in any city in New England. Among the drives that to Northport is perhaps one of the finest, and we confidently predict that eventually this magnificent street will be lined with fine residences for its whole distance. There are many other fine drives, so many that we will not attempt to describe them. A great part of Penobscot Bay is visible from almost any portion of Belfast, and the views from the upper windows of almost all the residences on the eastward slope are particularly fine. The Boston and Bangor steamers touch here daily, also the Bangor and Rockland, and the Belfast and Castine. There is also railroad communication, a branch of the Maine Central terminating at this point.

Belfast has within its limits a fine wa-

ter power or rather series of water powers. Across the small bay which forms the harbor of the city, a large stream, the outlet of a lake containing several square miles, falls over a hundred feet in its short course and flows into the harbor directly opposite the city proper. On this stream are several industries, among which are the axe factory of B. Kelley & Co., also their axe factory, and the electric light plant of the Belfast Electric Light Co. There are some privileges unimproved which would be ample for woolen mills or almost any industries aside from pulp mills. The best of axes are manufactured here and orders come from the far west and the south, as well as from our own state for these superior axes. The electric plant is near the mouth of the stream, and from it the city streets, stores, and residences are lighted. A grist mill near the railroad station is also run by power from this plant, and 20,000 bushels of corn are ground yearly by it. The capacity of the mill, could be extended indefinitely.

Shipbuilding is one of the industries of Belfast. There are at present three yards. McDonald & Brown's was the first visited. This enterprising firm built in the spring, a four-masted schooner, the NIMBUS, of 840 tons. They have now on the stocks a four-masted schooner, the YOUNG BROTHERS, of 900 tons, 190 feet keel, 38 beam, 19 feet deep, Northern frame, hardwood and hackmatack, hard pine planking and a ceiling. There will be three houses. The after house will be 29 feet, galley and forecabin 12 by 17, and engine room 20 feet

square. The cabins will be of ash, walnut and cherry. Both gangways will be finished the same as the cabins, the staterooms open out of the after cabin by portieres. This firm will build also another four masted schooner larger than either of the above, measuring 183 feet keel, 42 beam, 217 feet over all. This last is to be a centre board schooner. This firm is one of the most energetic on the coast, and their vessels are built in the most thorough manner throughout. At this yard, Mr. O. R. Webster is master workman. At Cottrell's yard we found a four-masted barkentine of 900 tons, 180 feet keel, 36 beam, hold 16 feet 3 in., oak frame, planked and ceiled with hard pine. At C. P. Carter & Co's yard we found a three-masted schooner of 600 tons, 156 feet keel, 35 beam, 18 ft. hold, hardwood and hackmatack frame and hard pine plank and ceiling.

One of the best industries of Belfast is the shoe factory of Critchett, Sibley & Co. It gives steady employment to a large number of the young men and women of Belfast, pays them good wages and is in every way a most beneficent institution. It turns out over 1300 pairs of shoes daily and is so driven with work that no vacation has been given this year. A walk through this extensive and well managed plant is full of interest. The most improved machinery is used and the rapidity with which the different processes are completed is simply astonishing. Perfect order and system prevails, and apparently there is the best of feeling between employers and employees. If the city could have one or two more regular distributors of money similar to its shoe factory, the influence would be felt in every direction.

One of the finest and best equipped woodworking plants in New England is located in Belfast. This is the well known establishment of Matthews Bros., consisting at the present time of Mr. S. H. Matthews and his son, Frank B. Matthews. The plant was first established in 1854, the firm then employing but two men. At the present time they keep 45 men constantly at work, and are crowded with orders. They do the finest and nicest kind of wood work, and for this purpose they keep constantly on hand, a large quantity of oak, pine, whitewood, bass, black walnut, ash and other costly woods. It requires six large store houses for drying and storing their lumber. Their factory has been enlarged several times and still is not large enough and more additions must be made. Their office is on the second floor and looks out on the bay. We venture to say that there is not a pleasanter office in New England, or one from whose windows a finer view can be obtained. The different kinds of woodworking carried on here are almost too numerous to mention, but a few should be specified on account of their excellence. The doors manufactured here are many of them the heavy fancy doors that go into the finest buildings in the great cities. Hardly two doors are alike. A drawing is kept of each door made and this book of designs is constantly growing in size and interest. Many of the doors are veneered with quartered oak or other beautiful woods, while some are made of equal parts of two choice woods, as oak for one side and hickory or ash for the other, and so on. No matter what the designs of a door may be, or the material to be put into it, the Matthews will make it so satisfactorily that a dozen orders will probably come from the vicinity where the first one is hung. Their fancy ashes, and interior work are no less popular and they are daily demonstrating the fact that the best of work together with the use of the best material pays. Of course skilled labor must be employed on such work, and probably a more intelligent class of workmen cannot be

Golden Globe Race 2022 Update

Continued from Page 20

others if it is even possible to continue with severe lack of family contact.

The difference with 1968 is that back then people did not have the constant noise and fast communications of today, so did not miss it. Sailors were even worse off back then and could not communicate other than throwing letters and films on passing ships, or going into specific places like the Canaries, Cape Town, Australia or New Zealand. The Golden Globe Race is re-creating those letter and film drops. "The instant communications and gratifications we have in the modern world, makes the isolation of entrants all the more intense, and sometimes painful, which is why we allow the voluntary calls to GGR Race Control." added Don.

When the mind is strong, sometimes it's the body that gives-up. Guy Waites (UK) who had an otherwise good week of sailing is facing swelling legs and ankles due to the humidity and lack of walking exercise. Michael Guggenberger (AUT) is also looking after his swollen feet, as well as hands and knees, damaged by the humidity and hard work. "I'm dancing a lot on board to keep

fit and cure my ailments!" he told us. Pat Lawless (IRL) thinks he broke a rib when shoved across the cockpit.

Jeremy Bagshaw is happy at sea and has not hurt himself since climbing the mast in Les Sables d'Olonne, but was finding Oleanna sluggish as Damien was catching up. During a calm he decided to dive on the hull to check the coppercoat antifouling only to discover with horror that 70% of his hull was covered with gooseneck barnacles!

This is obviously a staunch reminder of Tapio Lehtinen's (FIN) ordeal in the 2018 who discovered in the Indian Ocean that his Asteria was covered with Barnacles. He refused to dive for fear of sharks and was not allowed to scrape his hull in Australian territorial waters. He completed his round the world tour in 322 days, being last to finish, and earning the nickname of "Captain Barnacles"

A minority, like Simon, are happy at sea, in good physical condition and sailing fast. This definitely is the case this week for Kirsten Neuschäfer (SA) whose laconic daily tweets suggest she is not in need of communications!

"It was difficult to concentrate on pre-

paring for such a big trip while having a lot of public and media interest, as well as attending events" said Kirsten "I've really enjoyed my solitude, and I've had some really adrenaline-fueled moments, like helming the boat through squalls with the gennaker where it was a really a bit on the edge because we were in a situation where I didn't have the nerve to leave the tiller, so those were pretty exhilarating moments."

Kirsten, who exited the Bay of Biscay in 9th position, has been consistently posting the best 24-hour distances and holds the fleet record at 174.73 nm per day, allowing her to get back to second position this morning. "I don't know where I am in the fleet and actually prefer not knowing where the others are, and just enjoy sailing. I also enjoy not having the GPS and sailing with all the instruments off the boat."

Another sailor not suffering mentally or physically, and working hard to get back at the front is French favourite Damien Guillou, who has been gaining places ever since he left Les Sables d'Olonne with a 6-day delay after repairing and reinforcing his windvane. He has gone from last to 6th, leading the mid-fleet pack earlier this week, although the doldrums make the ranking change several times a day.

"With people around me, I'm in a racing mindset. A cruising boat is not relaxing when you work it like a racing boat. We've been away for a month" Said Damien "There are at least five (six - editor) more to go."

Many wonder if the speed, talent, hard work and determination of the Finisterian sailor that enabled his comeback will be enough to catch-up on Simon.

2022 GGR Results (as of 10 October)

	Boat	DTF
1. Simon Curwen	Biscay 36	22,397
2. Abhilash Tomy	Rustler 36	22,611
3. Tapio Lehtinen	Gaia 36	22,644
4. Kirsten Neuschäfer	Cape George 36	22,652
5. Pat Lawless	Saga 36	22,656
6. Damien Guillou	Rustler 36	22,976
7. Michael Guggenberge	Biscay 36	23,040
8. Ertan Beskardes	Rustler 36	23,047
9. Jeremy Bagshaw	OE32	23,128
10. Guy Waites	Tradewind 35	23,231
11. Ian Herbert Jones	Tradewind 35	23,314
12. Elliott Smith	Gale Force 34	23,376
13. Arnaud Gaist	Barbican 33	23,429
Mark Sinclair	Lello 34	Retired
Guy DeBoer	Tashiba 36	Retired
Ed Walentynowicz	Rustler 36	Retired

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MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

found than those who walk up to the office in this factory once a fortnight to be paid. Mr. Frank B. Matthews is a graduate of one of the best colleges in the country, and thoroughly prepared himself for the druggist business, but circumstances changed his line of life entirely, yet he developed a wonderful business capacity, and in the active management of this extensively plant, necessitating as it does a great deal of correspondence, great attention to details, the preparation of designs and the careful selection of material, he shows as much readiness as though he were to the manor born.

Belfast is the home of the celebrated Dana's Sarsaparilla, a medicine that is constantly growing in favor with the public. The building where this famous medicine is prepared is admirably adapted for the purpose, having ample space for storage, etc. A new elevator has just been put in, adding greatly to the convenience in handling goods. A fuller description of the industry will be given in a future article.

The Belfast Livery Co. is an enterprising and successful firm. Its fine brick building is in the business centre of the city, and although 40 horses are kept, it cannot fill its orders for teams in the busy season. The array of coaches, hacks, buckboards, buggies, etc., around this stable, show that any description of outfit can be had here by those who ride.

The Crosby Inn is a new hotel, under the proprietorship of Geo. H. Bemis, a first class hotel man. The Crosby Inn is a fine building situated on a commanding site in a central part of the city. Its rooms are large, light and well furnished. The table is

excellent and the service unexceptionable. The city of Belfast and the traveling public are fortunate in the possession of a hotel first class in every particular. The patronage of this hotel during the season just passed has been beyond expectation for a new hotel.

A more elaborate description of the banking facilities, school system, religious and social organizations, and more extended business notices will be given in a future article, but enough has been said to show that Belfast will compare favorably with any city in the state in locality, in natural advantages, in business opportunity, and in the social and educational privileges it affords. We predict for it an extensive growth in the next decade.

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COMMERCE AND TRADE

Among recent charters are the following: schs. I. K. STETSON and LOUISE HASTINGS, St. Simons to Bangor, lumber, p. t.; sch. GEN. ADELBERT AMES, Darien to Rockland or Belfast, lumber, \$7.75; brig ROCHEMONT, Long Cay, Fortune Island, to Portland, salt 8 1/2, or Bath 9c.; brig MARY C. MARRINER, Belfast to New York, paving \$1.15, loaded, discharged, and wharfage; sch. ANDREW J. YORK, Frankfort to New York cut stone or paving \$1.40, loaded, discharged, free wharfage; sch. BAY STATE Kennebec to New York, lumber \$2.25 loaded and towed; sch. ELM CITY, Kennebec to Washington, ice \$1.50; sch. LIZZIE V. HALL, Kennebec to New York, lumber \$2.25 loaded and towed; schs. S. M. BIRD, NELLIE F. SAWYER and SARAH EATON, New York to Portland, coal, p. t.; sch. MAGGIE HART, Philadelphia to Port-

land, p. t.; sch. FRED A. SMALL, Baltimore to Portland, coal at p. t.; sch. C. J. WIL-LARD, Boothbay to New York, fish scrap, lump sum \$500, loaded and discharged; sch. CELINA, Kennebec to Philadelphia, ice at p. t.; S. A. PAINE, Hoboken to Camden, coal 55c.

In the ocean freight market the enquiry for long voyage general tonnage continues light. In the trans-Atlantic deal and timber trades there have been no developments calling for extended reference; rates remain extremely low and the demand very moderate. South American freights are without improvements. For the West Coast there is some enquiry, and for handy size vessels previous rates are demanded, whilst the river Plate trade continues sluggish. From Pensacola to Montevideo or Buenos Ayres \$16.50 @ 17 was paid for a medium size vessel with lumber, and 15 @ 16 cents would probably be obtained for general cargo hence. For Brazil there is some enquiry

hence with general cargo and from outports with lumber, but the market can scarcely be called firm. West India and other short foreign freights have shown an easier tendency, due largely to a collapse in the ice trade and consequently more inclination on the part of masters and owners to accept business with the tropical and semi-tropical latitudes. Southern lumber freights coastwise are also lower, for the same reason. The coal trade remains flat, current rates being about 50 @ 55 cents New York to Boston, 75 @ 80 from Philadelphia, 90 from Norfolk, and \$1 from Baltimore, with few orders. Ice freights from Maine to New York are down to 75 cents, with very little enquiry.

SHIPBUILDING NOTES

The new three-masted schooner LOUIS V. PLACE, built at Kennebunkport, is now ready for sea.

George M. Rice & Sons, East Boothbay, have contracted with Biddeford parties to

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Wood's Hole Oceanographic News

Continued from Page 21

ocean, the study suggests that the predators are also moving with them, foraging on the high deep-ocean biomass contained within.

The findings were published today in Nature.

"We discovered that anticyclonic eddies - rotating clockwise in the Northern Hemisphere - were associated with increased pelagic predator catch compared with eddies rotating counter-clockwise and regions outside eddies," said Dr. Martin Arostegui, WHOI postdoctoral scholar and paper lead-author. "Increased predator abundance in these eddies is probably driven by predator selection for habitats hosting better feeding opportunities."

The study included collaborators from the National Oceanic and Atmospheric Administration's (NOAA) Pacific Islands Fisheries Science Center. It focused on more than 20 years of commercial fishery and satellite data collected from the North Pacific Subtropical Gyre - a vast region that is nutrient-poor but supports predator fishes that are central to the economic and food security of Pacific Islands nations and communities.

The research team assessed an ecologically diverse community of predators varying in latitudes, ocean depths, and physiologies (cold vs. warm-blooded).

Although there is a growing body of research showing that diverse predators associate with eddies, this is the first study to focus on the subtropical gyre - which is the largest ecosystem on Earth. The research team was able to investigate predator catch patterns with respect to the eddies, concluding that eddies influence open ocean ecosystems from the bottom to the top of the food chain. This discovery suggests a fundamental relationship between predator

foraging opportunities and the underlying physics of the ocean.

"The idea that these eddies contain more food means they're serving as mobile hotspots in the ocean desert that predators encounter, target and stay in to feed," said Arostegui.

Scientists have long studied isolated predator behaviors in other regions of the ocean, tagging animals and tracking their dive patterns to food-rich ocean layers, such as the ocean twilight zone (mesopelagic); but an understanding of how eddies influence behavior of open ocean predators, specifically in food-scarce areas like subtropical gyres should inform effective management of these species, their ecosystems and dependent fisheries.

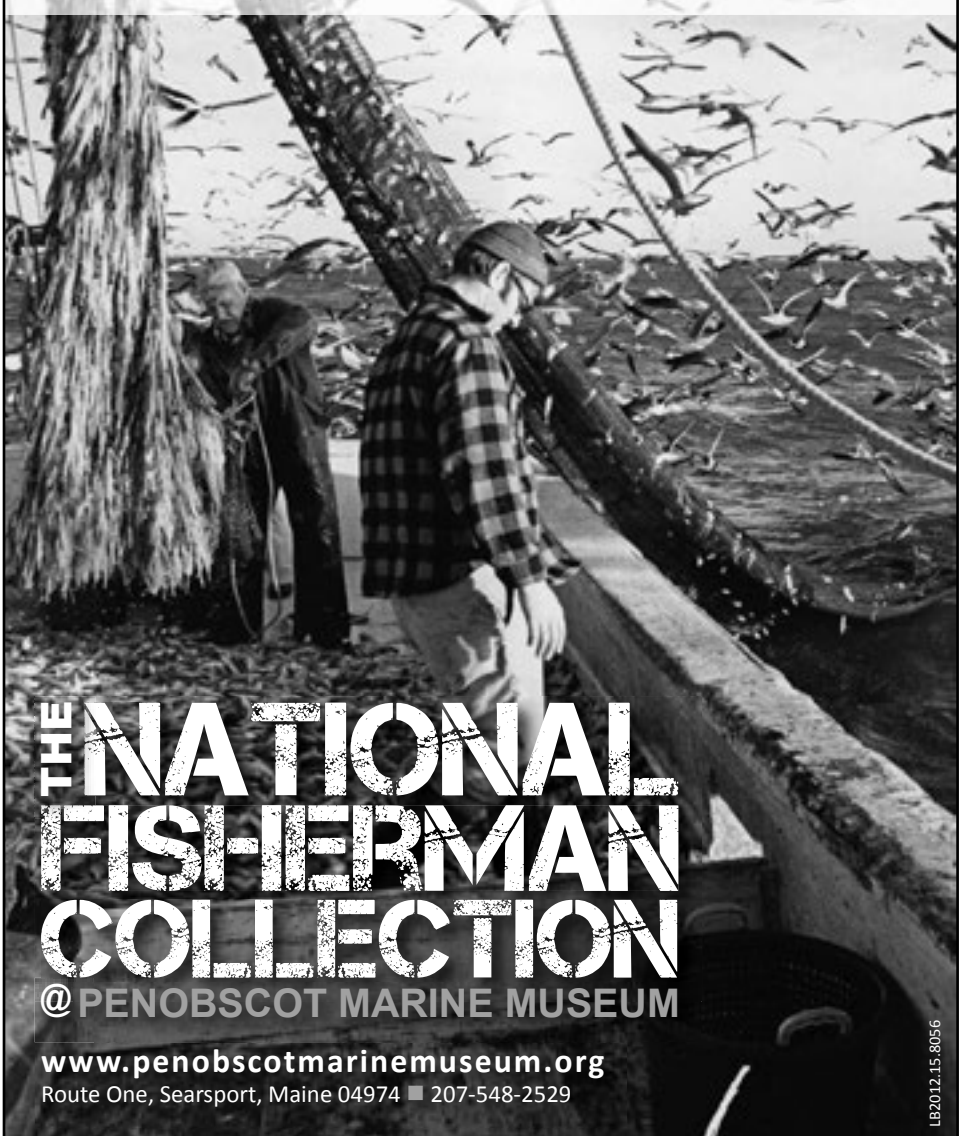
This study's findings highlight the connection between the surface and deep ocean, which must be considered in impact assessments of future deep-sea industries. As deep-sea prey fisheries continue to expand, there comes the need for more information on deep-sea ecology, particularly how much deep-prey biomass can be harvested by fisheries without negatively affecting dependent predators or the ocean's ability to store carbon and regulate the climate. A better understanding of the ecosystem services provided by the deep ocean via eddies, particularly with respect to predator fisheries, will help inform responsible use of deep-ocean resources.

"The ocean benefits predators, which then benefit humans as a food source," Arostegui said. "Harvesting the food that our food eats, is something we need to understand in order to ensure the methods are sustainable for both the prey and the predators that rely on them. That is critical to ensuring both ocean health and human wellbeing as we continue to rely on these animals for food."

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MARITIME NEWS FROM THE PAST - Maine Industry Journal - 1890

build a schooner yacht forty feet long to be finished in April.

The New England Company, Bath, have contracted with J. B. Drake and others to build a vessel of about 500 tons. Work is to commence on her at once and it is expected she will be ready for launching during December.

W. I. Adams, East Boothbay, is having a steam engine set up in his shipyard to do all kinds of sawing, planing, etc. This will be a great help to his shipbuilding industry, which seems to have come to stay according to the Register as there is talk of one five-master of sixteen hundred tons and several three-masters to be built there the coming season.

The model of the new steam yacht to be built for C. F. Hutchinson, the young Boston machinist, by Nat Jacobs of Portland, has arrived at the latter's place on Cross street. The lines were drawn by Burgess, the now famous designer of racing craft. Mr. Hutchinson has himself built the yacht's engine and will have it on exhibition at the Mechanic's Fair in Boston. The yacht will be ready for her machinery about December.

Saturday afternoon was launched from the yard of the New England Co., Bath, the four-masted schooner ADDIE M. ANDERSON. She is 170 feet keel, 38 feet beam, and 17 feet deep. She will measure a little over 900 tons. She is owned by Capt. Theodore Anderson, of Port Richmond, Staten Island and by R. I. Dunn & Co., of New York City. She will be used for lumber carrying trade, and will be ready for sea about the middle of October. This vessel was launched bow first, this being the first one launched this way for many years. She has four masts of Oregon pine, and is a first class vessel in every respect. Her ship machinery was furnished by the Bath Iron Works.

THE FISHERIES

Porgies continue to remain plentiful along the Maine coast and large numbers are being brought to the factories at Pemaquid.

In a Portland fish market has been seen the past week a white halibut weighing 242 pounds. It is very seldom that a large one is found entirely white. They are generally of a gray color.

Regarding the sardine business the Eastport Sentinel says up to the present time the pack does not equal in quantity that of last year, and the factories must be rushed every working day until "close time" for sardine fish shuts them off, to bring the total pack up to last season's.

Mackerel are reported as quite plentiful in the lower bay and Falmouth Foreside says the Portland Sunday Times, and every one that possesses a boat of any description is pressing it into service to try and make a haul, as the fish command a high price and find a ready market. Several large schooners were noticed off Mackworth's Island the past week, line fishing with partial success. The fish weigh about half a pound each, and are very fat.

Advices from the Boston Fish Bureau are that the amount of mackerel landed by the mackerel fleet the past week, though

small, is twice the amount landed in the same week of 1889. The total amount landed is 616 bbls., mainly small mackerel. The following vessels landed the best trips: schs. LIZZIE MAUD, 100 bbls.; MARTHA C., 80 bbls.; ETHEL & ADDIE, 50 bbls.; C. R. WASHINGTON 53 bbls.; E. A. WILLIAMS, 51 bbls.; and STOWELL SHERMAN 50 bbls. The above trips are all from the Gulf of Maine with the exception of the sch. E. A. WILLIAMS which is from the Gulf of St. Lawrence. Mackerel are reported schooling off Eastern Point, Prince Edward Island and a better prospect at the Magdaion Islands. There have been received about 5,000 bbls. of salt mackerel the past week of which 2,312 bbls. were mainly small mackerel from Nova Scotia and 1,095 bbls. large mackerel from Prince Edward Island. Receipts of codfish very light owing the inclement weather of late. News from the Bank report plenty of fish in deep water but the fleet is hampered by a scarcity of bait. The mackerel catch to date is 7,323 bbls. Catch of codfish to date 253,990 qtls.

5 December 1890
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From the Hub of the Universe HOW LIGHTSHIPS ARE CON- STRUCTED. THE BUILDING OF A GOVERNMENT STEEL CRUISE - A VISIT TO THE IRON SHIPBUILDING YARDS OF HARRISON LORING, AT SOUTH BOSTON.

[Correspondence of the Journal.]

Down at South Boston, on East First street, between L. and M. streets, at the iron shipbuilding yards of Harrison Loring, an army of skilled artisans is engaged upon the Government street cruiser and the lightships that are being built there.

All is activity there.

Four hundred of the five hundred men at the works are engaged upon the Government contracts.

Strolling through the works, one may see, in the blacksmith's shop, many men engaged in welding and shaping the iron-work, making the tools especially for the work, and turning out the iron fastenings for the vessels. Everybody is busy in the carpenter's shop, and new shops have been built to accommodate the immense work now going on there. A massive machine for the bending of frames cold, where they do not require heating has been built; and a new furnace for heating the frames that require bending and shaping, has been built. In one part of the yard there is an immense tank filled with dilute muriatic acid. Into this tank are plunged the heavy plates of steel used in the construction of the vessels, and after remaining there about four hours they are taken out and they are as bright as a shaft just from the lathe. All flaws, defects or other imperfections are quickly detected. The acid eats off the entire rust, leaving only the pure steel. This is a portion of the work that receives particular attention from the lynx-eyed Government inspectors. A very interesting machine is the ponderous shear that cuts out the iron plates up to an inch in thickness. The new traveling crane, which I mentioned in a previous letter, has also been placed in position, which is capable of carrying a weight of five tons or upwards.

Harrison Loring Sr. has general charge of the works, and is assisted by his sons, Mr. Harrison Loring Jr., and Atherton Loring, both of whom are well skilled in the art of shipbuilding in all its branches. Under the cover of sheds will be seen the small boats, deck houses, and other attachments of the vessels; and when the planking of the lightships is completed, the auxiliary work will be placed on the decks. At the right of

the yard, near the water's edge, can be seen the immense lightships, all in frame, and all three equally advanced toward completion. These lightships, according to contract, will have steel frames, hard pine planks and decks; and the dimensions will be as follows: length on water line, 112 feet; extreme breadth, 27 feet, 8 inches; depth 12 feet, 8 inches. All the frames, floors, keelsons, stringers, beams, shearing, strake-bilge, stakes, strapping, keel-lates, are to be of steel; and stern, stern-places, keel and rudder to be of white oak; planking and deadwood to be of Georgia or Florida pine, and the sheathing of white oak. The fastenings in plank, deadwood and keel are to be of galvanized iron in the wood sheathing composition. The metal sheathing is to be 26, 28 and 30 ounce metal, double punched.

The frames are of angle steel, 4 by 3 1/2 by 8-10 inches. All the frame is riveted to each floor and to the keel plate. The bolts are placed so that the nuts of the secured bolts in planking fit closely to the frames. The frames are in one length from the centre run to keel, to the top of the main deck beams from frame 25 feet, and from the frame 25 feet forward they will be carried upward to the topgallant forecastle deck. The reverse frames 3 by 3 by 6 by 6-16 inches are of angle steel in the beam frames and extend to the main deck continuous, butting on alternate sides between the bilge keelson and the intermediate keelson. The reverse frames on the frames between the beam frames, extend to the berth deck in one length; butts of reverse frames being secured by butt straps. The wood sheathing is to be of white oak, 1 1/2 inches thick, free from sap, shakes or bad knots, and to extend from keel up to 11 feet 9 inches amidships, and at the ends to about 12 feet 3 inches. The planking is to be of Georgia long-life pine, free from all defects, four inches in thickness, and the width to conform to the requirements of the vessel, and the number of strokes shown on the plan. The steel used in the construction has been the best, and the plates will be of the Siemens-Martin mild steel, with a tensile strength of not less than 60,000 per square inch. There are four steel collision bulkheads, plates running horizontally and supported by 3 by 3 inch angle steels. The keels are of yellow pine, sided and molded, and the false keel is of three inch white oak. As the sheathing is put on, tarred felt is put between it and the bottom plank, and fasted with the best four inch copper spikes. The sheathing will then be rabbeted to the keel. There will be two lantern posts, each 67 feet high and 16 inches in diameter.

One of the new ships will be placed off the Great Round Shore, Nantucket; and another will be placed at Wood's Holl, while the last will be anchored off near Cornfield Point, off the mouth of the Connecticut river. The light ship, when completed, will cost about \$60,000 each.

This is how a lightship is constructed.

The material for the new cruiser is rapidly arriving, and work upon it will be pushed with as great speed as possible. Timbers have been placed in position close at the water's edge, for a foundation, upon which the keel blocks will rest. In this work, all the frames are riveted complete before erecting on the keel. The chief dimensions of the new cruiser will be as follows: Length on mean load water line, 257 feet; extreme breadth, 37 feet; depth of hold to under side of spar deck plank amidships, 19 feet 6 inches; displacement in tons to load water line, 2000; area of immersed midship section, 665 square feet; indicated horsepower of engines, 5400; maximum speed per hour, 18 knots in smooth water. She will be a twin screw steel protected cruiser, with

poop and forecastle decks, with open gun deck between, fitted with water-tight deck of 17 1/2 pounds plating at side, reduced to 12 pounds in the centre, extending the entire length of the vessel. This deck is below the water line at the side, 30 inches. Below the deck will be placed the machinery, magazine and steering apparatus.

Great improvements will be made in this cruiser, among which will be an increased speed, rearrangement of batter, and a copper dam protection extending through the entire machinery space. The berth accommodations and officers' quarters have been also greatly improved. The torpedo outfit will consist of six torpedo guns or launching torpedoes. The rig will be that of a two masted schooner, with only a small spread of canvas. There will be an electric light plant on board. Means will be provided for securing both artificial and natural ventilation in the living and storage places, utilizing frame spaces. Automatic valves will be fitted in ventilating pipes. The motive power of the turn screws will be furnished by two triple expansion engines of 5400 horsepower, with cylinders 20 1-2, 39 and 63 inches in diameter and a stroke of 33 inches. The engines and boilers will be placed in separate water-tight compartments. The boilers will be of steel, five in number, of the return five tubular type, and designed for a working pressure of 189 pounds.

The steel steam tugs that are being constructed at the same yards are to be 92 feet long between perpendiculars, and 21 feet beam. They will have triple expansion engines, the diameters of above cylinders will be 13 by 20 by 3 1/2 by 24 inch stroke.

Harrison Loring's yards are a perfect hive of industry, and there one may spend hours in valuable study. -Allan Eric.

Boston, Nov. 28th 1890

The State Steamboat Inspectors, Capt. Wm. Flowers and Mr. Charles Staples, report that there are on the inland waters of this state and subject to its control, 86 steam vessels of all classes, 76 of which have been examined, and granted certificates of inspection to 75, one certificate having been withheld until the vessel's boiler is legally tested. Of the ten not inspected this season, seven have not been in service, one has been condemned and its engine and boiler put into a new hull now under construction, one has been transferred to United States waters, and another burned viz., the steamer "Welokenebacook," plying on the lake of that name which took fire from some cause not known while lying at her wharf at the "south arm" of the Richardson Lake on the night of July 10th. and was practically a total loss, not being insured. The inspectors have issued licenses to 90 masters and pilots and traveled 12,129 miles in the performance of their duties. Ten steamers have been added to the service and one partially rebuilt during the year. There have been no accidents during the present season, except the destruction of the vessel alluded to above.

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OF INTEREST TO FISHERMEN A CONTRIVANCE FOR BEGUILING THE RELUCTANT MINNOW INTO ACTING AS BAIT.

Many a time what promised to be a fine day's fishing has been spoiled by a long and tedious hunt for the proper kind of bait with which to angle. A pair of boot-heels sticking up through the grass by the side of a brook, and one long rumbling growl of profanity issuing seemingly from under the earth, is a familiar indication to a large number of people who have "been there" themselves that some ardent and irritable fisherman is

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lying there on his face, trying to keep out of sight of the timid minnows he wants to scoop up out of the stream at one dash and then be off. But the little minnows are in no hurry. They dart away at the sight of his unfamiliar scoop-net and lie under the farther bank, wriggling their little tails tantalizingly. Now the fisherman wishes he had taken time by the forelock and secured his bait on the day before he was to start on his expedition. He reviles his procrastination as the minutes slip by and the hot sun beats on his back, and he resolves never to do it again. But this does not mollify the minnows in the least and the scene generally ends by the angler going off furious with only a few miserable little fellows in his can.

An ingenious inventor has come to the relief of fishermen lately, by producing minnow-trap that is hard to beat. First of all it is wholly composed of transparent, colorless glass, and is in shape much like a big cartridge, with a pointed bullet in it. It is about two and one-half feet long and as big around as a man's leg above the knee. It is hollow, of course, and what would be the flat end of the cartridge is punched in, like the bottom of a glass bottle, and there is a small round hole in the apex of the cone thus made. The other and the pointed end of the trap is fitted with a little sliding-door. This big glass cartridge is intended to be set on its side in the bottom of a brook where minnows abound. The cautious ones soon become accustomed to it, and the reckless fellows don't see it till they bump their noses against it. Some nice bait is put inside the trap, and the minnows soon find their way into it, through the hole in the punched in end. The little door at the other end is shut, of course.

The minnows are unable to find their way out, because they follow the sides of the trap and this leads them into the cul-de-sac at the flat end, all around the bottom of the cone. They are easily poured out, however, with the water in the trap, by holding the thing up, pointed end down, and opening the little slide-door. Wire is twisted around the outside of the trap, and forms a handle by which it is conveniently carried, and the wire also protects the glass from injury.

Page 8.

COMMERCE AND TRADE

The last vessel to clear from the port of Bangor for a foreign port was the brig Lutzburg - bound for Point a Petre, Guadeloupe with a cargo of lumber, ice and country produce tot he value of \$1026.05, shipped by Henry Lord & Co.

Bath's big ship SHENANDOAH has been chartered to take a general cargo from New York to San Francisco and will leave Bath very soon. Preparations for the start are now being made as rapidly as possible. Her ballast has been taken on board and consisted of 800 tons of coal which the schooner MARY E. MORSE had just brought to Bath and which was the most available material.

Portland's exports last week were valued at \$136,683 and comprised the following: 411,462 ft. lumber, 21,640 ft. pickets, 23,191 bu. peas, 600 sacks flour, 8,043 bbls. apples, 255,000 lbs. fresh beet, 45,200 lbs. butter, 470,535 lbs. cheese, 155,800 lbs. bacon, 24,000 lbs. asbestos, 2,200 lbs. leather. Imports for the same time were 1,028 tons coal, 923 qtls. dry fish, 56 bbls. herring, 5 bbls. mackerel, 300 lbs. old junk, 3,779 boxes tin plates, 2,800 railroad ties.

The Pendleton Bros., of Islesboro, own in part and manage twenty vessels, including seven excellent three-masted schooners. For several years they have built three-masters and now have one on the stocks in Belfast. Most of their vessels are engaged in the lum-

ber and coal business. Years ago they went to sea themselves, but latterly one or more is at home looking after their interests. They hire their captains, paying them from \$75 to \$100 per month, and conduct their business on business principles. They know what their vessels need and order it themselves, and also make most of their charters.

In the Bangor produce market, jobbing prices are quoted as follows: Butter, 20 to 22c; cheese, 10 to 10 1/2c; eggs, 27c; fowl, 13c; chickens, 15c; turkeys, 20c; fresh cod, 6c; halibut, 15c; lobsters, 15c; clams, 25c qt; fresh mackerel 10 to 25c a piece; smelts, 12c; pickerel, 15c; scollops, 40c; corn, 74 to 75c; meal, 69 to 70c; oats, 59 to 60c; pork ribs, 8c; sausage, 8c; ham, 10c; beef roasts and steaks, 12 to 20c; lamb, 11 to 15c; potatoes, 65 to 70c; yellow eyed beans, \$3.00 to \$3.25; Messina lemons, \$5.00 to \$5.50 per box; Florida oranges, \$4.50 to \$5.00 per box; apples, Greenings, \$3.00 to \$4.00; apples, cooking, \$1.00 to \$2.50; hay \$8 to \$10 per ton.

Col. Jared A. Smith and his assistants are engaged on plans for fortifications, to be built just beyond Portland Head Light, work to begin early in the spring, Congress having made the necessary appropriation. It is proposed to build a subterranean casemate 100 by 39 feet in size. Thence cables will be laid to a line of torpedoes running from Portland Head to the outside of Cushing's Island and another line running through Hussey's Sound. Stations for observers will be constructed at proper places along the lines. probably a second casemate will be constructed for an electrical operating room, fitted with search lights, etc. It is also intended to mount one or two big modern guns there.

Among recent charters are the following; sch. GRACE ANDREWS, Calais or Bangor to Sicily, box shoos and back north of Hatteras with brimstone; bark ELMIRANDS, Philadelphia to Portland, coal, \$1.02 1-2; schr. ROSA MUELLER, Clark's Island to New York, paving \$23; schr. DAVID TORREY, Portland to New York, lumber \$2.50; schrs. ELLEN M. GOLDEN and HENRY WILMINGTON, Clark's Cove to Norfolk, ice, 60c; schr. MATTIE B. RUSSELL, New York to Portland, coal at p. t.; schr. GEO. NEVINGER, Portland to New York, lumber at p.t.; schr. LORING C. BALLARD, Philadelphia to Portland, coal \$1; schr. MAGGIE ELLE, New York to Portland, coal 75c; schr. GERTRUDE

L. TRUNDY, Baltimore to north side of Cuba, coal \$2; schr. MAJOR PICKANDS, Navassa to Cararet, N. J., phosphate at or about \$2.90; schr. LAWRENCE HAYNES, Port Liberty to Portland, coal 95c.

The ocean freight market remains exceedingly dull, and in its more important aspects depressed and unsettled. Freight rates have settled to about the lowest point ever known, certainly the lowest for a lengthened period. After the advent of the new year, however, better things are hoped for. The arrivals this week have been comparatively few, but the available supply of seeking vessels is excessive, and it has been exceedingly difficult to effect charters for those that are ready, even at the extreme low rates current, because of a dearth of orders in the prominent trades. In petroleum freights the week has been about the dullest of the season, and rates for both barrels and cases are largely nominal. Very little business in general cargo for distant and long voyages has transpired, and the market is unmistakably weak. In the deal and timber trades there is very little enquiry for tonnage, and it is difficult to obtain the low rates lately current. West India freights, outward and homeward, remain very dull and rates favor shippers. Coastwise lumber freights from the yellow pine ports are equally dull and irregular. Coal freights eastward are firm at the recent advance, but very dull for this period of the year.

Business at the Vanceboro custom house during the month of November, was the largest, in a financial sense, in its history. The inspectors have been kept on duty day and night, but have kept abreast of the work and the records were sent Tuesday night to Washington. From there it appears there was brought into Maine from New Brunswick,

Nova Scotia and Prince Edward Island, 27 horses, value, \$3,180, duty, \$864; 7,493 lambs, value, \$15,299, duty, \$5,901.75; 643 pounds live poultry, value, \$36, duty \$19.32; 6,643 pounds dead poultry, value \$516, duty, \$282.13; 400 bushels oats, value \$66, duty \$32; 2,450 pounds buckwheat flour, value, \$44, duty, \$11; 317.34 tons bituminous coal, value, \$668, duty, \$238.81; 31,828 1-2 dozen eggs, value, \$4,874, duty, \$1,591.43; 85 bushels apples, value \$81, duty, \$21.28; 31,488, pounds fresh fish, value, \$2,236, duty, \$236.20; other cod, haddock and pollock, 2,202 pounds, value, \$41, duty, \$16.52; 31,215 pounds of smoked herring, value, \$569, duty, \$233.42; 4 barrels pickled herring, value, \$21, duty, \$4; 126 1-2 barrels pickled mackerel, value, \$1,569, duty \$252.50; \$1200 worth of granite, duty, \$372; 65 tons of grindstones, value, \$650, duty \$113.75; 1330 pounds of butter, value, \$247, duty, \$79.63; 100,400 bus of potatoes, value, \$25,738.00; \$2406 worth of turnips, duty, \$601.70; 152 1 2 M lumber, value, \$917, duty, \$211; 5,494 M shingles, value, \$11,962, duty, \$1648.20; \$261 worth of last blocks, duty, \$54; 67 M clapboards, value, \$1581, duty, \$100.67; 27 M lathes, value, \$32, duty, \$4.05; 19 1-2 M pickets, value, \$195, duty, \$19.50; 13 1-2 tons wood pulp, value, \$883, duty, \$81.17; 971,900 pounds lime, value, \$2,502, duty, 667.91. The receipts were \$39,063.44; valuation \$74,093.00. In addition to this there came in free, 6,392 M American shingles, that is, shingles made across the line from wood cut in Maine, the value of which was \$14,000.

THE FISHERIES.

Advices from the Boston Fish Bureau are that trade is quiet and what little there is in a retail way. Very little trade is expect-

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ed until after the first of January as trade is usually dull during the month of December. It is expected the receipts from foreign ports from now out will be very light. There will not be much from the fishing fleet on our shore as the mackerel vessels are all in except two from the North Bay which are expected to arrive next week. The Grand Bank fleet have all arrived at the outports except at Gloucester where there are still a few more to arrive and the present indication is that the total catch this year will fall short of the last year by 50,000 qtls. Many of the Georges fleet have hauled off for a brief season until the arrival of frozen herring for bait. A large number of vessels are to engage in the frozen herring fishery this year and a few vessels will bring home salt herring for smoking. Receipts of mackerel the past week have been very light consisting of 450 bbls. shore mackerel. Prices of fish from first hands or from vessel are quoted as follows; Irish mackerel \$10 to \$18 per bbl.; N. S. plain and rimmed 3's \$16 per bbl.; small \$10.50 to \$11.00 per bbl.; P. E. I. (unculled) \$18 to \$20 per bbl.; large dry bank codfish \$5.50 to \$5.75 per qtl, med. \$5.00 per qtl.; large pickled bank cod \$4.25 to \$4.50 per qtl.; large shore \$5.50 to qtl.; haddock \$3.00 per qtl.; N. S. large split herring \$5.50 to \$6.00 per bbl. medium \$3.50 per bbl.; Labrador \$6.00 per bbl; quarter oil sardines \$3.75 per case; three quarter spiced \$3.25 per case; quarter oils \$3.75 to \$4.00 per case; medium box herring 14 cents per box; I's 10 cents per box; bay mackerel \$16.75 per bbl.; fresh haddock \$2.50 to \$2.75 per cwt.; fresh cod (large) \$2.50 per cwt.; small \$2.00 per cwt.; bake 80 cents per cwt.; cusk \$1.40 per cwt.; halibut (fresh) 10 cents per lb.

SHIPBUILDING NOTES

The big ship SHENANDOAH will be followed by a 2400 ton ship built on the lines of the Houghton ship PARTHIS. The frame is already cut.

The register tonnage of the new barkentine HERBERT FULLER launched at Harrington last week is 742 tons instead of 842 as before reported.

A. R. Reed & Co., Waldoboro, have laid the keel of a four-masted schooner. This vessel will be built under the superintendence of master mechanic George W. Young, who is a workman of extended experience.

H. J. Leach of Brewer has commenced to lay the keel of the new steamer which he is to build for towing logs. The stem and stern are also being timbered out in his shop and as soon as the work is moved to the house in which the steamer is to be built the work will go steadily on until she is completed.

The four-masted schooner in the yard of Wm. Rogers at Bath is nearing completion and will be launched about Dec. 30, rigged and ready for sea. She is to be commanded by Capt. Goodwin, formerly Isaac Jackson. Mr. Rogers is raising the frame for a three masted schooner of 600 tons to be commanded by Capt. Leighton, formerly of sch. JOHN H. CONVERSE.

Three car loads of lumber arrived at Brewer this week for the Barbour shipyard. Among the timber is the long looked for keel for the new schooner and steamer that are to be built this winter. The keel for the schooner is 125 feet long and for the steamer about 100 feet and they will be laid at once. The timber was gotten out by John Littlefield & Son in the vicinity of Wytopitlock.

12 December
Page 1.

The lime manufacturers of Rockland, Thomaston and Camden have a mutual lime insurance organization called the Knox County Lime Insurance Association. Every

member of the association agrees to insure every cargo of lime that he ships under deck, and pays the established rate of premium to the secretary of the company, who, upon application, issues a certificate of insurance. The manufacturers find this form of insurance cheaper than the regular method, and at a meeting Monday voted to continue the organization another year.

Page 2.

THE BUSY PORTLAND COMPANY. WHAT IS GOING ON AT THE WORKS OF A GREAT INDUSTRY. THE NEW MANAGEMENT OF THE WORKS AND WHAT IT IS DOING - GREAT ROTARY SNOW PLOUGHS FOR WESTERN ROADS.

The recent reorganizations of the Portland Company was an event of unusual interest and importance to that city. Since the first locomotive was turned out of its works in 1848, this company has been an important agency in promoting Portland's prosperity. Today it is employing 420 men, highly skilled workmen such as are the best of citizens, and is disbursing ten thousand dollars every fortnight to these workmen. A large portion of this money goes all at once into channels of trade in Portland. A representative of the Portland Press called round to their establishment and says it is worth a few hours of any man's time to visit the extensive works of this company, go through the six large buildings which nearly cover the twelve acres of the plant, see the huge machines that handle great masses of iron as the housewife handles dough, and learn how the officers and employees of the company manage to earn from sources scattered all over the nation the ten thousand dollars and much more which must be had every two weeks to support the 420 employees, maintain the plant and give suitable returns to the owners.

One must begin with the office, for to go over the works without the company of Mr. Charles R. Milliken, the Treasurer and General Manager, would be to miss an insight into the admirable system and harmony of all the various forms of work going on. Very likely as you enter the office Mr. Milliken will introduce you to Mr. Geo. F. Morse, who has been with the Portland Company for many years and who can tell you with scientific exactness whatever you may wish to know about the past business of the concern. Or Mr. Milliken may introduce you to a short Irishman, who looks every inch a Canadian, and who, you will find is very proud of being the postmaster at Orangeville, Ontario. Let us pause and talk a moment with the postmaster who seems so out of place in these great machine shops. A moment with him will enable us to appreciate better the interesting things that Mr. Milliken is about to show us and tell to us. The postmaster is Mr. E. Leslie, and he is the inventor of one of the most useful and wonderful of machines. Everyone has heard of those terrific snow storms that sweep over the western prairies and along the foot hills and passes of the Rocky Mountains.

The genius of the Ontario postmaster has invented the machine which conquers the huge drifts that accumulate in such places, and the Portland Company is today engaged in manufacturing several of the famous rotary snow ploughs which have recently been the wonder of travellers upon the Northern Pacific and other western roads. The rotary snow plough is a long car-shaped structure carrying on its forward end a huge conical disk of steel fitted with large knives, so adjusted that when the plough is put in motion and the steel disc begins to revolve, the knives will cut into the opposing

drifts, gouging out the snow and throwing it out through a sluiceway. The disc cuts a pathway large enough for the traffic of the railroad and throws the snow not to either side but out through the sluiceway much as water is thrown out of a hose. The force with which this snow is thrown is something marvelous. Mr. Leslie has pictures showing the stream of snow going twice as high as the tallest telegraph pole and falling three hundred feet from the machine. The Northern Pacific, it is said, has been forced to settle not a few suits (?) who have had their chimneys knocked over, their (?) smashed and their houses otherwise injured by the powerful deluge of snow thrown by the snow plough.

Other machines, including several locomotives, are building in the Portland Company's works, but Mr. Milliken will show more interesting that the great snow plough. Having first been introduced to Mr. Samuel Peters, Superintendent of the company's works, we will go with Mr. Milliken and see the stages by which a great machine like a locomotive or a snow plough is built up. Of from the office of the General Manager is the drawing room, where seven draughtsmen and designers are tracing delicate curves and straight lines in figures that seem to the observer to be plans of wonderful labyrinths. Or perhaps one of the men is contemplating with satisfaction a blue-print wherein are set forth all the dimensions and proportions of a machine, even to the minutest detail. This drawing room is a very important part of the works. The capitalist, perhaps he is a railroad king or a pulp-mill magnate, comes to Mr. Milliken and tells him he wants to contract for the construction of certain machines. The contract is made and the capitalist leaves the "specifications," or general description of the machine he wants. This general description is turned over to the seven men in the drawing room, and they proceed to build the machine in lines and curves on their drawing paper. They not only build up the machine as a whole; but they make drawings of all its parts, even to the minutest rivet. These drawings are constructed on a uniform scale, so that the founders, machinists or woodworkers may take the drawings and with no other direction construct the parts. The draughtsmen and designers are highly trained, educated either in the company's office or in technical schools.

While Mr. Milliken is telling us some interesting facts about this branch of the work Mr. D. C. Bryant, foreman of the pattern room, steps in for the drawing of one of the castings to be used in one of the rotary snow ploughs. Mr. Bryant receives a roll of drawing, and as he goes we will accompany him to the pattern room. Much of the iron used in the manufacture of machinery has to be cast in moulds of sand. In order to make these moulds it is necessary to have a wooden pattern made exactly like the proposed casting so far as form is concerned. It is more work to make these patterns than to build the moulds around them after they are made. From the designs which Mr. Bryant has brought from the drawing room the pattern makers build up wooden counterparts of the future castings. After the moulds have been made these counterparts are carefully stored in a brick, fire-proof building, for future use in case it may be necessary to reproduce the castings. As may be imagined a company like this will accumulate a large number of patterns in the course of thirty or forty years; and the pattern storehouse is a safety deposit vault for very valuable mechanical securities.

The pattern makers have just finished a pattern for one of the parts of one of the snow ploughs. It has been sandpapered and

varnished until it is as smooth as glass, and the pattern makers are entirely justified in the pride which they seem to take in it. As the pattern is taken to the foundry, Mr. Milliken tells us to follow it with him. Mr. S. Estes is foreman of the foundry, and he watches the huge furnace with its six or eight tons of melted iron with as much concern as the good cook watches her kettle of soup. In the foundry the patterns are used in forming the hollow moulds of sand which the workmen build up all day. Here is a high mound, and there a little bullock of sand. But Mr. Milliken will warn you not to step on either because within each is the form and void of some important piece of machinery. About five o'clock each afternoon the molten iron is poured from the furnace into the moulds. Then the dusty foundry is suddenly transformed into a region of light, and the foundrymen briskly carrying pots of sparkling liquid take on the appearance of minister of the ruler of the lower regions. It is but justice to say however, that in spite of these devilish five o'clock rites Mr. Estes and his men are trusted and respected by their fellow laborers.

Many of the castings which are made must be smoothed, or bored, or worked upon in other ways before they are completed. The place for the work is the machine shop, under the charge of Foreman Chas. H. Holland, one of the oldest employes of the company. The machine shop is a large building, about 150 feet long by 60 feet wide. Here all the smaller fittings for the large machines are made, as well as the repair work, of which the company does considerable. This building is full of lathes, planes, shapers, drills, etc., each for outing or turning or boring iron or steel. A small room in this shop is devoted to brass work. In the whole shop are 86 machines, or "tools," as the machinists call them. The heavier work is not done in the machine shop; but in another building, where also is the "setting up" room, where the locomotives, snow ploughs and other manufactures of the company, are put together. For the heavy work some immense lathes and boring machines are used; and their operation is one of the most impressive and interesting sights in the works.

The boiler building is a large, commodious structure, built within the last six months. Into it have been put about forty thousand dollars worth of new machinery of the most modern type. The performances of these machines seem wonderful. There, for instance, are the heavy rollers where huge steel plates an inch thick, ten feet wide and of almost any required length are bent cold into the form required to make the largest boilers and the huge receptacles, called digesters, now used in the paper mills of this state. Then there is a riveting machine, with huge arms worked by hydraulic power. When these arms take the largest rivet in their tremendous grip it is compressed so easily that it seems like a rivet of lead. Then there are heavy punching machines, and presses for forming the plates into any desired shape, and a huge furnace fit for a Nebucadnezzar. All of these machines are new and of the latest designs; and they have increased the efficiency of the company's plant immensely. An illustration of what work the company is able to do now is shown by an immense steel digester which is building for the new sulphite mill of the Manufacturing Investment Company, which is now nearly built at Madison, in this state. This digester is a huge receptacle, large enough almost to house an ordinary family for the winter. Mr. J. W. Estie is foreman of the boiler building.

Another excellently equipped department is the blacksmith shop, of which R.

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M. Gould is foreman. Here are made all the heavy forgings for the large machines built by the company. This is the best appointed blacksmith shop to be seen in the state. The wood-working shop, of which Mr. Geo. H. Davis is foreman, is an important portion of the plant, since here is done the woodwork on all the contracts of the company. As cars are among the manufactures, this woodworking shop is necessarily well equipped. Just now the most conspicuous objects in this shop are frames of the great rotary snow ploughs, and a new plough of the old style, which the company are making for the Boston & Albany railroad. The tank shop, where tanks for vessels, receptacles for pulp mills, etc. are built, and the paint shop where woodwork receives its finishing touches, are well-equipped for the purposes desired of them.

The last department to which Mr. Miliken takes us is the "setting up" shop. Here the different parts of the machines manufactured are brought together. Castings come from the foundry, driving rods and pistons from the machine shop forging from the blacksmith shop and woodwork from the woodworking shop. Here the parts are put together and here locomotives grow into form and completeness day after day. At the present time in this shop a small locomotive for the Kennebec Central road is nearing completion, the larger parts of two of the huge snow ploughs are going together and the frame of a large passenger locomotive for the Maine Central has been laid out.

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FROM EAST MACHIAS

Item Of Interest From This Thriving Town.

(Correspondence of The Journal)

Winter is closing in on us. River is completely frozen over. Vessels are done sailing on this river for the present.

One of the best water powers in the State is to be found here. Capitalists would do well to look this over before deciding to locate in western states or sending their capital there to invest.

Chas. Frye is master carpenter on a 250 ton vessel being built in Pope's yard this winter. He built the Lelia Smith launched here in Oct.

Vessel property is paying better now than for some time.

Pope, Harris & Co. are extensive lumber dealers and give employment to scores of men.

P. S. J. Talbot & Co. of which concern J. R. Talbot is the manager do a large business and are good men to deal with. Mr. J. R. Talbot has held many positions of trust both in municipal and state affairs.

T. W. Cooper & Bros. do a cash business in the stave line. They manufacture a number of vessel loads of staves and heeding every summer.

H. L. Goch at Jacksonville does a nice little business in his steam mills mostly shingles and lathes.

Foster & Wiswell are having a contract at their planing mill from Lubec parties.

COMMERCE AND TRADE.

The receipts at the Bangor custom house for the month of November amounted to \$39,063.44, exceeding by \$14,000 the largest amount ever before received during any month since the formation of the customs district.

There was shipped from Houlton station for week ending Dec. 6, the following carloads: Hay 4; lumber 11; shingles 6; miscellaneous 4; potatoes 15; laths 2; extract 3; leather 2; last blocks 1; sheep 1; starch 1. Total, 50 cars.

For the month of November the imports received at Portland amounted to \$50,129. The direct exports were \$21,469, merchandise in transit \$611,371. The domestic exports were about \$60,000. About 2,850,000 feet of lumber were shipped from Portland to foreign ports.

The Aroostook Pioneer reports that the total number of cars shipped from the port of Houlton for the year ending Nov. 30, was 2,375. This does not include parts of cars sent on transit manifests, which if included in the above would make a total of at least 200 per month, or, 2,400 for the year. Adding to the above the freight received, we find that the business transacted at Houlton station foots up nearly 4000 cars for the twelve months.

The following are among the recent charters: bark F. A. WILLEY, Portland to Guadeloupe, cooerage at private terms; bark HAVRE, Boston and Portland to Rosario, lumber \$10.50; sch. J. S. GLOVER, New York to Portland, cement 27 1-2c; sch. APPHIA and AMELIA, Vinal Haven to New York, cut stone \$1.50 per ton; schs. NELLIE F. SAWYER, and R. G. DUNN, New York to Portland, coal 75c; sch. IRA BLISS, from Bangor to New York, lumber \$3.25. Lath, 65c; sch. HELEN G. KING, New York to Eastport, salt 4 1-2c; sch. NELLIE S. PICKERING, from Darien to Rockland, lumber \$7.

In the ocean freight market a more settled condition of monetary affairs, in conjunction with extreme low off shore freights, has imparted a slight impetus to business in some directions this week, yet, as a whole, the market remains in a sluggish and altogether unsatisfactory condition. With fewer arrivals the available supply of square rigged tonnage has been somewhat reduced, but seeking vessels are still more numerous than orders, and the market therefore lacks tone and strength. It would appear that about the lowest depth of depression has been reached, but unfortunately there are no indications of a reaction from the wretchedly low rates current before the advent of a new year, the interim being proverbially a period of business relaxation and of annual settlements, preliminary to a new departure. Deal and timber freights from the Provinces and the South for Europe are almost neglected and rates are largely nominal. Short foreign freights have been a little more active, chiefly in the way of lumber to the West Indies, but at low rates, both outward and homeward. The Cuba Cane crop promises to be a full one and grinding will soon begin, but it is evident that there will be no activity in sugar freights until after April 1, when the free sugar clause of the new tariff, law will become operative. Coastwise freights are dull and lumber rates from the South are irregular, varying from \$5.00 to \$5.50 from the Atlantic ports to New York. Collier rates eastward are about steady, but the demand is light for this period.

THE FISHERIES

George Johnson, Portland, killed a porpoise weighing 150 pounds, in Hussey's Sound, Monday. It was towed to Diamond Island where the oil was taken out.

The following arrivals of lobster smacks were reported at portland Tuesday; smack B. F. Brown, 4,000 live lobsters, smack John Dexter, 4,50 live lobsters, smack C. B. Harrington 2,200 live lobsters, smack Clara Marston, 2,200 live lobsters, smack Planter, 5,500 live lobsters.

J. W. Trefethen, the Portland fish dealer, reported the following arrivals on Wednesday: schooners JOHN M. PLUMMER, 80,000 pounds of cod and haddock; IRA KILBURN, 3,000 pounds; CORA

E. SMITH, 2,000 pounds; CITY POINT, 10,000 pounds; AMY WIXON, 5,000 pounds; HELEN TREDECK, 5,000 pounds; J. G. CRAIG, 10,000 pounds; HATTIE HAMBLIN, 2,000 pounds; LUCY DYER, 8,000 pounds; MAND MULLER 1,000 pounds and 7000 pounds of hake.

Mr. Charles Clark of this city, says the BELFAST AGE, returned Friday, from his eighteenth successive annual fishing season at Matinicus. There he camps out all summer, on Wheden Island going out in a small boat each morning, fishing for mackerel. He says this has been one of his most successful seasons. In addition to mackerel fishing he made a good lobster season. Mr. Clark is one of a few left of our old fishermen, and has always been a successful one as he goes at the business in an intelligent manner.

From the Boston Fish Bureau report comes that trade continues quit and receipts of all kinds of fish have been light. The stormy weather which has prevailed belated the arrivals of the regular steamers and packets, and prevented fishing operations all along the coast. There have been several small arrivals of salt codfish from the Western Banks and from Georges, but the total amount landed during the week has not been one-third as much as landed during the corresponding week last year, and the prices as might be expected, hold firm. Schrs. GEORGE F. EDMUNDS and LIZZIE V. H. which arrived during the week from North Bay were the last vessels of the (?) to arrive, and the season of 1890, as far as the catch on our own coast is concerned, has been a very poor one. The arrivals of fresh fish have been very light owing to the rough weather and the scarcity of bait. During the week 208 bbls. mackerel have been received from Nova Scotia, 104 bbls. from England and 34 bbls from Prince Edward Island. Prices remain about as reported last week. In addition, Norfolk oysters are (??); Providence River \$1.30 and \$1.75 per gallon; clams 10c per gal; live lobsters 8c, boiled 10c each.

THE TROTTER YACHT.

One of the Handsomest Pleasure Crafts Afloat, Launched in August from a Bath Yard.

Those who have seen the beautiful FLEUR DE LYS, a fine cut of which we are able to present our readers, launched from the yard of John McDonald, Bath, Aug. 30, are of the opinion that this yacht is one of the handsomest crafts afloat. Every line bespeaks grace and beauty and the name "white swan" can no more fittingly be ascribed to any craft than to this fine schooner.

The FLEUR DE LYS was built for Mr. Trotter, a young man of wealth in New York, and it is his intention of taking a two years cruise in her around the world. Her model is one of Burgess' latest and is of course constructed on plans embodying grace and beauty but possessing qualities for attaining great speed. The yachts stern is high and overhanging like all the crafts of his designing while her form is deep and sharp.

The dimensions of this craft are: length over all 108 feet; water line 80 feet; beam, 22 feet; depth, 13 feet, tonnage, 90. The masts, bowsprit and booms are all handsome sticks of Oregon pine, the mainmast considerably overstepping the foremast. As seen by the cut the schooner spreads a large amount of canvas. The frame is of oak with mahogany sky lights and companionway.

Below the yacht is elegantly fitted up, good taste having been shown in every arrangement and all is made conducive to the comfort and pleasurable enjoyment of a long trip. As one descends the companionway an oaken armory confronts the beholder. In this are placed 8 revolvers, 6 cutlasses, 6 rifles

of heavy calibre, and one sporting 32 rifle and three shot guns. These implements are provided in case of emergencies in the long voyage around the world. At the right of the landing is a settle handsomely carved and upholstered in corduroy and on port and starboard sides are roomy berths upholstered in cretonne. Around the landing a passageway leads to the steerage state room, where are two more Turkish sofa berths with side upholstery also in cretonne, an oval mirror in white and gold frame adding to the attractiveness of this apartment.

The main cabin is finished in highly polished oak, paneled with white and gold finish above. It is fitted up in the 16th century style with side cupboards filled with costly and curious pottery jugs, ewers and plates. Facing the entrance is a pretty open grate that adds much cheerfulness to the appearance of the room. An extension table of quartered oak stands in the centre of the apartment covered with a rich scarf embroidered with the FLEUR DE LYS. Beneath the side cupboards on each side of this cabin are berths richly upholstered in red plush shaded by red silken curtains. The settle sofa has legs carved with three claws and is upholstered in red plush, while the moquette carpet corresponds with the rest of the furniture. A fine library is one of acquisitions of the yacht, the cae being placed over the mantel in the main cabin. In the cabin staterooms are toilet stands the bowls of which are supplied with hot, cold and salt water.

Forward are the officer's rooms, galley (in which is a fine range) and the forecabin. The captain is Otto Petersen of New York, with whom Mr. Trotter has sailed, and who was second officer of the yacht Coronet in that yacht's ocean race with the Dauntless some years ago. The steward is Wm. DeWald of Sweden and in his pantry ever available space is occupied; there is an oak ice box capable of containing many hundred pounds of ice while in another box could be stowed three barrels of flour. Under the deck is a locker where three tons of coal may be stored and a chest in which four tons of ice can be carried.

The yacht is thoroughly constructed throughout and is credit to its builders. In its extended cruise around the world its progress will be watched by many interested persons and all unite in expressing the hope that the FLEUR DE LYS' career may be a most prosperous one.

SHIPBUILDING NOTES

The three-masted schooner CHARLES A. GILBERG of New York was launched from the yard of John H. Crandon, Columbia Falls, on Monday of last week an unsuccessful attempt having been made to launch her on the preceding Saturday. The vessel registers 461 tons.

Messrs. Rideout & Lord, Calais, are getting the timber into their ship-yard for the construction of a schooner, which they intend to commence on immediately. She is to be 105 feet keel, 28 feet beam, and 8 feet deep, with center board, and three masts. She will be owned in Fall River, and commanded by Capt. Warr, of Calais.

SHIP MODELS & KITS



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POWER



14' MCKEE CRAFT, 1985. Powered by 2010 Yamaha F40hp. Includes trailer, chartplotter, depth sounder and compass. \$7,495. New Meadows Yamaha Freeport. (207) 869-4008.



15' WALKER BAY GENERATION 450 INFLATABLE, 2016. With Yamaha F70 Outboard – 95 hours and 2016 Venture trailer. Asking price \$24,900. Call for more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com



18' LUND OPEN FISHERMAN, 1988. Powered by 2000 Yamaha 50hp 2-stroke engine. Includes Calkins bunk trailer. \$8,900. New Meadows Yamaha Freeport. (207) 869-4008.



18' NAUTICA 180, 2006. Powered by 2019 Yamaha F115hp engine. High end rib and rigid bottom. Very clean and well maintained. Engine runs well. \$29,500. New Meadows Yamaha Freeport. (207) 869-4008.

POWER



20' BOSTON WHALER OUTRAGE 20, 1998. With Johnson 175 hp 2 stroke outboard and 2008 Sea Lion trailer. Asking price \$19,500. Call for more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com



20' PIONEER ISLANDER, 2019. Powered by Yamaha F175hp engine. Extras include, 9" Garmin GPS/depth sounder, spray shield and gull wings, protective canvas and isinglass, porta potty, docks/lines and more. Galvanized single axle EZ Loader bunk trailer. Professionally maintained. Winter stored inside/heated. \$47,000. New Meadows Marine, (207) 869-4008.



21' BOSTONWHALERCONQUEST, 1998. Powered by Yamaha F200 engine with new controls. Optional repower with a used Yamaha F250 engine with new controls at \$42,500, or new Yamaha F225 or new F250 at \$50,000+. Includes radar, chartplotter, depth sounder, Fusion stereo, cushions and eisenglass enclosure. Calkins roller trailer. \$39,900. New Meadows Yamaha Freeport. (207) 869-4008.

POWER



21' SCOUT 215 XSF, 2023. With Yamaha F150 outboard and 2022 Venture trailer. Midnight blue hull color, ski pole, raw water washdown, powder coated T-top hardtop, forward seating backrests and stern seat. Call for pricing and more details. Casco Bay Yacht Sales, (207) 865-4103.



21' SCOUT 215 XSF, 2022. With Mercury 150XL outboard and 2022 Venture trailer. Midnight blue hull color, custom canvas console cover, raw water washdown, powder coated T-top hardtop, forward seating backrests and stern seat. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com.



24' REGAL 242 COMMODORE CRUISER, 1997. Powered by Mercruiser V8 I/O engine. Engine runs well. Outdrive in good shape but needs new bellows and v-joints. Small galley below. \$9,500/Best Offer. New Meadows Yamaha Freeport. (207) 869-4008.



24' SCOUT 245 DORADO, 2002.

POWER/SAIL

With Mercury 300XXL Verado V8 AMS factory pearl fusion white o/b, full black hull color, Garmin VHF radio, fiberglass hardtop, bow cover, cockpit cover, 2022 Venture tandem axle trailer. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103.



25' LARSON CABRIO 254, 2002. With MerCruiser 250 hp I/O – 503 hours and 2002 Venture tandem trailer. Asking price \$23,500. Call for more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103. www.cascobayyacht.com

SAIL

39' YORKTOWN SAILBOAT. With cradle, 2004 Nanni diesel with tender 2hp Mercury. Many amenities. \$34,500. Contact Moose Island Marine (207) 853-6058.

ELECTRICAL PANELS

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ELECTRONICS

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MARINE WOOD

Marine Grade Lumber in stock! Custom Float Services now stocks a large lumber yard with .60 cca pressure

MARINE WOOD

treated southern yellow pine boards and timber with 20' and 24' lengths our specialty. 1.0 and 2.5 retentions also available. We also have ACQ pt syp, Ironwood (Ipe), Correctdeck composite decking, and .60 cca Parallam engineered beams up to 60' in length. Marine grade piling in various lengths also available. We can deliver in New England! Please call 1-888-844-9666 to get the most competitive prices for your materials to build your pier, float or any other future shoreline project. www.customfloat.com.

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