

Maine Coastal News

Volume 38 Issue 5

May 2025

FREE

Boat Yards Hurrying to Get it all Done



This is PERENNIAL of Nantucket, a Flowers 36, sitting outside at Bittersweet Landing Boat Yard in South Bristol.

Artisan Boat Works  
Rockport, ME

In the main shop they are finishing a full restoration on the 1916 Herreshoff Fish Class sailboat SARDINE for a customer from Spain. They replaced much of the boat, but did save about two-thirds of the planking and all the hardware. They also installed a Beta 14 Diesel, which fits with an offset shaft and all the components were hidden out of sight.

SEA LADY is an Aage Nielson double ender, which they rebuilt the back half a couple of years ago. They are now doing the forward section, replacing floors, frames and some of the backbone. She was built in Massachusetts and is one of the three built of this design.

A Dark Harbor 20 will be the next rebuild for a customer from Islesboro. They also may have a deck to put on a Luders 16.

In the paint bay they have a 40-foot Aage Nielson sailboat that they just finished refastening the bottom of.

WHIRLWIND, a Gil Smith catboat, which has been under construction for several years is nearing completion. If you would like to see her, she will be at the WoodenBoat Show in Mystic Seaport Museum, Mystic, Connecticut at the end of June.

The micro-cruiser Ha' Penny, named RISBALD, designed by Tom MacNaughton of Eastport, is nearing completion and will

be launched late spring or early summer. Her owners want to sail it around the coast of Maine this summer before venturing offshore and doing some ocean voyaging in the fall.

Artisan Boat Works has been selected for two awards by the magazine Classic Boat this year. The two boats are the Ha' Penny RISBALD, and WISP-39, a Spirit of Tradition sailboat designed by Robert Stephens of Belfast, which was built by Artisan Boat Works last year.

There are also 80 boats in storage at the yard and all these must be readied for the summer season.

Another busy aspect of the yard is the brokerage. They said that the phone has started to ring and that there are a lot of great boats on the market. Alec Brainerd, owner of Artisan Boat Works, and I had an interesting conversation about the market. He said, "There are a lot of boats that we don't agree to list that are maybe better off on Facebook Marketplace or Craigslist. I worry that a lot of those boats will not find homes. There are thousands of wooden boats that are in good shape, but they are just not gold platers, not prestigious designs. I really don't see much interest in those at all. There was a whole generation of people that had time to maintain their own boats and access to the waterfront for working on their own boats and that is gone. It is all professionally

maintained boats."

Front Street Shipyard  
Belfast, ME

Like all yards, they try to keep up with the maintenance of their equipment, which they are nearing completion on.

The 65-foot catamaran RIPPLE EFFECT has undergone a major refit, both on her interior and exterior. They have replaced much of her interior joinery, added new air conditioning and steering systems, painted and gone through her shafts, propellers and rudders. This project is almost complete.

ALLIANCE, an 87-foot Dogger Bank has had her hydraulic pumps and steering system apart and reinstalled. The water-maker has been replaced, and the water heaters have been removed and replaced with ones that circulate. They are now working on her sensors and then they will turn their attention to the actual control systems. When done she will be launched to make sure all these updated systems work as they should.

The East Bay STAR is back for her usual upgrades, and some woodwork and a new radar, which is the fourth within the last year. This is all to find the right magnetron to obtain a good picture.

There was a Back Cove powerboat in after suffering a major grounding, which drove the propeller up through the bottom

causing all sorts of damage. Presently, they are putting the stringers back in and this will be followed by the tankage, followed by the engines.

A J-boat, which found some rocks off Stonington is in. They have finished up the keel work and now are putting in the new rudder bearings. Not related to the grounding, they have added lots of new deck hardware that the owner wanted done.


Other work includes: a J-46 in for new deck hardware and electronics. Two other boats are getting new lithium-ion batteries banks to replace AGMs. One has been completed, and the other is about 75 percent done. A new Axopar 29 is in, and the owner wants to have some 'bling' added. He is adding fake teak decks, teak trim and a fancy compass. A Hinkley 52 sailboat with a centreboard is having a Jim Taylor designed keel added. This is an interesting project. This boat is rated under the ORR rating system. There are 14,000 boats rated under this system, but only 1,400 have centreboards. They do not readjust the rating for centreboarders and thus you cannot overcome the handicap. The keel shoe extension will make it so the owner can be competitive. Beyond this he will be getting a lot of brightwork refinished and the keel refaired. A couple of boats are in to have their engines pulled and

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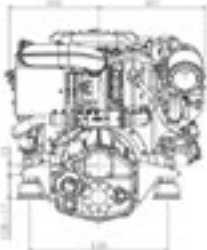



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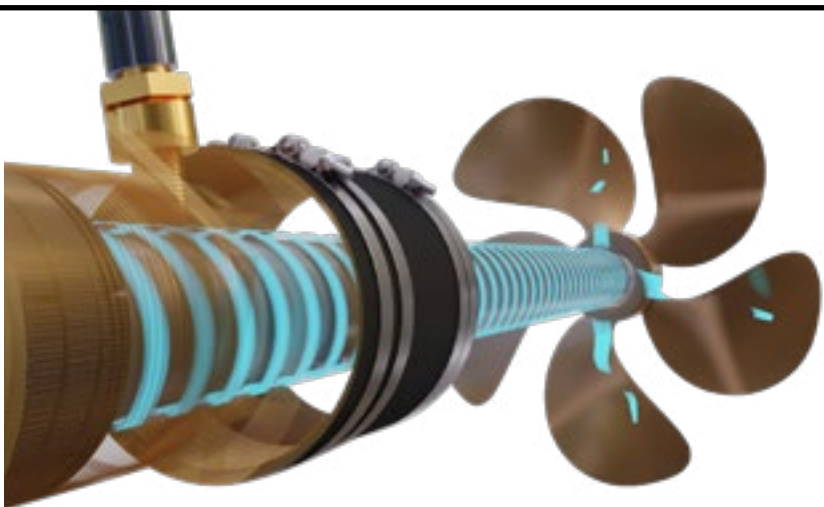
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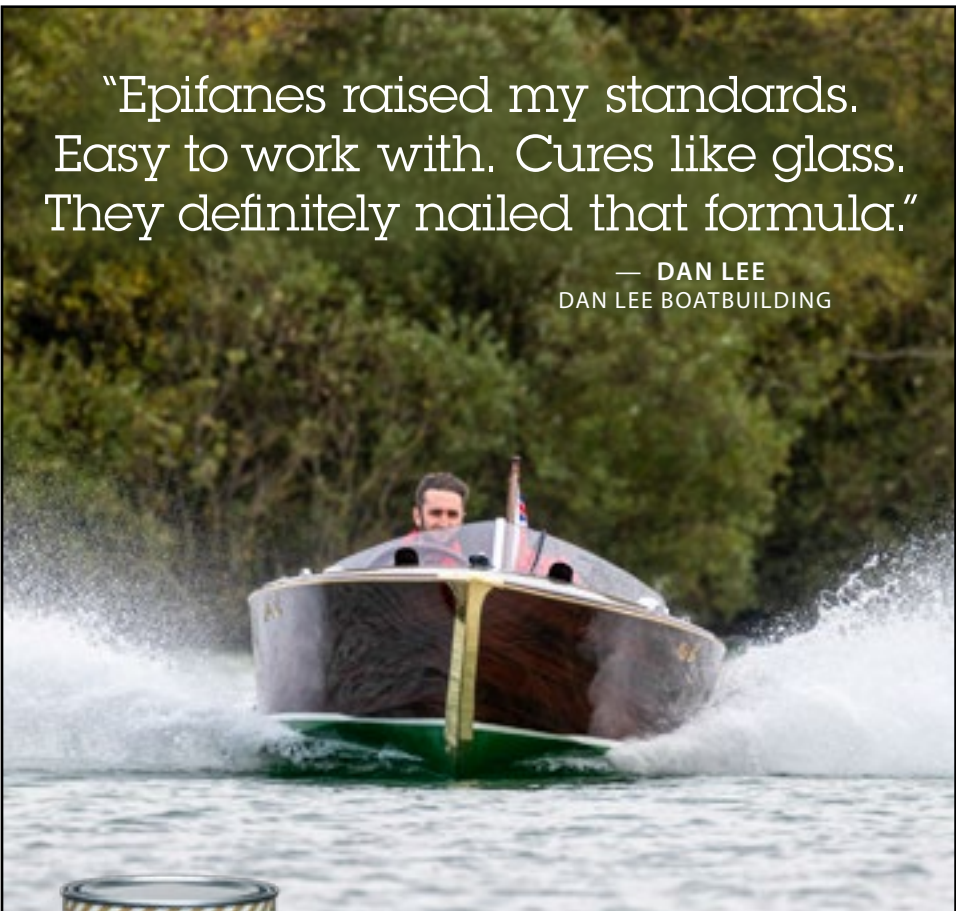
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The sardine industry on the coast of Maine and in the Canadian Maritimes started due to the Franco-Prussian War in the mid-1870s. They needed boats to go from the weirs, and later purse seiners, to the plants. These boats started out small and then grew to more than 80-feet in length. It is the early boats that will be hard to fill in all their information. One person I would like to know a lot more about is Maurice

I do not always stay on the coast, and I had a chance to go out to Nashua, NH. I booked a hotel in Nashua and planned a number of stops at antique shops on the way down. I hit about eight shops, which overall were interesting, but I only picked up a couple of books. The next morning, I hit a number of shops in the Nashua area. The one that stood out was New Hampshire Antique Co-op in Milford. I had been warned that they had a couple of Antonio Jacobson paintings. Okay, I did not expect so many maritime items, and especially as rare as these are, this far from saltwater, but that sounded good. The first room I went into there was a watercolour of the bark MARY H. VOSE of Boston, Captain William Savage, leaving Marseilles in 1857. I checked my database and found that she was built by J. W. Cox of Robbinston, Maine in 1853 and had been sold to a French owner. It became obvious very quickly that this was no ordinary antique store, and one you rarely find. Most everything was higher end, and not for those of you who live in an ordinary or even above ordinary home. Several items were for the very high-end. Next, I found a room of nautical items, which consisted of paintings, models, scrimshaw, books and a nice medical chest. Just a couple of the books came home with me. I wandered through all sorts

# *MCN's Calendar of Waterfront Events*

**Now this is a head turner. I believe this is a U. S. Navy fuel barge, which is sitting behind the Shell station in Wintertown.**

# REMEMBERING THE SARDINE CARRIERS OF MOOSABEC

JONESPORT – One of the consistent visitors at Jonesport Shipyard is Isaac Beal of Beals Island. It is great having him around to answer questions, whether it is about boatbuilding, boat repairs, or just the history of the area, he is a wealth of information. He and I were talking about sardine carriers a couple of weeks ago and he started telling stories about his time on them.

When asked which was the first carrier he went on board, he said, “Let’s see, I was probably 10 years old and I went with a neighbor, who was running the sardine carrier the ATRYPA for Jonesport Packing. This was Marshall Kelley and everybody called him Pop and his mate was Ronald Faulkingham. We left and went to Southwest Harbor and we went uptown to the movies. We must have left just at the peak of daylight because we were over to Vinalhaven looking around for some fellows that had some fish shutoff. We found one guy that was drinking straight vanilla out of those little rectangle bottles. He was feeling pretty good so, they wanted me to get down there and Marshall said, ‘No, I can’t let you down there with him.’ So, he hailed a lobster fisherman that was going by and he came in and helped him seine it up. He had just a purse seine and he shut off the narrow hole between some ledges...just like they had them in a pocket.

ATRYPA was 28 tons with the dimensions of 60.4 x 13.5 x 5.6 and was built in East Boothbay in 1920. In the 1940s she was running fish for Jonesport Packing Co. and in the mid-1950s she was owned by Bartlett Small of Jonesport. She made the news in the 1960s when she lost one of her crew members while going over Bass Harbor Bar.

“So, I don’t think we had a whole load out of it,” continued Isaac, “but we had a pretty good jag on her when we came back. I went with him a few other times, Marshall and him and his boy. His son was named Paul and I went with him. One time we went up to the Mussel Ridges and I can’t remember what the other little town was. We got a load of fish and back home we come. We were in the cabin asleep and Marshall said we almost got run over by the ferry coming out of Bar Harbor.”

Another of the carriers Isaac remembered was KINGFISHER. He said, “I remember Charlie Stevens’ factory had the KING FISHER, which ended up under a pier over in Alley’s Bay. I went down and looked at that stern so many times where they planked that, that was amazing to me. She was long. I don’t know how long she was but she was long and skinny.”

KINGFISHER was built at Quincy, MA in 1908. She was 49 gross tons with the dimensions of 74.5 x 17.4 x 7.2 and powered with a 140-hp engine. In the early

1930s she ran fish for William Underwood of West Jonesport and in the mid-1950s she was owned by Addison Packing Co. of Bar Harbor.

“Charlie Stevens tended a lot of the weirs down in the bays here, all around Roque Bluffs, over in Eastern Bay,” added Isaac. “Some of the carriers were KENNETH D. I think she sunk over around Double Shots somewhere. The Middle Factory had the WILLIAM UNDERWOOD and the HENRY UNDERWOOD. Then they bought ARTHUR S. WOODWARD. That was sold to Wyman’s of Milbridge, because it was a lobster smack and they had to plug all of the holes in her as they didn’t need any circulation for the herring.

KENNETH D. was built in Cutler in 1906. She was 9 gross tons, but later increased to 15. Her dimensions were 34 x 12.5 x 4.8 and later 43.4 x 12.4 x 5.3 and could carry 34 hogsheads. Her owners included Jasper Wyman & Son and Seacoast Canning Co. Some of her masters were: Charles Richardson, Horace W. Gardner and Vernal Woodward. In 1961 she hit the ledge off Boot Head and sank. She was raised by the U. S. Coast Guard who then grounded her on Bailey’s Mistake. Vernal Woodward patched her up, raised and took her to Dennyville to be repaired.

WILLIAM UNDERWOOD was built in Dorchester, MA in 1941. She was 42 gross tons with the dimensions of 72.0 x 15.6 x 7.3 and could carry 72 hogshead. She was owned by William Underwood and later Stinsons, who changed her name to MARION H. She would later be converted into yacht. The rebuilding started at Atlantic Boat in Brooklin, but her owner passed away and would later be purchased by Taylor Allen of Rockport Marine, where they finished her rebuilding.

HENRY O. UNDERWOOD was built in Rockland in 1949. She was 43 gross tons with dimensions of 63.9 x 16.2 x 7.2 and carried 72 hogsheads. She was owned by William Underwood and later Jasper Wyman. Her first skipper was Roger Beal, John Beal’s son. She was rigged to pump herring directly into her hold with flush decks and no conventional hatches and house forward. Her name was changed to JASPER WYMAN in the mid-1980s.

“I fished over in Pigeon Hill in 1960 until ‘72,” continued Isaac. The carriers came to a weir called Hilton Head where I was. They caught fish about every day. It was one heck of a weir. I went up there, helping them build weirs. William McGough he owned Petit Manan Point. He had that weir and then he had one down to Wood Pond Cove. My uncle was helping operate it and then I remember my uncle got tired of it and I went



The sardine carriers MIONE and LAWRENCE WAYNE tied up in Southwest Harbor.  
Photo: Courtesy Penobscot Marine Museum, Atlantic Fisherman Collection

and helped him. You couldn’t catch no fish there. I don’t know why. They were always in there, but you wouldn’t get a thing in the weir. It was a waste of time. Leon Alley had one just as you swing to go down to Pigeon Hill. I don’t know whose that one was. The one that was on the west side of the bay belonged to Everett Strout and Warren Strout. They come down to Addison, summered down there, every summer and tended the weir and things.


“They were supposed to take up the stakes,” continued Isaac, “but nobody ever did. I know they didn’t in Alley’s Bay or Pigeon Hill either. The weirs were never

taken down. They just waited until the stake ate off on the bottom and fell over. It was a dangerous area really, in both of them bays. Growing up as a kid and going on the boat with Dad, I counted 32 weirs in Eastern Bay.

“I got done Pigeon Hill in ‘72,” added Isaac, “I was up there 12 years, I graduated in ‘60 and I came back down this way to fish. I started gathering up my own nets and all the things so I could go on my own. What I did, I got them to buy my twine and take 10 percent out of me every time they brought fish. That gave me a little extra money. If

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# PASSED OVER THE BAR



**Keith Young**  
**17 March 1950 – 26 March 2025**  
GOULDSBORO – If you have been a lobster boat racer over the last four decades you knew Keith Young. Unfortunately, Keith lost his battle with cancer at the age of 75 on 26 March.

Like many people, there was another side that few people do not know about. Keith just did not run the lobster boat races at Winter Harbor for many years; he took care of a fleet of boats for the Dixon family of Grindstone Neck, went to the University of Maine and studied engineering, and was on the race committee for the day sailors out of the Winter Harbor Yacht Club.

Most will think that Keith has always lived at Winter Harbor, but he was quick to say, “I was raised in Gouldsboro and now I have moved back to Gouldsboro. I am not really from Winter Harbor, I am a come from away in Winter Harbor. I grew up on the Guzzle and then went down to Winter Harbor to mow Sid and Sandy’s lawn, they were the artists there on Main Street. Then I started mowing lawns on Grindstone for Bob and John Snyder so that is what put me

on Grindstone. Ever since then I have been on the payroll in Winter Harbor one way or the other.”

Keith said that the Young side of his family comes from the Gouldsboro/Milbridge area. His mother’s side, the Hamiltons, are from South Gouldsboro and before that down around Milbridge. He thought if you go back further they have ties to Nova Scotia. Both his grandparents had ties to the water. On his mother’s side he shipped out from South Gouldsboro for a while and the one on his father’s side worked on the water out on Gouldsboro Bay. Keith explained, “Grampy Young he fished out of a peapod and I don’t remember if either one of them had a power boat. Gramp Hamilton did lobster buying in South Gouldsboro with Eddie Colwell and Lyle Ford, same spot as the lobster buying dock is now in South Gouldsboro. Their house was right there on 186.”

During World War II Keith’s father, Charles, built planes at Pratt & Whitney in Connecticut. Keith continued saying, “In ‘46 he came back and built the garage on Route 1, which I just rebuilt a couple years ago. Most people know it as Bud Holland’s Garage. Bud started with Daddy in ‘54 and then when Daddy went to build the can plant with the Stinson’s, Stinson’s Canning, he had one little spell when he wasn’t there. The garage was only closed for just a short while and then Bud went back and reopened it. Bud was there from ‘54 basically all but one or two years in the ‘60s.”

Charles continued working for Stinsons, working on their vehicles, and really did not do much fishing. Keith said, “He loved the water and he did work on the guy’s boats. Back in those days it was all gasoline boats and wooden. He spent a lot of time down Corea, and Bud was down Corea a lot. Both enjoyed that, got them out of the garage.”

Keith was born in 1950 and his first

year in this world was spent at the garage. In 1951 the family moved to the Guzzle. As a child he remembers lugging ice water to the blueberry rakers and mowing lawns. He spent time at the garage, but said that he was probably more of a nuisance than any help. He added, “I was pretty young and I can understand now why I had to wipe the oil cans down, stack them on the shelf and there would be some dirty tools that I had to be wiped down. I look back on it and that is what they did to get me out of the way. But I loved it.”

Later on Keith was mowing lawns on the estates on Grindstone Neck. He said, “Then they asked me to come to the yacht club to row people out to their boats. I was the last dock boy not to have an outboard boat. I had to row everybody.”

When Keith graduated from high school he wanted to be a mechanic, but it was his mother that pushed him to go on to college at the University of Maine at Orono. Keith said, “I went up there and took Mechanical Engineering and enjoyed it. It was the social part that was the good part. I am glad I went, it was a lot of fun.”

Just after graduating he spent a little time building the Winter Harbor Marina. The following year he was asked by the Dixons to work on their 58-foot Trumpy sportfish boat TARGET. Keith’s brother, Richard, is five years older and Keith added, “My brother was working down Grindstone too. I was at the Yacht Club rowing people out, he was up to the pool as lifeguard. The Dixonsy had to have a first mate and my brother went on their first big boat (86-foot

Feadship INTENT) and is still with Mrs. Dixon.”

Over the years Mr. Dixon had a number of big boats. The first three, 86-footer, 111-footer and a 121-footer, were purchased from their original owner. He then built a new 122-foot Feadship in Holland. He also built a new 123-foot Delta, which Richard brought from the West Coast to the East Coast. Over the years there has been three INTENTS and a couple of GRINDSTONES.

Keith did not enjoy being south for long periods. He said, “I enjoyed going south, I loved the sportfishing out to the islands. We’d fish during the day and run back to the big boat wherever they went to. So, I was going to get done and just come home, but Mr. Dixon asked me to stay on so I came home and ended up running their boat house.”

The Dixons owned a Winter Harbor knockabout, 31-feet overall and 21 feet on the waterline, which they raced at the Winter Harbor Yacht Club during the summer months. Keith added, “They are the oldest continued racing sailboat in the country. When I was dock boy we were down to three knockabouts and then two, the two that Mr. Dixon had. Then we had the smallest fleet of two knockabouts and six bullseyes. We would race them together, just a fun thing. It got to be real racing later in the 1990s. All nine knockabout were found and all nine were back for the 100<sup>th</sup> anniversary of the Yacht Club. Since then some have changed hands. The two that Mr. Dixon have stayed in the family.”

**Continued on Page 22**

## Publisher's Note

**Continued from Page 4**

of unique items and found my way up to the art gallery on the second floor. Here, I found the Jacobson, which was of the four-masted bark ROANOKE for \$30,000. This was next to a nice James E. Buttersworth for a mere \$95,000 and then next to that was a Fitz Henry Lane ship portrait at \$250,000. I love artwork, especially by any one of these artists, but they were out of my league.

I am always amazed that you do not see more wooden ship models for sale in antique stores. We all know that many of those that are sold new are never started, or if they are, not completed. Well, one of my last stops I found a plank-on-frame model of HMS VICTORY, one of my favourite models. It was 75 percent off and for \$50 I took it. Now, I hope that she does not end up back in an antique store when I leave earth because I did not get it done.

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# U. S. COAST GUARD NEWS

### Coast Guard’s heavy icebreaker returns to the U.S. after 128-day deployment in support of Operation Deep Freeze

SAN FRANCISCO – The U.S. Coast Guard Cutter Polar Star (WAGB 10) and crew returned to the United States, arriving in San Francisco Sunday, following a 128-day deployment to Antarctica in support of Operation Deep Freeze (ODF) 2025.

Polar Star completed its 28th voyage to Antarctica in support of the joint military service mission to resupply and maintain the United States Antarctic Stations. Every year, a joint total force team works together to complete a successful Operation Deep Freeze in support of the U.S. National Science Foundation (NSF) – the agency that manages the United States Antarctic

Program (USAP).

Polar Star departed Seattle bound for Antarctica on Nov. 22, 2024, traveling over 25,000 miles through the North Pacific, South Pacific, and Southern Oceans.

Polar Star made two logistical stops in Pearl Harbor, Hawaii, and Sydney en route to Antarctica. In Sydney, the cutter and crew hosted the U.S. Consul General Christine Elder and other members of the U.S. Embassy.

In Antarctica, the cutter encountered 14 miles of fast ice up to six feet thick. Polar Star created a navigable route and cleared Winter Quarters Bay for two cargo vessels and HMNZS Aotearoa to reach NSF McMurdo Station. While operating in McMurdo Sound, Polar Star, and Aotearoa conducted an at-sea crew exchange to build

camaraderie and a shared understanding of each vessel’s unique capabilities in the polar regions. At the conclusion of vessel operations at McMurdo Station, the cutter departed the Antarctic region on March 3 after 60 days of support to ODF 2025.

Polar Star provides heavy icebreaking capabilities to facilitate sealift, seaport access, bulk fuel supply, and cargo handling for two of three permanent U.S. research stations in Antarctica, with NSF McMurdo Station being the largest. The cutter’s icebreaking capabilities enable the safe delivery of critical supplies to sustain USAP’s year-round operations and support international partnerships in the harsh Antarctic environment. It is vitally important that the U.S. maintains a maritime domain presence

in Antarctica to protect international access to the region, in line with the Antarctic Treaty System.

Polar Star also worked with the Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR) to support a secure and sustainable Southern Ocean. Polar Star was the first United States surface asset to support CCAMLR. The crew’s efforts to observe and monitor fishing and other activity on the high seas safeguarded resources and U.S. national interests in the Antarctic region.

“This crew continues to amaze me by how well they work together through every challenge,” said Capt. Jeff Rasnake, Polar Star’s commanding officer. “And I am so very proud of how each person brought their best energy every day to keep the ship running, to endure the strain of this long deployment, to take care of each other, and to truly thrive as a team.”

On their journey back to the United States, Polar Star’s crew moored in French Polynesia. Polar Star’s stop in French Polynesia included visits with the Commander of the Armed Forces in French Polynesia, Naval Base Papeete Commandant, and the Secretary to the High Commissioner of French Polynesia. These engagements underscored the United States’ continued commitment to a secure and prosperous Indo-Pacific region.

“But our work isn’t done,” said Rasnake. “As we wrap up ODF 25, we must quickly transition to the first phase of ODF 26 – heavy depot maintenance. There’s no time to waste as we work to ensure Polar Star is ready to roll into her 50th year of service.”

Polar Star will enter the final phase of

**Continued on Page 8**

## National Transportation Safety Board News

### NTSB Determines Cause of \$4.5 Million Terminal Cargo Crane Damage in South Carolina

3/26/2025

WASHINGTON — The mast of a crane barge hit a North Charleston Terminal ship to-shore crane while the ship-to-shore crane was conducting cargo operations in North Charleston, South Carolina last year, the National Transportation Safety Board said Wednesday. The contact resulted in over \$4.5 million in damage to the ship-to-shore crane.

The towing vessel Royal Engineer was transiting the Cooper River while pushing crane barge Stevens 1471 on Jan. 4, 2024, when the barge’s crane contacted a ship-to-shore crane. The towing vessel was maneuvering through a narrow area between the docked containership Celsius Nicosia and a dredging vessel. The dredge’s floating discharge pipeline was blocking the rest of the channel.

The Royal Engineer mate was aware of the dredging operations along the tow’s transit route and had transited the area the day before. The mate told investigators that, on the day of the contact, he attempted twice to contact the dredge crew early to make passing arrangements, but was not able to establish communications until about 15 minutes before the Royal Engineer tow reached the dredging area.

The mate told investigators that his original intention was to request that the dredge “break the pipeline” so the tow could pass to the east of the dredge. However, the dredge captain’s preference was for the tow to pass to the west of the dredge. The two agreed the tow would proceed through the narrow area between the dredge and the containership.

While completing the passing arrangements, the Royal Engineer mate did not realize the ship-to-shore crane extended over the side of the containership and impeded the tow’s route. Had the Royal Engineer mate been aware of the ship-to-shore crane boom extending beyond the containership when he was determining passing arrangements, he likely would have realized the crane was a potential overhead hazard and made a plan to avoid it.

“Ship-to-shore cranes, when conducting cargo operations on a vessel and in the lowered position, may extend considerably beyond the side of the vessel and become a hazard to vessels with high air drafts transiting nearby,” the report said. “Mariners should always consider their vessel and tow’s air draft when identifying hazards to navigation.”

### Degraded Dock Collapses in Louisiana After Barge Contact

3/4/2025

About 150 feet of a degraded dock in Chalmette, Louisiana, collapsed into the water in 2023 after a barge contact, the National Transportation Safety Board said Tuesday.

The towing vessel Ovide J was maneuvering two loaded crude oil barges to the Chalmette Refinery crude oil dock on April 25, 2023, when the starboard barge contacted the transfer platform on one of the dock’s dolphins.

A 2017 inspection report found major deterioration on the dolphin, and a 2021 report also identified major damage and deterioration. The dock owner did not make any progress on the structural integrity of the dock in the year and five months between that last inspection and the dock collapse.

Investigators found it is likely that

the dock’s transfer platform structure was compromised to the extent that it could not sustain the forces from a typical docking. The tow did not break up as a result of the contact, and no jolting movement was seen on the onboard recording, indicating it did not strike the dock with a large amount of force.

“It is important for dock owners to inspect, evaluate, maintain, and rehabilitate facilities, piers, docks, and other infrastructure to minimize the risk to the environment and the vessels that traverse the waterways,” the report said. “Scheduling inspections, as well as maintaining and replacing waterfront infrastructure and components, is critical to continued safe operations.”

The dock owner has begun taking measures to better monitor dock integrity.



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# U. S. COAST GUARD NEWS

Continued from Page 7

its five-year Service Life Extension Project (SLEP). SLEP was awarded to Mare Island Dry Dock, LLC, in Vallejo, to recapitalize targeted systems, including the cutter’s propulsion, communication, machinery control, and auxiliary systems, and to conduct significant maintenance extending the cutter’s service life. Completing SLEP will significantly mitigate the risk of lost operational days due to unplanned maintenance or system failures by replacing obsolete, unsupportable, or maintenance-intensive equipment. Each phase is coordinated so that operational commitments, like Operation Deep Freeze missions in Antarctica, will still be met.

The Seattle-based Polar Star is the only United States asset capable of providing assured access to both polar regions. The cutter is a 399-foot heavy polar icebreaker commissioned in 1976. It weighs 13,500 tons, is 84 feet wide, and has a 34-foot draft. The six diesel and three gas turbine engines

produce up to 75,000 horsepower. Next year’s Operation Deep Freeze will be Polar Star’s 29th and will coincide with Polar Star’s 50th commissioning date anniversary.

**Coast Guard commissions Coast Guard Cutter John Witherspoon (WPC 1158) in Kodiak, Alaska**

District 17 Public Affairs  
KODIAK, AK — The Coast Guard commissioned its newest cutter, Coast Guard Cutter John Witherspoon (WPC 1158) for official entry into its service fleet during a ceremony held in Kodiak, Thursday.

The ceremony was presided over by Rear Adm. Megan Dean, commander of the Seventeenth Coast Guard District. Members of the Witherspoon family were also in attendance, including the cutter’s sponsor, Regina Nash, the daughter of John Witherspoon.

The Witherspoon is the 58th Fast Response Cutter (FRC) in the service and the first of three FRCs scheduled to be homeported at Coast Guard Base Kodiak. The crew of the Witherspoon will primarily serve in and around the Aleutian Islands, Bering Sea, Gulf of Alaska, and North Pacific Ocean. The cutter is designed for missions such as search and rescue; fishery patrols; drug and migrant interdiction; national defense; and ports, waterways, and coastal security.

The namesake for the cutter, Capt. John G. Witherspoon, enlisted in the Coast Guard in 1963 and commissioned as an ensign in 1971. During his career, Witherspoon rose to the rank of captain and served as the commanding officer on Coast Guard Cutters Mallow (WLB 396), Valiant (WMEC 621), and Dependable (WMEC 626).

During his tenure, Witherspoon became the first African American to command a medium endurance cutter and the first African American officer to command both afloat and ashore units. He earned both the Coast Guard Meritorious Service Medal and two Coast Guard Commendation Medals during his career.

In honor of his dedication to mentorship amongst Coast Guard personnel, the Coast Guard established the Captain John G. Witherspoon Inspirational Leadership Award, which is given to one active duty officer and one reserve officer each year who demonstrate Witherspoon’s qualities of honor, respect, and devotion to duty.

The Coast Guard has ordered a total of 65 FRCs to replace the 1980s-era Island-class 110-foot patrol boats. The FRCs feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment; over-the-horizon cutter boat deployment to reach vessels of interest; and improved habitability and seakeeping.

The commissioning ceremony is a traditional milestone in the life of a cutter that marks its entry into active service and represents the cutter’s readiness to conduct Coast Guard operations.

**National 406 Day: Coast Guard urges mariners to properly register and dispose of emergency beacons**

PORTSMOUTH, VA — In recognition of 406 Day on April 6, a national campaign led by NOAA to spread awareness of the importance of emergency position indicating radio beacons (EPIRB), the Coast Guard is urging mariners to properly register and dispose of their emergency beacons.

EPIRBs transmit a globally recognized

distress signal via satellite, alerting search and rescue (SAR) teams within minutes. But their effectiveness relies on proper use, testing, registration, and disposal.

In 2024, the Fifth Coast Guard District received 830 EPIRB alerts of which 18 were actual distress, 386 were confirmed false alerts, 426 were unknown or suspected false alerts. These accounted for over 40 hours of surface searches, more than 45 hours of air searches and over 2,550 hours of command center man-hours.

“False alerts can delay or distract from responses to real emergencies,” said Matthew Brooks, Fifth Coast Guard District search and rescue program manager. “Proper registration and responsible handling of EPIRBs help us save lives and protect our crews.”

Federal law requires emergency beacons to be registered in the NOAA SARSAT Beacon Registration Database. Owners can register and update information, including when switching the beacon to a new owner, for their emergency beacons for free online at [www.beaconregistration.noaa.gov](http://www.beaconregistration.noaa.gov) or by contacting the NOAA SARSAT Beacon Registration Database at 1-888-212-SAVE (7283).

According to NOAA, 98% of all 406 EPIRB, emergency locator transmitter, and personal locator beacon activations are false alerts.

To properly dispose of an EPIRB, remove the battery, label the device as deactivated, and update the registration to indicate it has been deactivated and properly disposed of.

406 Day is a reminder that a well-maintained, registered EPIRB isn’t just a tool—it’s a life-saving signal that must be respected.


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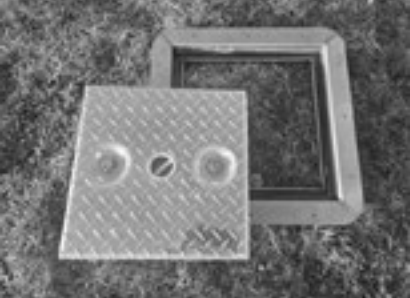

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# U. S. NAVY NEWS

## Chief of Naval Operations Visits New England Bases, Stresses Lethality and Readiness

20 February 2025

NEWPORT, RI – Chief of Naval Operations (CNO) Adm. Lisa Franchetti traveled to New England to meet with area Sailors, civilians, and leadership, tour General Dynamics Bath Iron Works (BIW) and Portsmouth Naval Shipyard (PNSY), and meet with students and faculty at Navy school houses and the Naval War College in Newport, R.I., Feb. 18-19.

This visit underscores the Navy’s commitment to putting more ready players on the field and prioritizing training with a focus on warfighting, wargaming, and readiness.

At BIW, in Bath, Maine, Franchetti met with two dozen shipbuilders who are working on the new radar and combat suite for Pre-Commissioning Unit (PCU) Louis H. Wilson Jr. (DDG 126), BIW’s first Flight III Arleigh Burke-class destroyer. She commended them for their hard work and recognized their vital contributions to the Navy’s shipbuilding efforts.

“I’m focused on warfighting and the warfighters that do that warfighting, and they can’t do that without platforms like this,” said Franchetti to Bath Iron Works shipyard workers aboard DDG-126. “I believe in service both in uniform and out. Your service here, building this amazing warship, is also service to your nation. You’re making sure we have the most ready, capable, and lethal Navy that our Nation needs to be able to protect our national security interests all over the world. That all starts right here.”

Franchetti also met with Sailors from the PCUs Harvey C. Barnum Jr (DDG 124) and Patrick Gallagher (DDG 127), the final DDG Flight IIA being built for the Navy.

“It’s exciting to be the plank owners of ships that are going to serve our Nation for 30 years,” said Franchetti. “At the commissioning ceremony for the first Arleigh Burke destroyer, Adm. Arleigh Burke told the crew, ‘this ship was built to fight. You better know how,’ and I know that’s what this crew thinks about when you go to work every day.”

Franchetti added, “we’ve had 26 warships operating in the Red Sea over the last 15 months, at a level of combat intensity we haven’t seen since World War II. Twelve of those ships were built right here at BIW and have been performing magnificently. That performance is because of our investments in lethal systems, investments in our foundation – shipyards like this one – and investments in Sailors who live and breathe the warrior ethos every day.”

Continuing the visit, CNO took a Quality of Service tour at PNSY where she visited various facilities, including the Bachelor

Enlisted Quarters, the Navy Exchange, and the Micromart. During the tour, she engaged in discussions about initiatives focused on improving the quality of life for Sailors. These efforts are part of the ongoing commitment to deliver the high level of service that Sailors deserve and are a key Project 33 target outlined in the CNO’s Navigation Plan for America’s Warfighting Navy.

CNO also received updates on ongoing Shipyard Infrastructure Optimization Program modernization efforts, ship maintenance, and refit timelines at PNSY. She emphasized the need to build readiness and capability now as the Navy partners to scale industrial capacity and expand budgets for future growth—an effort that aligns with another key target in the CNO’s Navigation Plan, to strengthen and modernize the Navy’s industrial base to get platforms in and out of maintenance on time. While at PNSY, she presented the FY24 Battle “E” award to the crew of the Virginia-class fast attack submarine USS North Dakota (SSN 784).

“One of the big tenants of America’s Warfighting Navy is getting more players on the field. That’s platforms with the right capabilities, the right modernization, the right lethality, and people with the right skillset, toolset, and mindset, and you embody that every single day,” Franchetti told the crew. “I’m confident that you’re going to get this player back out on the field as fast as possible because of your very clear commitment to getting after every challenge that comes your way. Your partnership with the shipyard team is second to none, and together, you got left of any barrier that came up. Our submarines are the Apex Predators of the Fleet, and I know the ‘Reapers of the Deep’ are excited to get back out there.”

Following the visit, the CNO went to Newport, RI, to meet with leadership at the Surface Warfare Schools Command (SWSC) and to speak at the department head graduation. While there she also relayed her charge of command and spoke about standards to the prospective commanding officers.

“You’re going back to the Fleet at a critical time for our Navy and our nation. As you have seen this past year, our Navy-Marine Corps team, and really our surface warfare community, has been in high demand in every region around the globe,” Franchetti said. “We are operating in contested waterways and airspaces to underwrite the global security environment, and to keep the sea lanes of communication open for all to use. There’s no other Navy that operates at this scale, no other Navy can train, deploy and sustain such a lethal, globally deployed, combat credible force at the pace, the scale, and the tempo that we do.”

The CNO then met with leadership from the U.S. Naval War College and received briefs from the college’s Halsey Group advanced research programs, which conduct data collection, research, analysis and wargaming to examine challenges at the operational level of war in the Middle East and East Asia.

To wrap up the visit, CNO met with leadership and students from both the Naval Supply Corps School and the Naval Justice School to thank them for their work delivering warfighting advantage every day.

## USNS Wally Schirra Completes Major Maintenance at South Korean Shipyard

From Grady T. Fontana

13 March 2025

GYEONGSANGNAM-DO, Republic of Korea - Military Sealift Command’s (MSC) Lewis and Clark-class dry cargo ship USNS Wally Schirra (T-AKE 8) completed a seven-month regular overhaul (ROH) at Hanwha Ocean, Gyeongsangnam-do, Republic of Korea, March 12, 2025.

Military Sealift Command’s (MSC) Lewis and Clark-class dry cargo ship USNS Wally Schirra (T-AKE 8) completed a seven-month regular overhaul (ROH) at Hanwha Ocean, Gyeongsangnam-do, Republic of Korea, March 12, 2025.

The ROH marks the first time that a Republic of Korea shipyard has bid on and won

an ROH contract of this scale for an MSC vessel. The ROH is much larger work vice voyage repairs (VRs), which are conducted routinely in the Republic of Korea.

“The Republic of Korea’s ability to conduct large-scale maintenance to USNS ships within the Indo-Pacific Theater demonstrates the strong strategic partnership between the Republic of Korea and the United States,” said Rear Adm. Neil Koprowski, Commander, U.S. Naval Forces Korea. “Maintenance in Theater reduces downtime and costs, while enhancing operational readiness. This is a landmark achievement to be celebrated as a symbol of our strengthened partnership and ironclad commitment to the ROK-U.S. alliance.”

ROH conducted aboard Wally Schirra in the Republic of Korea included dry docking, and more than 300 work items that addressed hull corrosion and a full rudder replacement.

“Hanwha addressed extensive deterioration and damage to the hull, propeller, rudder, and rudder post/steering gear,” said Cmdr. Patrick J. Moore, commanding officer, MSC Office-Korea. “Notably, Hanwha engineers reverse-engineered the damaged rudder, completely replacing the unit when blueprint were not available. This saved significant time and resources in getting

Continued on Page 24



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# How About a Boat Story?

By Sheila Dassatt

In my travels these recent days, I have found that people love to tell a story or two either about an experience on the water or about their beloved vessel. The older that I get, the more that I'm learning that it is much more interesting to be a good listener when it comes to a historic story.

Last month, I wrote about the S.S. United States, which has re-surfaced as a more famous ship than I thought. As she has been towed to Florida to become a reef for recreational divers to explore. We have read a lot of stories on social media from people that had good memories of sailing on her. I was pleased personally to receive a letter from a reader that also had a memory to tell. I thank you for that! In all honesty, I am also fascinated with this larger than life vessel and have a renewed interest in the ships of yesteryear.

This vessel has so many good memories that folks have been hoping to resurrect her as a museum instead of scuttling her. The problem is, she has been sitting for so long that a lot of maintenance has gone downhill. I understand that these ships need maintenance, especially a steam powered vessel. It is sort've like "out of site, out of mind." Unfortunately. I agree with the theory of wanting to restore her as a floating museum or a vessel that has compartments restored for also staying on her while being promoted as a museum. I can also understand the ram-

ifications and expense of trying to restore her at this point in time. Only time will tell and it is in the hands of the present owners. Perhaps this is a realization that these famous vessels should have the proper attention before they deteriorate beyond restoration.

Another such vessel that I am referring to is the Pauline, a 1948 sardine carrier that has been under reconstruction for a while now. Campbell "Buzz" Scott took on the challenge of restoring her. He and the nonprofit OceanWide have had dreams of reviving the 83-foot vessel for the purpose of using her for educational programs. The problem, once again, is that Pauline doesn't need a revival, but a resurrection. Unfortunately, it has turned into a total rebuild. Scott said "At the time, we thought we could get away with a few planks and a new engine and putting a new topside on."

As they started pulling the planks off, the boat project started to unravel. This meant that the project would take longer and cost more than expected.

Pauline was built in Thomaston in 1948 and was the queen of a fleet of ships that carried sardines from Vinalhaven and surrounding islands to North Lubec Co.'s plant in Rockland. In 1988, the owners of the windjammer, Stephen Taber purchased Pauline and converted her into a passenger vessel. (I remember those days well, she was a beautiful vessel). For the past few years, she is an icon of Maine's cannery

days and has been sitting at Billings Diesel and Marine in Stonington waiting for further instruction of her fate.

The rebuild is expected to run about \$3.5 million with \$950,000 for the wood, hull, deck and topside, \$1 million for the systems and \$1 million for the interior construction.

At this point in time, Clark and Eisele Traditional Boatbuilders have already rebuilt the framing in the bow and stern. One more quote: "They have done an amazing job demolishing the bad parts of the vessel and starting the substantial rebuild. As far as the rebuild goes, it's a good start."

With this being said, this is a good start toward an awareness for these historic vessels that are falling by the wayside. Perhaps the Pauline can be saved before she is just a pile of deadwood, much like a lot of others that we don't want to lose in time. Now would be the time to set your focus on these projects, get involved, donate or offer expanded attention on them before it is too late.

This particular vessel has already had attention in Maine Coastal News, but it

doesn't hurt to add her to this list of historic vessels that need to be saved. The sardine carrier, Jacob Pike was another one that we did not want to see in the sardine carrier reef graveyard. I also remember when the Pike would bring sardines into the Stinson sardine factories along the Maine Coast. I worked at the Belfast Stinson factory as a teenager in the summers and always thought she looked so majestic coming in with a load of herring that was about to become sardines. It was such a wonderful time to see these vessels doing "their thing" and also sad that this particular heyday is over. Let's not overlook this concern and get involved if at all possible.

The Penobscot Marine Museum is having an entire series of sardine carriers and sardine packing days at the factories. For example, on Thursday, May 8<sup>th</sup> (only on Zoom), Jon Johansen is having a program on sardine carriers. If you are interested in this history, it is a good opportunity to check it out! We truly care about the restoration of our maritime history. We do not want it gone forever.

## Maine Dept. of Marine Resources

**Governor Mills Announces the Retirement of Maine Department of Marine Resources Commissioner Patrick Keliher**

February 20, 2025

The longest-serving commissioner in DMR history, Keliher leaves a legacy of powerful advocacy and support for Maine's marine industries and environment.

Governor Janet Mills announced that Patrick Keliher, Commissioner of the Maine Department of Marine Resources (DMR), will retire from his position on March 14, 2025.

Keliher is the longest-serving commissioner in the history of DMR. He was re-appointed by Governor Mills as DMR Commissioner in 2019, after serving in the position since 2012. Over his tenure, Keliher has earned a reputation as a strong and influential voice for the protection of Maine's marine resources and environment, and a powerful advocate for the Maine industries, communities, and people that depend on them.

Under Keliher's leadership, DMR

worked to strengthen Maine's commercial and recreational fisheries and aquaculture industry through responsible management and industry partnerships. He worked closely with Maine's Federal delegation and State lawmakers to protect Maine's fisheries and marine environment and expand investments to restore fish passage and marine habitats. In recent years, he led State efforts to help Maine's marine industries recover from the pandemic and rebuild working waterfronts after devastating winter storms last year.

"Commissioner Keliher -- Pat -- has served this Administration and the people of Maine with great distinction. Under his leadership, he tackled many significant challenges to Maine's commercial fisheries and marine industries, while leading an agency that served its many communities and constituencies with honesty and respect," said Governor Mills. "Maine's commercial fisheries and seafood industries, our marine environment, our working waterfronts, and our coastal communities are better today because of Pat's relentless advocacy for Maine. I will miss his leadership in my Cabinet and wish him well in his retirement. A native of Gardiner, Pat is also an avid outdoorsman. Now he will have more time for training bird dogs, flyfishing, hunting, and most important, spending time with his family."

"After nearly 14 years of dealing with the challenges facing Maine's marine resources its not the issues I remember most, it's the people." said Commissioner Keliher. "The issues facing the marine sector are ones not easily solved, which means rolling up your sleeves and having tough conversations about how people make a living on the water and about what Maine has to offer. Through the good times and the bad, I have made lasting friendships up and down the coast. This work and the success of the DMR was made possible only through the hard work and dedication of our employees. I leave this job humbled by these friendships and by my extraordinarily talented staff who I was blessed to work with every day."

"Pat has been a tireless advocate for Maine's fishing industry and marine resources. His expertise and advice were critical to our successful effort in Congress to pause the onerous whale regulations put in place by NOAA that threatened Maine's

**Continued on Page 20**

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Commercial Fishing News

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

From the Director -

This spring seems to be a very busy season this year. The legislature is in open session, the Zone meetings are taking place, the demonstrations for ropeless gear is happening along the coast and the fishing vessels are starting to hit the water.

Yesterday, there was a demonstration of the ropeless gear that was held in Stonington. This was sponsored by the Maine Center for Coastal Fisheries and the Department of Marine Resources. There was also a demonstration that was held in Jonesport. Mike and I attended the demonstration to see what it was all about. We also wanted to represent DELA in order to be able to communicate with our members and fellow fishermen. At this point in time, DELA does not support ropeless fishing and with watching the demonstration, I can see why.

There were about five different prototypes developed by different companies,

all with a little different twist on how they should work. The first thing that I noticed was the fact that they are super heavy. When the demonstration was done, it took two to toss it overboard successfully. These devices had an air cylinder in them and room to coil up the rope and store it in it. Attached to the device, there was a cable that was connected to an electronic tracker or GPS system that shows you if there are already traps on the bottom and how to locate your own traps. Personally, I would get tangled up in the whole contraption just trying to set it overboard. Also, these devices are extremely expensive. When anything is new like this, they are considered very expensive. Of course, at this point, none have actually been approved for full time use by the fisherman.

It was explained that we only have approximately five years left to come up with a working solution to the whale rules. So

this is what has been developed as one of the answers to the whale rule when it comes up. “We need to come up with something that will satisfy the ruling.” This is important to the DMR who was co-hosting the demonstration. It was said that a few of the fishermen are testing it out with a special permit. Of course, they are also being paid to do this. The entire project has a lot of grant funding involved with it. The folks creating them are making money, the people hosting and demonstrating are receiving funds to promote and experiment with them and the fishermen are receiving money to give it a try. Basically, right now it is a big money pit.

For the life of me, I can’t see the average fisherman being able to afford such a thing. Also, at this point in time, there are not whales or not hardly any within the three mile line or close to shore. Basically, the only good use for it would be primarily offshore. Are they going to push them on us if we are fishing in an area where there are no whales? That’s a good question.

The next item on our agenda is the return of the gauge increase. The Atlantic States Marine Fisheries Commission has a hearing scheduled to the Interstate Fishery Management Plan for American Lobster. The draft addendum considers repealing all Addendum XXVII measures pertaining to scheduled increases in gauge and escape vent size limits. The public hearing is open to all stakeholders, regardless of state residency.

The schedule is Thursday, April 10 from 6:00 to 8:00 p.m. I understand that the hearing will be long over with by the time you read this notice. My point is that all they had to do was to repeal the original addendum and create a new one to take it’s place. This is how the system works in case you didn’t know that. So now, there will be a comment period for discussion. This is much like how it was going to be dealt with in the first place.

Originally, we had planned to send in a comment with reasons why we feel the way that we do about the gauge increase. It gives a good way to explain our reasoning. We can also give examples of our own observations when we are on the water and explain what we see out there on the water for catch. The public comment period is encouraged.

The Addendum is available at <https://asmfc.org/actions/american-lobster-draft-addendum-xxxii/>. The time for comment goes through April 25<sup>th</sup>. So if you can, please send in your comment and any other suggestions that you may have as an alternate option.

Let’s see if we can come up with a good plan that will work for all involved and hopefully maintain a good sustainable fishery. Please get involved and contact us at any time if you have any questions. We are involved and plan to stay involved and work with the associations together to the best of our ability. We all have the industry and survival in common.

Take care and stay in touch, Sheila



Three bows of boats tied up at Potts Harbor Lobster in Harpswell.

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Celebrating 15 Years of Surveying Protected Species in the Northwest Atlantic

This year marks the 15th anniversary of the Atlantic Marine Assessment Program for Protected Species. Scientists take to the sky and sea to collect data used to conserve several marine species in our region. March 21, 2025

NOAA scientists, a student, and a teacher participating in the NOAA Teacher At Sea Program kicked off a series of surveys supporting the Atlantic Marine Assessment Program for Protected Species.

“I feel really lucky to have been involved with this program for the last 15 years. This fantastic time series has helped us provide accurate and precise abundance and trends for many of our region’s protected species, interpret their status, and provide data needed for ocean developers and other ocean users,” said Debi Palka, the program’s principal investigator and chief scientist for the shipboard surveys. “Under the Marine Mammal Protection Act and the Endangered Species Act, our mission is to recover protected marine species while allowing economic growth, recreational opportunities, and offshore marine development in our region. Our program meets those needs. Very few science organizations are able to do this kind of long-term data collection throughout the U.S. Atlantic Ocean.”

The team conducted marine mammal, sea turtle, seabird, and ecosystem surveys aboard a NOAA vessel and plane between January 6 and February 21. Their surveys ran from Massachusetts to North Carolina, inshore to the Exclusive Economic Zone. This winter survey is particularly important because there’s limited winter data on these species, especially in offshore waters.

From the Sea

The shipboard survey aboard NOAA Ship Pisces was an ecosystem survey focused on multiple species. It collected trophic-level data on marine mammals, sea turtles, seabirds, large fish, marine plankton, and oceanographic conditions. This work was split among four teams: Seabird team, “Big-eye” sighting team for cetaceans, Passive acoustics team, and Oceanography team.

The shipboard survey ran two sets of zigzag tracks. In total, they surveyed during parts of 23 days, for about 200 hours, covering about 2,000 nautical miles.

Seabirds

The seabird team used the traditional strip transect data collection method with unaided eyes—no binoculars or other means

of magnification. They observed 9,691 individual birds, including 28 species in 10 families/subfamilies, and 11 species-groups of unidentified ducks, auks, murres, puffins, gulls, and terns.

The most common birds they saw were Dovekies and Bonaparte’s gulls. Some of the most notable, rare birds were non-breeding great shearwaters, sargasso shearwaters, and two lost landbirds, yellow-rumped warblers. They also saw a single massive feeding flock of birds consisting of more than 5,000 individuals.

The “big eye” team followed the traditional transect data collection methods using unaided eyes and 25x150 powered binoculars to detect marine mammals, sea turtles, and large fish that come to the surface. They observed: 117 whales: blue whales, goose-beaked whales, otherwise known as Cuvier’s beaked whales, Sowerby’s beaked whales, fin whales, minke whales, North Atlantic right whales, humpback whales, sperm whales, and some unidentified whales; 2,034 dolphins: bottlenose dolphins, common dolphins, pilot whales (either short-finned or long-finned), Risso’s dolphins, striped dolphins, and some unidentified dolphins; and 35 large fish: basking sharks and ocean sunfish.

“We were surprised to see humpback whales everywhere we surveyed—from less than 1 mile off the coasts of New Jersey and Virginia, to warm Gulf Stream waters off North Carolina, and to waters deeper than 3,000 meters off Maryland,” said Palka.

The team was able to get fairly close to a couple groups of right whales off the mouth of the Chesapeake Bay. They photographed the callosity patterns on their heads for later identification.

Passive Acoustics

The passive acoustics team used a towed hydrophone array to detect and record marine mammal vocalizations in waters deeper than 100 meters. While towing the array behind the vessel, they had roughly 360 detections. They detected at least 11 species, including: A singing humpback whale; Sperm whales; Two species of beaked whales; Pilot whales; Risso’s dolphins, striped, common, and bottlenose dolphins; and Potentially a group of rough-toothed dolphins.

While humpback whale song is not uncommon to hear, it was a big surprise for our acoustics team. “The equipment we used filters out low frequency sounds. Most of the humpback whale song is low frequency so hearing notes above the filter in our record-

ings is special,” said Annamaria DeAngelis, research biologist and acoustician.

In another stand-out recording, the acoustic team may have captured the echolocation clicks of a Gervais’ beaked whale while in the Gulf Stream off Cape Hatteras, North Carolina. “There is a lot of interest in being able to reliably tell this species from True’s beaked whale. We were in their habitat for just a brief time so getting a recording was amazing—like finding a needle in a haystack,” DeAngelis said.

The acoustic team also captured audio of sperm whales using echolocation clicks to search for and find prey. DeAngelis added, “You can get a sense of the animal’s size based on the interval between clicks. A long interval typically indicates a large male, and a shorter interval indicates a female or juvenile male.” These whales change their clicking rates when they home in on prey. “When you hear the change, you’re instantly rooting for the whale’s success. If there’s a long silence after the whale homed in on prey, then it most likely consumed its prey—score 1 for the sperm whale, and 0 for the squid!”

Oceanography

The oceanography team collected plankton samples using two types of bongo nets. These data help us better understand where and how much prey is available for protected species to eat. The team also deployed a CTD to measure conductivity, temperature, and depth to assess the ocean’s physical, biological, and chemical conditions. This helps us better understand things like ecosystem productivity, fish spawning, larval recruitment, and species distribution. We can then make connections between animal patterns and the ocean conditions found in the Northwest Atlantic. This helps us understand how protected species interact with their environment and interact with human activities occurring in the same waters.

The team saw a range of plankton. Salps—a gelatinous zooplankton—dominated continental shelf and shelf break samples. Samples collected off the continental shelf contained fierce looking fish that live in the ocean twilight zone, about 200–1,000 meters below the ocean’s surface. These include hatchetfish, viperfish, and bristlemouths. They also saw smaller crustaceans like krill, amphipods, and copepods. Two unusual catches were an adult lined seahorse and a snipe eel.

From the Sky

During the aerial survey, the team focused on documenting whales, dolphins, seals, sea turtles, sharks, and other marine animals to generate abundance estimates. The team conducted 32 flights over 26 days, covering about 3,000 nautical miles of tracklines aboard a NOAA Twin Otter plane. They used a combination of traditional unaided-eye methods and a new, innovative camera system that continuously photographs a strip of water directly below the plane. “We’re excited about this new camera system since we may need to use it in future aerial abundance surveys like this one,” said Palka. “We’re currently in the process of developing AI models to assist with identifying potential animals from the thousands of images we collect during a single survey.”

They observed:

30 whales: fin whales, minke whales, North Atlantic right whales, humpback whales, sperm whales, and some unidentified whales. 1,540 dolphins: bottlenose dolphins, common dolphins, pilot whales (either short-finned or long-finned), Risso’s dolphins, and some unidentified dolphins. 163 sea turtles: green turtles, Kemps Ridley’s turtles, leatherback turtles, loggerhead turtles, and unidentified turtles. 86 large fish: basking sharks, ocean sunfish, hammerhead sharks, white sharks, manta rays, and unidentified sharks. Hundreds of gray seals and harbor seals hauled out on various islands off Massachusetts to New York—we’re still counting!

Clam Survey Dredges Up Ice Age Find

Scientists on our 2024 Surfclam and Ocean Quahog Survey dredged up a mysterious object. A Smithsonian expert solved the mystery, identifying it as a likely extinct Ice Age walrus jawbone—a once-in-a-lifetime find!

April 03, 2025

Scientists participating in our 2024 Surfclam and Ocean Quahog Survey aboard the F/V ESS Pursuit made an amazing once-in-a-lifetime discovery! It happened during their second dredge haul. As usual, scientists brought the dredge sample aboard the vessel, deposited it onto a series of whirling conveyor belts, and delivered it to the processing area for data collection. While the sample had barely any clams in it, the team noticed it had one quite odd-looking... thing.

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

They could tell it was a bone of some sort—probably a jawbone by the looks of it. But, from what? It was kind of big. Too big to be a seal jaw, but too small and the wrong shape to be a whale. And it had teeth.

“I honestly had no idea as to what this was. The tooth count, the size of the teeth, and just the overall density of the bone made me feel that this was something that needed a further investigation,” said Jonathan Duquette, chief scientist for the survey. “I kept looking online for Virginia fossils—to see if we could draw some correlation. The desire to identify this thing is what compelled us to keep it. So, I placed it at the watch chief station and would stare at it, almost daily. I knew we had to figure this mystery out.”

The survey continued and during breaks and downtime, Duquette searched online for anything that might help identify what this jawbone could be from. He wasn’t having much luck with his online search. So there it sat, nagging at him. On a whim and determined to solve the mystery, he reached out to Dr. Nick Pyenson. Pyenson is the lead curator and head of the Smithsonian’s National Museum of Natural History’s Department of Paleobiology, and a specialist in fossil marine mammals.

“As soon as I saw the photo attached to Jonathan’s email, I knew it was a walrus jaw. They have a thick and chunky look to them. Jonathan’s email also said ‘very dense,’ which is another telltale clue, along with its context,” said Pyenson. “At the Smithsonian, we have the world’s best collection of Atlantic Ice Age walrus bones. Most of our collection was collected under similar circumstances—from dredges or trawls.”

About 90 minutes after Duquette sent his email, he heard back from Pyenson.

Fortunately it was only Duquette’s jaw that hit the floor when reading the response. Pyenson identified the bone as the right jawbone of a extinct walrus (Odobenus rosmarus).

Today’s walruses largely live in several populations on coasts and island archipelagos around the Arctic Circle. Sometimes, individuals will find themselves far south, but that’s rare. During the Ice Ages, hundreds of thousands of years ago, walruses had a much broader geographic range. Scientists base this knowledge on walrus bones found as far south as South Carolina and Florida. These Pleistocene fossils and sub-fossils—bones that haven’t quite turned to rock—have been found on the seafloor and occasionally on beaches along the U.S. East Coast.

Pyenson said in some cases he and his team can determine the age of bones from radiocarbon dating. And because this jawbone has teeth, sometimes they can extract ancient DNA. Cue the Jurassic Park theme.

“Radiocarbon dating works well with bones of this age. Recent advancements in DNA sequencing technologies have opened the window to collecting ancient DNA from specimens. If we’re fortunate, we can begin the work of placing this survey specimen into the genealogy of walruses, and how walruses have changed over time,” Nick said.

Pyenson asked if we’d be interested in donating this specimen to their collection. Our answer—a resounding YES!!!

“This whole experience has been awesome and a great opportunity for collaboration between NOAA Fisheries and the Smithsonian,” Duquette said. “To be able to put eyes and hands on something that hasn’t

Continued on Page 24



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# Boat And Ship Yard News



They are getting closer to the end on this new 56-foot cruiser designed by Mark Fitzgerald of Rockland under construction at Brooklin Boat Yard in Brooklin.



Artisan Boat Works in Rockport are making repairs to SEA LADY, an Aage Nielson double-ender. They did the stern a couple of years ago and this year the front half got rebuilt.

## Continued from Page 1

served. LONE WOLF, a wooden sailboat, had quite a bit of work done this winter. They redid the chainplates and replaced the mast step. A Tripp 41, built in the early 1960s, was shipped from the Midwest to be finished. When she arrived, she was all apart. They removed the foredeck and have made a new front for the house. They are also building a new interior, but that was put on hold for a while but will start up again in April.

There are two new builds underway. One is a Wesmac 42 and when the owners came to see, they also got to walk around a full mock-up. After viewing the mock-up, they decided to add 4 feet. A four-foot extension was made by Wesmac and Front Street is attaching it to the hull. This boat will be designed as a walk-around, which they have designed in-house.

The other new project that they are not allowed to say much about is a 38-footer for the U. S. Navy.

There is talk about doing a Holland 32 powered with outboards, but that contract has yet to be signed.

Coming in this spring will be ABIDE, a 136-foot sailboat, for some general maintenance before heading for the Med. SYMMETRY is also coming back for her third or fourth refit. She has some issues with tankage, so they are going to pull the engine and generator to get at them. FIRST LIGHT, a 92-foot Fontaine design, is coming back for her annual maintenance.

The waterjet has been very busy all winter. They are still cutting granite for the same house on Martha's Vineyard. In between, they have been cutting a lot of steel projects that needed to be cut very precisely. They also did a couple of more artist projects, which is always a fun change.

## Gloucester Marine Railway Gloucester, MA

On the main railway is the schooner ADVENTURE, once in the Maine windjammer fleet, now a historic exhibit in Gloucester. She is in having a new transom put in by Garrett Eisele. Beside her is the replica of the historic vessel FRIENDSHIP OF SALEM and James Knightly has the contract to make repairs to her. Gloucester Marine Railway is doing some of the outside work for him. Both these boats need to be finished and over by the end of May. Once these two are back in the water they have four other boats that need to be hauled on the railways.

Sitting at the dock is the fishing vessel EXPLORER, now owned by Ben Weed of Stonington, who has changed her name to ATLANTIC EXPLORER. They have re-rigged her for scalloping and are doing a lot of upgrading of systems to get her back into top running order.

CAITLIN CHRISTINE, a 65-foot DMR owned by Chad Osborne, is getting some steel work done. This includes galls, installing a winch, and they are hoping to have this done by the start of scallop season 1 April, but the weather has not been



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# Boat Yard News



This is a Wesmac 42 getting a four-foot extension at Front Street Shipyard in Belfast. She will be finished off as a walk-around cruiser.

very cooperative.

There are three lobster boats in the yard that need to be repowered. One of the repowers will go from dry to wet exhaust and they are trying to do that without ripping up the platform.

The day after I was there, they had a boat coming in to be hauled on the Travelift. They needed to drop the rudder, pull the shaft, fix the stuffing boxes and get him back together for the scallop season.

There were 26 scallopers coming up from Maine to dock at the Railway for the scallop season. These boats will need the normal services, but in case of breakdowns, they might need some welding and hydraulic work. There were also other boats from Maine at other docks and moorings around the harbor.

No one knows how long the scallop season will last, some thought 15 days, others hoped for 30, but all thought no more than

that.

The yard is full of other storage boats, and they need some degree of work before they can go back over. There is no question that they will be busy right into the summer.

### J. B. Boat Shop Jonesport, ME

The big news is Jeremy Beal has sold his race boat, MARIA'S NIGHTMARE II, which holds the speed record for diesels. She went to a buyer from Connecticut and partial payment for the boat was a 16-foot Calvin Beal designed runabout mould. Jeremy thought they were originally laid up as the Mitchell Cove 16. Over the winter he and his crew have produced two boats out of this mould. One went to the former owner and the other is going to John Church of Jonesport. They still have one more to build for

Continued on Page 18

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Outside at J. B. Boat Shop in Jonesport is NICK-AH-TIME, which was basically a complete rebuild after sitting for 20 years on the hard and at a mooring.

**Continued from Page 15**

a customer from the mid-coast. They took another 16 out of the mould and stretched it 20 feet. She will be a little different than the other 20s since he has widened it to 8 feet. He added, “I cut it on the bilges and just pulled it out a little bit.”

David Osgood’s Crowley Beal 33 SPLIT SECOND is in for hard chines, which they were building off the boat. There was just a couple of smaller repair projects to do, such as fix a couple of windows and some repairs on the inside.

The Mitchell Cove 35 HEIDI MACK-ENZIE JR. is in for a new composite floor. She sank and the balsa core got wet, and they think she will be back next winter, and they will replace the top with a Wayne Beal 36 top.

Outside is the 38 South Shore NICK-AH-TIME of Cushing, which they put one of their 42 tops on. This was not a simple job. This boat had sat for 20 years, either on the mooring or the hard, and needed a complete refit. After she arrived at the yard the owner came up and helped remove everything back to the stringers. The owner opted to leave some of the accommodations down forward and the partitions for the hydraulics. The crew modified the top and put it on. Then they added a new bulkhead, one more berth down forward, decks, floors and stern table. They then resurfaced the hull and painted it. She is now heading over to Dennis’ Welding on Beals Island to get her hydraulics and a new Pacer pump installed.

On the left side of the shop is a 23, which is owned by Wayne Beal, Jeremy’s father. This is the plug he built back in 1988 for the mould, which was then sold to Albert Carver of Beals Island. The mould for this model is currently owned by Joe Sargent of Sargent Custom Boats in Milbridge. She needs to be

outfitted for fishing, but Jeremy was not sure if it would be done in time for this summer.

Down the line, there may be a Wayne Beal 36 for a customer from Maryland. There is also a hull outside, and she is going to get the engine installed, along with her running gear. That is all they are scheduled to do on her at this point.

Jeremy then plans to go fishing and feels he has enough for the crew to do to keep them busy for the summer. He said he may even lay up a couple of hulls on spec.

**Ocean Pursuits  
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Inside they have a Hinckley Pilot, which has been undergoing a multi-year restoration. This year they Awlgripped the hull, along with some plumbing and rigging work. Last year she was rewired with new panels.

They also have an Alden Challenger 38 yawl, which is another multi-year project. These are fiberglass hulls built by Halmatic Ltd. in England and finished by a number of yards including Hodgdon Brothers, Le-Comte Yachts and Molich Shipyard. They have redone her cabin tops, which meant Awlgripping and varnish on the brightwork. This year they started redoing the rigging.

A Grand Banks 32 is having her engine, a Ford Lehman, rebuilt and all new electronics. Next year they hope to turn their attention to painting. Another project is replacing the fuel tanks on a Freedom 32. There is a pilothouse 27 that has received all new windows in the pilothouse as the old ones were leaking. They are also going to redo the fuel system.

They store about 60 boats and every one of them will need some degree of work before they go over for the summer.

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# Boat And Ship Yard News



This is PETREL, a Duffy 34 built in the 1970s, getting a lot of work done at Safe Harbors in Eliot.

### Royal River Boat Yard Yarmouth, ME

The charter boat MERRY MEETING, which runs tours up and down the Kennebec River for Maine Maritime Museum in Bath, has undergone a major repair to her pilothouse. This was removed, along with all the bulwarks and any wood showing issues. The deck was reglased along with the new bulwarks. A new house was built of plywood and then covered with glass in the shop, and this will soon be moved out and placed on the boat deck. This was challenging as there are a lot of angles to the house. Wayne Monk built the house and helped with the glass work. She will then get her annual mainte-

nance as she needs to be back in the water 1 May so the Museum can start their trips on the Kennebec as scheduled.

There are a couple of repower jobs on the schedule. One is on a 45-foot lobster/dragger, which is having her Detroit Diesel removed and then they will put on a rubber deck.

Other work includes six big varnish jobs and a number of outboard repowers. A sailboat hit the bottom, and she will be going into the upper shop to have her keel and hull repaired. BENNY ALICE is being repowered by Freeport Diesel, who is put-

Continued on Page 21



To the left is SAND DOLLARS III and the cruise boat MERRY MEETING under the shrink wrap getting her pilothouse area all rebuilt at Royal River Boat Yard in Yarmouth. That is the old pilothouse in the foreground.

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# News from the Department of Marine Resources

## Continued from Page 13

lobster industry,” said U.S. Senator Susan Collins. “While we will miss Pat’s leadership and his advocacy, I know that we will always be able to find him spending some well-deserved time with his family and enjoying Maine’s woods and waters.”

“I really like and admire Pat for the hard work he has done on behalf of Maine under difficult circumstances, up to and including the federal government’s attempts to shut down the lobster industry,” said U.S. Senator Angus King. “It was he that came up with the plan that led to the legislation that saved Maine’s lobster industry. He always has tried to do the right thing, and his commitment and passion for this job are unmatched. Personally, Pat is honest, good-humored, incredibly hard-working and a glutton for challenges -- I thank him personally, and on behalf of a grateful state.”

“For years, Pat has been a steadfast champion for Maine’s fisheries, working tirelessly to support our coastal communities and preserve our heritage industries,” said U.S. Representative Chellie Pingree. “His unwavering dedication to protecting Maine’s lobster industry from unnecessary regulatory burdens has been invaluable, ensuring that generations of lobstermen can continue this proud tradition. I am deeply grateful for his years of service and wish him all the best in this next chapter.”

“For decades, Pat Keliher has been a driving force in the sustainable management of Atlantic coastal fisheries,” said Robert Beal, Executive Director of the Atlantic States Marine Fisheries Commission. “From 2017 to 2021, he served as the Commission Vice-Chair and Chair providing thoughtful

and steadfast leadership during the difficult COVID pandemic. Pat led the charge to shift from in-person meetings to virtual meetings, allowing the Commission’s management programs to stay on course. Additionally, he oversaw the Commission’s disbursement of hundreds of millions of dollars to fishery participants through the CARES Act, enabling the fishing industry to stay afloat during the pandemic. At the management board level, Pat consistently found practical solutions to the complex management issues. I am indebted to Pat for his unwavering support of the Commission, his sound advice, and his commitment to the sustainable management of fishery resources for the benefit of this generation and those to come.”

“I can’t think of a more challenging job than serving as Maine’s top fisheries regulator,” said Patrice McCarron, Executive Director of the Maine Lobstermen’s Association. “Commissioner Keliher guided the Maine lobster industry through some of its toughest times. Though we didn’t always agree, he made the effort to listen, engage in conversation, and always had the industry’s best interests at heart. This was especially evident in 2022 when the DMR wholeheartedly backed the MLA’s court case against the National Marine Fisheries Service to challenge whale regulations that would have decimated our industry. Together, we achieved a historic victory. Our collaboration also helped secure a significant law in Congress that protected Maine’s lobster industry from being shut down by federal whale rules. The MLA is grateful for the Commissioner’s dedication to ensuring a future for Maine lobstermen today and in the future.”

“Very few people understand the lev-

el of dedication, hard work and personal sacrifice Commissioner Keliher has given to this state,” said Sebastian Belle, Executive Director of the Maine Aquaculture Association. “His tireless determination to professionally represent the interests of our state’s public resources and working waterfront communities established the highest standards of public service. We have been lucky to have him, and he will be sorely missed.”

“Pat has always treated me with respect for my opinions on different fisheries management decisions I had made over 9 years I represented the State of Maine as a New England Fisheries Management Council member,” said Maine fisherman Terry Alexander. “I looked to Pat through those years as a trusted advisor that would let me know if and why he thought I was wrong. I’m human so sometimes I would listen and sometimes I wouldn’t, but I could always count on him for good solid fisheries management advice. Even to this day I look to him to advise me and still will even after he retires whether he likes it or not. Whoever replaces him I hope they keep those lines of communication open to all sides like he has. It makes for good solid management decisions the DMR has to make every day.”

“While we are a single industry, the lobster fishery is made up of over 5000 individuals, each with their own experiences and perspective,” said David Cousens, lobsterman and former President of the Maine Lobstermen’s Association. “Pat has always been able to meet fishermen on their own terms, listen to what they have to say, and find a way forward. He understands the culture of the fishery and its importance to both individual families and communities all along the coast. No one knows better than me that you’ll never get everyone to agree, so you have to be guided by what will protect and sustain this resource for future generations. During our many years working together, I have always trusted Pat to take the long view, and to make the difficult decisions with the industry’s best interests at heart.”

“Commissioner Pat Keliher’s dedication to improving the health and vitality of the Gulf of Maine and the waters that sustain it is truly unmatched,” said Kate Dempsey, State Director of The Nature Conservancy in Maine. “I have had the privilege of working with Pat for the past twenty years, and I’ve seen firsthand how he has made Maine a national leader in restoring sea-run fish in ways that support the thriving communities that depend on them. Whether he was leading the Atlantic Salmon Commission’s efforts to conserve the Machias River and Lakes, promoting the restoration of the Penobscot River at DMR’s Division of Sea-Run Fish, or championing working waterfronts as Commissioner and chair of the Land for Maine’s Future Program, at every turn Pat has used his integrity, ingenuity, and leadership to leave Maine better than he found it.”

“Commissioner Keliher has been a tireless champion for the Maine lobster fishery,” said Luke Holden, Founder and CEO of Luke’s Lobster. “The amount of change and threat to our heritage industry over the last five years has been tremendous and throughout it all the Commissioner has stood up for and defended the long-term health and sustainability of our fishery and industry. On behalf of my business, which includes my dad who held the very first lobster processing license in the State of Maine, we would like to thank the Commissioner for his nearly 15 years of service and for leaving the department in a better place than he found it.”

“Commissioner Keliher has been a strong advocate for sea-run fish restoration

over his entire career,” said John Burrows, Vice President of U.S. Operations for the Atlantic Salmon Federation. “His support for the conservation and recovery of wild Atlantic salmon, alewives, American shad, American eel, and other species has helped us to reverse centuries of declining numbers of these fish. Runs of alewives and blueback herring returning to Maine’s rivers now number in the tens of millions each year, and the economic and ecological impact of this resurgence extends far across the Gulf of Maine. Pat’s vision and leadership have been instrumental in this remarkable success story.”

“Pat has demonstrated an amazing ability to get things done at both the state and federal level,” said Peter Fallon, President of the Maine Association of Charterboat Captains. “He always claims he’s not a politician but in fact he is a really good one -- in the best sense of the word. He understands how processes work and builds relationships with people that have allowed him to be an incredibly effective advocate for our fisheries.”

During his tenure, Commissioner Keliher served as Chair of the Atlantic States Marine Fisheries Commission, as well as ASMFC’s Lobster Management Board; as a member of the New England Fisheries Management Council; as a member of the Board of the Finance Authority of Maine; and as Chair of the Land’s for Maine’s Future program.

In 2014, President Obama appointed him the non-federal Commissioner of the North Atlantic Salmon Conservation Organization. That same year the Margaret Chase Smith Policy Center honored him with a Distinguished Maine Policy Fellowship for his extensive work in marine resources policy development.

Prior to serving as Commissioner, Keliher worked as a registered Maine hunting guide and charter boat captain. He also served as Executive Director of the Coastal Conservation Association of Maine, as Executive Director of the Maine Atlantic Salmon Commission, and as Director of DMR’s Sea-Run Fisheries Bureau.

The Governor will name an Acting Commissioner for the Department before his departure, if a permanent Commissioner is not yet nominated. Any candidate for Commissioner will be subject to a hearing before the Legislature’s Marine Resources Committee and confirmation by the Maine State Senate.

**Governor Mills Announces Nomination of Fisheries Scientist Carl Wilson as Commissioner of Maine Department of Marine Resources**

February 26, 2025

A 26-year veteran of the DMR and the agency’s long-time lead lobster biologist, Wilson would replace Commissioner Patrick Keliher following his retirement


Governor Janet Mills announced that she will nominate Carl Wilson, a highly regarded fisheries scientist at the Maine Department of Marine Resources for the last 26 years, to serve as the department’s next commissioner.


Wilson will be nominated to replace outgoing Commissioner Patrick Keliher, who recently announced that he will retire on March 14, 2025. Governor Mills will appoint Wilson to serve as Acting Commissioner until a permanent Commissioner is confirmed by the Maine Senate.

First joining DMR in 1999 as the agency’s lead lobster biologist, Wilson has served since 2015 as Director of DMR’s

**Continued on Page 22**

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# Boat And Ship Yard News

## Continued from Page 19

ting a pair of engines, QSL 9 Cummins. The yard is assisting them with the shafting and a new heavy rubber rail all the way around the boat.

### Safe Harbors Eliot, ME

The big job this winter has been on a Duffy 34, which was probably built in the mid-1970s and has always been around Ogunquit. This boat is used for charter fishing and the owner’s son, Micah, has taken over the boat and just wants to go tuna fishing. He is the one behind this major refit. One of the first things they did was remove the 6.7 435-hp Cummins Diesel. Marshall Farnham, project manager at the yard, said, “It was one of those decisions. It was like well, old floor, old framing, the floor was not pitched right, and in a rain-storm, it was collecting up by the bulkhead. We decided to rip the floor out and get the fuel tanks down low. She only had one on one side, so we are trying to get the boat balanced. We will probably add a fuel tank above deck back aft for more ballast because she sits a little high in the stern. The old engine was also way ahead, and we did pull the engine back. We launched her just to see where the waterline was, and she still needs more weight in the stern.”

The deck is in, and the hydraulics are done, there is a new drive train including a new rudder and boxes and new seacocks. The bottom was stripped, fixed the blemishes, barrier coated and then painted. Marshall was hoping that she will come back next winter, and they can do from the rails up.

SWEET PEA, a Holland 32 finished out as a fishing machine, is up for sale as her owner is looking for a bigger boat to redo as a sportfisherman. This winter they

built an anchor locker as the owner wanted the anchor and rode off the deck. They also added height to the rail by the helm, so it hits him above the knee. While all this was going on they added a new muffler. Now comes the regular annual maintenance.

In the upper storage building they had a Riviera that needed the bad core in her foredeck repaired. This was about a 13 x 15-foot section, which was removed, re-cored and reglased. They removed the oil-canning and added a nice camber to the deck. They also made repairs to the head and water systems and added coolers to the MTUs. The owner is talking about coming back next year to have the bottom stripped and redone.

They have about 200 boats in storage, which includes what is at the Kittery yard. This will keep them busy for the rest of the spring and into the summer.

### Wayne Rich Bernard, ME

Wayne and his uncle, Chummy, took on an interesting project this winter on a wooden 1959 Henry Barnes bass boat. She had been sitting for a while on the hard and she was shrinkwrapped, but they knew she needed bottom work, engine pulled and a new platform. Once she arrived at the shop, which was built by Wayne’s father, Walter, at his home, they pulled three planks off to see what was going on. They found that the knee had separated from the stem and keel. They removed the water tank, knock out the bolts, jack it back together and put in new threaded bronze rods. Another problem is that she was built with clinch nails, which were now 60 some years old, and they were not coming out. Wayne said that the first eight feet of a rib was loose, but 4,500 bronze screws later she was refastened. When they replaced the platform, they did it in two sections, one over



Wayne Rich of Bernard has kept himself busy this winter. This boat was built by Henry Barnes of Harpswell in 1959. They have made repairs to the bow, refastened the bottom, and replaced the platform. She will be ready for the water later this spring.

the motor, which is raised and the one in the cockpit. The platform was done in vertical grain fir, with Teak Decking System black in between the planks. When finished the deck would be sealed with oil.

They cut the plank seams into the hull. It is interesting as some like this and others want a smooth hull. Wayne said, “I love seams on a wooden boat because it shows, ‘hey it is a wooden boat.’ Show your planks, especially if you have got one that has good planks lines. A 60 some-year-old wooden boat is kind of hard to make look like a glass boat. You are not looking at every nick, ding, knot hole, check, bung plugs that

are swelling. They take your eye off all the imperfections that an old wooden boat will have to me.”

The engine was to be back soon, but they still needed to get the engine hatch finished so they can see how much clearance the engine has. Then it is deck hardware, paint, and varnish.

Wayne had been working at Rich’s Boat Yard in West Tremont, but decided last year to do more in his own shop. Last year he did the platform in his boat, but did help Rich’s Boat Yard last spring. He said, “Something about the old wooden boats, I guess it is in the blood.”

## International Maritime Library

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We now have a listing of over 150,000 vessels, mostly compiled from the “List of Merchant Vessels of the United States” (MVUS) for the years 1867 to 1885. Numerous 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 6' adding more vessels and updating the ones already listed. Hope to have ready the end of Summer.

## Also Shipwreck Index and Chronological listing up online!

### ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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

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# News from the Department of Marine Resources

## Continued from Page 20

Bureau of Marine Science. The Bureau oversees DMR’s overall fisheries research and monitoring efforts and has a staff of 90.

“I’m proud to nominate Carl to this vital leadership role for our state,” said Governor Mills. “His vast knowledge and experience in the science, policy, and economics of Maine’s marine resource industries, combined with the strong relationships and mutual respect he has developed with Mainers who make a living on the water over his 26 years at DMR, will serve him well as the department’s next leader.”

“I’m honored to be nominated to serve as Commissioner at DMR,” said Wilson. “It’s a privilege to work on behalf of Maine’s critically important marine resource industries. There are many challenges ahead and I will remain committed to the collaboration necessary to confront them. That approach has been a strong foundation of the department’s work under Commissioner Keliher.”

“I think Carl is an excellent choice to lead DMR,” said Commissioner Keliher. “Over his years of exemplary service to the department, Carl’s deep understanding of, and connection to, Maine’s commercial fisheries has helped the Science Bureau adapt its programs to the impacts of a changing climate, incorporate industry’s desire for participation in the science, and address the important need for better data to help manage and protect our dynamic marine environment.”

“I’m pleased to hear that Carl is nominated to be the Commissioner,” said Beals

Island fisherman Dwight Carver. “I’ve worked with Carl since the 90s when he was an observer on my boat and wound up with a deep respect for him and his honesty. I’ve always had high regard for the information he shared with me. I respect what he says and appreciate the time I’ve had to work with him.”

“I have worked with Carl for over twenty years, and we would be lucky to have him as Commissioner,” said commercial lobsterman and Marine Biologist for Ready Seafood Curt Brown. “At this critical moment for Maine, it is essential to have a commissioner who understands both industry and science, no one does this better than Carl. What I appreciate most about Carl, beyond his expertise, is his willingness to listen.”

“The Maine Lobstermen’s Association (MLA) has tremendous respect for Carl Wilson,” said Patrice McCarron, Executive Director of the Maine Lobstermen’s Association. “Carl is a rare leader in government who truly respects fishermen as professionals and values their deep expertise. His open-minded approach and willingness to listen will make him a valuable partner in shaping the future of our industry. The MLA looks forward to continuing our strong collaboration with Carl to ensure Maine’s lobster industry remains both profitable and sustainable for our fishermen and coastal communities.”

During Wilson’s tenure as Director of the Bureau of Marine Science, he was instrumental in establishing DMR’s Division of Marine Mammal Research. The Division

is responsible for monitoring north Atlantic right whales to make sure federal regulators have the data they need to develop targeted regulations that minimize the impact on fishermen.

Under Wilson’s leadership, the Science Bureau also reorganized in 2021 and 2022 to create two additional Divisions, the Division of Biological Monitoring and Assessment and the Division of Ecology and the Environment. The new Divisions have improved the department’s ability to collect data on commercially and recreationally important species and to better understand the complex Gulf of Maine ecosystem.

In addition, he led the renovation of the Maine State Aquarium and modernization of the Departments’ flow through sea water laboratory to ensure the safe care and handling of animals held for display in the Aquarium and for research by DMR staff.

Wilson has also served as a Co-Chair of the Maine Climate Council’s Coastal and Marine Working Group. The Working Group is tasked with recommending short- and long-term strategies and actions for

adaptation and resiliency to climate change in Maine’s coastal communities and marine industries.

As the lead lobster biologist for DMR from 1999-2015, Wilson directed all lobster research and monitoring programs, initiated several new collaborative monitoring programs and research projects, supervised science staff, chaired the Atlantic States Marine Fisheries Council lobster technical committee, and oversaw the operation and maintenance of department research vessels and mapping systems.

Wilson received his Bachelor of Science from the University of New Hampshire in 1995 and his Master of Science in Oceanography from the University of Maine in 1999.

Wilson’s nomination will be subject to a hearing before the Legislature’s Marine Resources Committee and confirmation by the Maine State Senate.

## Continued on Next Page

# PASSED OVER THE BAR

## Continued from Page 6

In the 1970s Mr. Dixon built a 48-foot Tripp designed Hinckley named RASCAL. This, a Bertram, which came up from Florida, and all the smaller boats were housed in the boat house. Some boats have come and gone and some have never left. Keith added, “My brother continued to go north and south with the big boat. I was able to stay in Maine from then on because everything I had to do stayed here. I’d get things buttoned up in the early winter and I could still go south, but I’d only go down for a while.”

Keith did a little racing in the knockabouts, but most of his time was on the committee boat and making sure the fleet taken care of.

A couple of years ago, Keith retired from working with the Dixons. “I can’t say anything but good about them,” continued Keith. “They have been exceptionally nice to everybody. They have been an asset to this area and any area they go to.”

The Winter Harbor Lobster Boat Races have been running for 57 years. When asked how he got involved in lobster boat racing, he quickly replied, “I guess just foolishness. I was over at the yacht club rowing boats around watching them race out on the other shore. and I am saying, ‘Gee, I would like to be a part of that.’ Ralph Byers, Sr. had been running them and Albert Hallowell took them over. I don’t remember who talked me into it. I was back here all the time and the Chamber of Commerce asked what can we do to make things happen? I said, ‘We have got to do things a little different.’ I just wanted to rock and roll a little bit more. It was fun for me because I love racing.”

Keith was not sure what year, but it was in the mid-70s when Albert got done and he took over. He added that Dana Rice, Sr. and Alan Johnson also ran the races for a time. In 1985 he decided to take a step back, but came back two years later. Chris ‘Buddha’ Beyers joined shortly after and Keith assisted until a couple of years ago. Over the years he said he has had exceptional help in running the event and that is what made it so successful.

“I really liked it,” said Keith. “I could not go stock car racing or drag racing or any kind of racing because I was at the Yacht Club seven days a week. I figured it was just a hobby for me to make trips to the Miami Boat Show and the Fish Expo in Boston talking about lobster boat racing and getting them involved. I have really enjoyed

it. People thought it was just fishermen spending money. Boy, you think of what was learned. Slippery boats are more efficient, the engines, people learned a lot. A lot of it was for other people, a lot of it was for the friendships.”

Looking back Keith added, “Bobby Potter is the one that got me all fired up. I fished with Bobby some and he loved racing. When we fished and somebody was anywhere near us, we dropped any gear we had on the wash board and tried to get them to race. If those Bar Harbor boats were anywhere around and we got a chance to race we did. That probably got me hooked. The Young Brothers got their shop going and they really got into racing and the Hollands. They made it a lot of fun.”

There is no question that the Winter Harbor Lobster Boat Races have had exceptional turn outs. They stop working on their event the night before the race and the day of that race they begin promoting next year’s race. Over the years they have given some impressive prizes and that has been a major factor in attendance.

Keith has always loved dabbling in real estate and a couple of years ago he bought back his father’s and Bud’s garage and had it totally redone to what it looked like back in the ‘50s. He added, “I went a little bit overboard putting the garage back to what it was. She is ready to be a garage or a boat shop if need be. Right now, I rented it to a couple guys that have got some really nice antiques for sale there. One of my buddies said, ‘God, Keith you will never make any money on this building.’ I said, ‘No intentions to.’

He is survived by his sister, Susan Webber; brother, Dick Young and wife Joyce of Palm Beach Gardens and Gouldsboro; sister, Mary Flaum of Gouldsboro; niece Shauna Young and husband Kent Ramadan of Palm City, FL; nephew, Graham Marshall from Palm City, FL, and several cousins. He was predeceased by his parents.

In lieu of flowers, donations may be made to Northern Light Foundation to one of the following: Eleanor Widener Dixon Memorial Clinic Committee, 37 Clinic Rd., Gouldsboro, ME 04607, Mary Dow Center MCMH, 50 Union St., Ellsworth, ME 04605, Lafayette Cancer Center, 33 Whiting Hill Rd., Brewer, ME 04412.

A celebration of life will be held in the spring.

# Sardine Carriers/Moosabec

## Continued from Page 5

you had fish they would come take them off you so they could get their money back. I did it for about 10 years and then the factories started closing and that wasn’t good. The first one to close I think was Underwood’s, and I think Charlie’s was the last one. The Middle Factory was the second one. Mansfield had one over in here (Sawyer’s Cove), but I don’t know where. It wasn’t big, and they were on posts right on the cove. I’ve seen pictures, but I don’t remember it.”

Isaac mentioned some more carriers: MIONE, LILLIAN and BESSIE L.

MIONE was built at Bayhead, NJ in 1911. She was 27 tons with the dimensions of 56.9 x 13.3 x 5.7. She was owned by Jonesport Packing Co. and later B. F. Small. One of her masters was Aston Alley.

LILLIAN was one that was built by Maurice Dow of Rogues Bluff in 1904. She was 15 gross tons with dimensions of 53.0 x 12.8 x 5.5. Her owners were Seacoast Canning Co. of Lubec and Milbridge Canning Co. of Jonesport.

BESSIE L. died up the road from Jonesport Shipyard. She was built in Lubec in 1905. Her dimensions were 27 gross tons, 51.4 x 14.5 x 6.2 and carried 56 hogsheads. She was owned by E. A. Holmes Packing Co., Riviera Packing of Eastport, Myron Crowley, John Collora and Mariam Peabody. In the 1970s was rigged for scalloping. In April 1973 she broke a piston and was taken into the creek in Sawyer’s Cove and left to die by Adien Smith. Isaac added, “I took my scow in there with that boom on it and picked up the shaft and stuff.”

The skippers of these boats did a lot of jumping around from boat to boat. However, there were others that stayed with one boat for long periods of time. It is very difficult keeping track of them. Isaac said, “Over in Milbridge in the Ray factory there was

the GARY ALAN and the LAWRENCE WAYNE and Clarence Beal used to run them. I rode with him. When I got out of school for the summer my mother took me up there and I got aboard and went to the Mussel Ridges. I can’t remember which one it was though.

GARY ALAN was built by Sim Davis at McKinley, now Bass Harbor, in 1950. She was 29 gross tons, 52.4 x 14.8 x 7.2 and was powered with a 165-hp engine. She was owned by Leroy Ray and one of her skippers was Ernest Beal.

LAWRENCE WAYNE was a sister-ship, built by Sim Davis in 1948. She was 35 gross tons, 54.0 x 16.8 x 7.7 and carried 59 hogsheads. She was owned by L. Ray.

“I think Reggie Alley had the JACOB PIKE,” said Isaac. JACOB PIKE made the news last summer when she was raised after sinking in Cundy’s Harbor during the winter. Unfortunately, she was towed to South Portland where she was crushed. She was built by Newbert & Wallace of Thomaston in 1949. She was 59 tons, 72.3 x 18.6 x 8.6 and powered with a 330-hp engine. She had a number of owners who included Holmes Packing Corp. of Rockland, Dana Rice, Winter Harbor, Taylor Allen, Rockport, Penobscot Marine Museum, Searsport, J & J Lobster, Rockland, Robby Begin, Boothbay Harbor and a person in Cundy’s Harbor was her last owner.

I asked Isaac if he remembered any of them being built. He said he did remember the ones his wife’s (EVA) family built, who included Riley Elihu and Adrian Beal. Riley was her grandfather and Adrian and Elihu were his sons. The four big boats they built were ARTHUR S. WOODWARD, MAINE QUEEN, BOFISCO III and BETSEY & SALLY.

Here is the start for filling in the information on the sardine carriers of the coast of Maine.



# News from the Department of Marine Resources

## John and Judy Williams Receive DMR Andy Mays Award of Excellence

March 5, 2025

Department of Marine Resources Commissioner Patrick Keliher presented John and Judy Williams of Stonington the annual “DMR Andy Mays Award of Excellence” at the recent Fishermen’s Forum in Rockport.

Commissioner Keliher credits both with being engaged in important issues over the years, which often means getting to meetings. “John and Judy are a team,” said Commissioner Keliher. “Judy does the driving to make sure that John is at the meetings where he can both stay informed and share the benefit of his experience.”

“John has set an example for young fishermen of not only fishing hard, but also of understanding and being involved in the issues that matter,” said Keliher. Williams, who is 71 years old, began fishing at six with his father, Bob, and has worked in different fisheries including groundfish, scallops and lobster. “He is a high liner, and he brings that experience and knowledge to the table during policy discussions. John makes sure the perspective of fishermen is heard,” said Keliher.

“As a board member of the Maine Lobstermen’s Association, John’s insights have informed many important decisions, as MLA has confronted some of the most challenging issues facing industry, from offshore wind development to right whale regulations,” said Keliher. Williams served as a member of the MLA board for 12 years until March of 2024.

As a four-year member of the Atlantic Large Whale Take Reduction Team (TRT), which advises the National Marine Fisheries Service (NMFS) on right whale protection regulations, John also brought critically valuable fisherman perspective to the table. “The voice of a fisherman with John’s experience is critical in the development of plans that have a direct impact on the future of Maine’s lobster industry,” said Keliher.

In presenting the award, Commissioner Keliher acknowledged the value of John and Judy’s enduring partnership. “Together you have set an example of teamwork, persistence, and a dedication to sharing your knowledge and experience in the important conversations that are so vital to the future Maine’s fishing industry.”

The award is named for Southwest Harbor fisherman Andy Mays who passed away in 2017 but who left an important legacy of participation in the management and regulatory process.

## Notice from Commissioner to Elver Industry

March 5, 2025

Dear elver industry member:

Many of you may have seen that LD 44, the Department’s elver bill, has been scheduled for Public Hearing by the Marine Resources Committee of the Legislature on Thursday, March 13.

In January, DMR held an elver industry meeting in Augusta. Based on the comments received at that meeting, the Department agreed to withdraw those components of the bill that would have prohibited holding of elvers at a residential dwelling and prohibited holding of elvers for longer than 6 hours. In addition, the Department agreed to withdraw the part of the bill that would have changed the current mandatory lifetime revocation of an elver license for the first offense of selling elvers without using the swipe card system.

Based on my conversations with the Chairs, and other members of the committee, I fully anticipate that the Marine Resources Committee will agree to kill those

components of the bill. In their place, DMR will suggest including the industry suggestions of a video training on best handling practices for new license holders, and the authority to maintain a small quota buffer to minimize potential for a quota overage.

I am sending this message to reaffirm my commitment to removing those components of the bill. If you planned to come to the hearing for the sole purpose of ensuring those restrictions do not pass, I do not think you should feel compelled to attend the public hearing.

The hearing can also be livestreamed through the Legislature’s website beginning at 1 pm on March 13 at: <https://legislature.maine.gov/Audio/#202>

Sincerely, Pat Keliher, Commissioner

## Second Demonstration Event Focusing on Alternative Fishing Gear Scheduled for Stonington

March 24, 2025

STONINGTON, ME – Area fishermen and members of the public are invited to an afternoon of demonstrations and informal discussion focusing on the use of alternative lobster fishing gear on April 1, 2025, from 11 am to 4 pm in Stonington. The event, hosted by the Maine Center for Coastal Fisheries (MCCF) in partnership with the Maine Department of Marine Resources, will include live demonstrations of alternative gear at the Stonington public landing/Hagen Dock as well as simultaneous informal discussions about the program and testing of alternative gear at MCCF at 13 Atlantic Avenue. Attendees are welcome to come anytime at either location between 11 am and 4 pm, as demonstrations will be based on their specific interests and needs.

The Stonington demonstration day is the second in a series of events to be held in Maine coastal communities to familiarize fishermen and the public with alternative gear, including acoustic on-demand systems as well as other technologies, such as timed- and spring-releases. Alternative gear technology may provide an opportunity for fishermen to access areas which prohibit the use of traditional gear due to federal rules designed to protect the North Atlantic right whale. Goals of testing and research include identifying which designs and technologies work best, ensuring that the legal use of the gear can be enforced, and providing information to those fishermen who will make the business decision to access those restricted areas, or not, in the future.

The Maine Department of Marine Resources is working with Maine Center for Coastal Fisheries to provide Maine fixed gear fishermen free access to different gear types to test through their Maine Innovative Gear Library (MIGL), launched in 2024. The MIGL supports fishermen in real-world testing and understanding of the capabilities and challenges of a broad range of alternative gear technologies and supports.

Participation by fishermen is crucial in this effort. Without industry’s participation in testing, technology could be approved and required that does not work for Maine fishermen. This is an opportunity to provide data and input that manufacturers and regulators will hear.

Registration is not required to participate in the Stonington demonstration day. Refreshments will be provided. For questions, please contact Molly Miller (207-367-2708). Please check [coastalfisheries.org](http://coastalfisheries.org) and the Maine Center for Coastal Fisheries Facebook page for updates due to inclement weather.

## Maine Eel Aquaculture Opportunity

March 25, 2025



DMR Commissioner Patrick Keliher (left) presents the 2025 DMR Andy Mays Award of Excellence to John and Judy Williams of Stonington.

### Overview:

The Atlantic States Marine Fisheries Commission (ASMFC), under Addendum IV to the Interstate Fisheries Management Plan for American Eel, allows states to submit an aquaculture plan to request up to 200 pounds of glass eels annually from within their waters for domestic aquaculture facilities if certain criteria are met. The Maine Department of Marine Resources (DMR) would like to support a Maine based aquaculture business or businesses that may be interested in utilizing this quota. DMR is seeking qualified applicants to work with the State to both acquire and utilize this quota should it be approved by ASMFC. The following describes the process for which a qualified business or businesses may be selected for this opportunity and the expectations for selected applicant(s) and the Department in advancing a plan.

Proposal Submittal: Proposals must be received no later than 4:00 p.m. local time, on April 18, 2025. Proposals received after 4:00 pm on this date will be rejected. Proposals should be mailed to Deirdre Gilbert, Maine Department of Marine Resources (21 State House Station, Augusta, ME 04333-0021).

### Proposal Descriptions: Proposals should include the following information

Name and Address of Business; Contact person name, phone number, and email address; Documentation of any prior approval of any applicable permits for housing, handling, and selling eels; Description of the facility, including the location in Maine, capacity of the facility in which the glass eels will be held, and a description of the husbandry methods that will be used (Only facilities that are proposed to be or are currently located in the State of Maine are eligible for this opportunity); A short description of the markets the eels will be distributed to; A resume of the applicant demonstrating academic qualifications and/or other experience in the aquaculture of freshwater fish; Pounds of glass eels requested; Availability to assist DMR in developing Maine’s Aquaculture Plan for American eel required for submittal to ASMFC by June 1<sup>st</sup>.

Proposals should be brief but there is no page limit. Please feel free to provide attachments including business plans, resumes, or other pertinent information.

An example of the level of detail that will be required to develop Maines Aquaculture Plan for American eel from ASMFC (PDF file, 28 pages, 1.6 MB)

### Applicant Selection:

An applicant or applicants will be selected to participate in this process based on an expert review panel of DMR employees. Criteria to be considered by reviewers include demonstrated aquaculture qualifications, business maturity and facility read-

iness, permits and regulatory compliance expectations, and ability to assist DMR in finalizing a proposal to ASMFC. Since there is no direct financial arrangement or contract between DMR and the applicant, costs will not be considered.

### Expectations:

The expectation is that the State of Maine and the selected applicant(s) would develop Maine’s Aquaculture Plan for American eel, to be submitted for review by the ASMFC American Eel Technical Committee (TC), the ASMFC Law Enforcement Committee, and the ASMFC Eel Management Board. Aquaculture Plans, submitted by the Department and qualified applicants, must be submitted by June 1 of the preceding fishing year and approval will be determined by the Board by September 1. If approval is granted, the aquaculture business or businesses would be granted quota for approved fisheries under the terms and conditions of ASMFC and the Department, as early as March 2026. The method of allocation and arrangement will be determined upon approval of the quota. The applicant will not be the harvester unless already approved to be so. Approval of a request for this quota does not guarantee approval of a request in future years. While DMR intends on submitting a plan, DMR has no obligations to do so under this arrangement. It is important to note that this will be an annual process and while a single entity may be granted a full allocation in year one, in subsequent years other applications may be accepted. In this situation, the total allocation, if approved by ASMFC, would be shared among those chosen.

## Maine Elver Harvest Reported Through 2AM

April 6, 2025

DMR

- Pounds Reported - 64.65
- Overall Quota - 7,566
- Remaining Quota - 7,501.35

MALISEET

- Pounds Reported -
- Overall Quota - 107
- Remaining Quota -

MICMAC

- Pounds Reported -
- Overall Quota - 39
- Remaining Quota -

PASSAMAQUODDY

- Pounds Reported - 399.79
- Overall Quota - 1,101
- Remaining Quota - 701.21

PENOBSCOT

- Pounds Reported -
- Overall Quota - 620
- Remaining Quota -

Dealers reported buying a total of 464,448 pounds out of 9,433 available pounds with a reported value of \$287,870 for an average price per pound of \$620.



# U. S. NAVY NEWS

## Continued from Page 9

Wally Schirra back to sea, a testament to their resilient supply chains, advanced automations, and skilled workforce.”

Wally Schirra is one of the many ships that are part of the U.S. Navy’s Combat Logistics Force (CLF). CLF are the supply lines to U.S. Navy ships while at sea. These ships provide virtually everything Navy ships need including fuel, food, fleet ordnance, dry cargo, spare parts, mail, and other supplies.

CLF ships enable the Navy fleet to remain at sea and combat ready for extended periods of time. In addition to U.S. Navy ships, CLF ships also resupply international partners and allies operating in the Indo-Pacific Region.

MSC Far East supports the U.S. 7th Fleet and ensures approximately 50 ships in the Indo-Pacific Region are manned, trained, and equipped to deliver essential supplies, fuel, cargo, and equipment to U.S. forces and coalition partners, both at sea and on shore.

### Navy Accepts Delivery of Ship to Shore Connector, Landing Craft, Air Cushion 112

From Team Ships Public Affairs  
13 March 2025  
NEW ORLEANS, LA – The U.S. Navy accepted delivery of Ship to Shore Connector, Landing Craft, Air Cushion (LCAC) 112, from Textron Systems, March 13.

Delivery of LCAC 112 follows completion of acceptance trials and represents the official transfer of the craft from the

shipbuilder to the Navy. During acceptance trials, the Navy’s Board of Inspection and Survey tested the readiness and capability of the craft to effectively meet requirements.

This addition to the fleet enhances Navy’s amphibious capability, providing a vital asset for rapid deployment and logistical support.

“This new craft will provide the Navy and Marine Corps team with unparalleled capability in amphibious warfare, ensuring we remain agile and responsive to emerging threats and global challenges,” said Angela Bonner, program manager for Amphibious Assault and Connectors Programs, Program Executive Office, Ships (PEO Ships). “The introduction of LCAC 112 into our fleet marks another significant milestone in our ongoing efforts to maintain and enhance operational readiness.”

The current LCAC is built with configurations, dimensions, and clearances similar to legacy LCACs—ensuring that it is fully compatible with existing well deck-equipped amphibious ships. LCACs can carry an approximate 60 to 75-ton payload and primarily transport weapon systems, equipment, cargo, and assault element personnel through a wide range of conditions, including over-the-beach.

“The successful delivery of LCAC 112 demonstrates the strong partnership between the Navy and Textron Systems,” said Bonner. “This advanced craft will significantly enhance operations, providing a critical link in our ability to project power and support joint operations across the globe.” Textron Systems is currently in serial production of LCACs 113-125.

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

### US Navy to Christen Future USNS Billy Frank Jr.

27 March 2025  
MOBILE, AL — The U.S. Navy will christen the future USNS Billy Frank Jr. (T-ATS 11) during a ceremony on Saturday, March 29, at 10:00 a.m. CDT at Austal USA in Mobile, Alabama.

The Honorable William Frank III, former chairman of the Nisqually Tribe and son of the ship’s namesake will deliver the principal address followed by remarks from Dr. Brett Seidle, acting assistant secretary of the Navy for Research, Development, and Acquisition; Rear Adm. Thomas Anderson, program executive officer, Program Executive Office, Ships; Rear Adm. Mark Haigis, deputy commander, Military Sealift Command; and Michelle Kruger, president of Austal USA.

In a time-honored Navy tradition, Ship Sponsor Peggen Frank will christen the ship by breaking a bottle of sparkling wine across the bow. Frank is the executive director of Salmon Defense and daughter-in-law of the ship’s namesake.

The ship is named in honor of Korean War veteran and Nisqually tribal member Billy Frank Jr., who received an Albert Schweitzer Prize for humanitarianism; a Martin Luther King Jr. Distinguished Service

Award; and, posthumously, a Presidential Medal of Freedom for his over 30-years of service to the Northwest Indian Fisheries Commission.

The Navajo-class ship is a multi-mission, common hull platform that will deploy to support a range of missions such as towing, rescue, salvage, humanitarian assistance, oil spill response, and wide-area search and surveillance. Navajo-class ships will be capable of towing U.S. Navy ships and will have 6,000 square feet of deck space for embarked systems.

### Navy to Commission Submarine Iowa (SSN 797)

04 April 2025  
GROTON, CT — The Navy will commission the 24th Virginia-class fast-attack submarine, the future USS Iowa (SSN 797), during a 10 a.m. EST ceremony Saturday, April 5, at Naval Submarine Base New London, CT.

Iowa Governor Kim Reynolds will deliver the principal address. Additional speakers are set to include Secretary of the Navy John Phelan; Adm. Daryl Caudle, Commander, Fleet Forces Command; the Honorable Richard Blumenthal, U.S. Senator from Connecticut; the Honorable Joe Courtney, U.S. Representative from Connecticut; and Mark Rayha, president, General Dynamics Electric Boat.

The submarine’s sponsor is former Iowa first lady Christie Vilsack, an educator with a 50-year career in public service. She and her husband, the Honorable Tom Vilsack, former Secretary of Agriculture, live in rural Iowa and continue to support domestic and international education and agriculture programs. In keeping with Navy tradition, she will give the crew the order to “man our ship and bring her to life.” With the hoisting of the colors and commission pennant, Secretary Phelan will formally place the ship in active service.

The future Iowa is the fifth naval vessel named for the state and, once commissioned, will be the third placed in service. Battleships named for the Hawkeye State include USS Iowa (BB 4), which commissioned in 1897 and saw action in the Spanish-American War and World War I, and the highly decorated USS Iowa (BB 61), which commissioned in 1943 and served in World War II and the Korean and Vietnam Wars.

Each Virginia-class submarine is 7,800-tons and 377 feet in length, has a beam of 34 feet, and can operate at more than 25 knots submerged. It is designed with a reactor plant that will not require refueling during the planned life of the ship, reducing lifecycle costs while increasing underway time. Iowa is designed with stealth, surveillance capabilities and special warfare enhancements to meet the Navy’s multi-mission requirements. Its keel was authenticated on Aug. 20, 2019, and it was christened on June 17, 2023.

The submarine was built under a unique teaming agreement between General Dynamics Electric Boat and HII-Newport News Shipbuilding; both companies build certain portions of each submarine and then alternate deliveries. SSN 797 is the 13th Virginia-class submarine delivered by GDEB.

The commissioning of USS Iowa symbolizes the Navy’s 250-year commitment to innovation and maritime dominance. From seabed to space, the Navy delivers power for peace – always ready to fight and win. Iowa’s cutting-edge capabilities represent the Navy’s dedication to maintaining a powerful maritime force for the future. This ceremony celebrates not just the commissioning of the newest warship, but the Navy’s enduring legacy and commitment to maritime power.

## MISC. COMMERCIAL FISHING NEWS

### Continued from Page 13

been seen in potentially thousands of years and share it with others is pretty amazing!”

### Long-Running Sea Scallop Survey Diversifies for the Future

*Using more vessels and more sampling to ensure data keeps coming for a top U.S. fishery.*

April 07, 2025

Our sea scallop survey has been providing data on population status since 1979. Over that time, the stock has recovered from very low levels to a population large enough to support one of the nation’s most valuable single-species fisheries. The status of the population isn’t the only thing that’s changed. Increasingly sophisticated ways to track sea scallop populations have come along. We have adapted and diversified our survey methods to take advantage of them.

#### Adding Survey Capacity

While we started with one vessel surveying the entire area with a dredge. The area is now divided among our science center and several partners, including the sea scallop industry. They use both dredges and optical (photographic) instruments deployed from research and commercial scallop vessels. All these data are used for stock assessments and for quota setting.

This year, for the first time, our science center’s survey covered Georges Bank and adjacent waters using: A dredge; A towed camera-and-sensor system called HabCam; and Our newest sampling device—a Tethys-class long-range autonomous underwater vehicle nicknamed “Stella.”

These were deployed off three different vessels: a university-owned research ship, a commercial sea scallop vessel, and a NOAA research vessel.

#### Stella, the Long-Range Autonomous

#### Underwater Vehicle

The most recent addition to our survey capacity is Stella, our long-range autonomous underwater vehicle. It carries the same imaging package as our towed sampling system, the HabCam, but can be programmed to operate without human supervision.

Stella is being developed with partners at the Woods Hole Oceanographic Institution, and was designed by the Monterey Bay Aquarium Research Institute. It is owned and operated by the Woods Hole Oceanographic Institution, equipped with WHOI-designed stereo imaging camera payloads.

“Stella was developed for surveying inside the new wind energy development areas,” said Peter Chase, who is in charge of our center’s resource surveys. “It’s one way to capture data to replace towed HabCam sampling in those areas.”

Large vessels similar to those currently used for our dredge surveys will likely not operate among the multiple turbines planned within wind energy areas. “Our focus now is on testing deployments and operations of the Stella from different platforms before formally incorporating it into our regular survey,” said Chase. “We are also gathering more information on how long Stella’s batteries last under different conditions. That’s important for any fully autonomous operations. Ideally we’d be able to release Stella from shore for a round trip to a survey area.”

Stella has the same capacity for sampling as HabCam but travels more slowly. “It has a number of advantages,” said Dvora Hart, our lead sea scallop assessment scientist. “We can deploy it untended while other operations continue, and we have so far used it to further investigate areas of particular interest. For example, if the dredge encounters high densities of sea scallops, Stella can

rework the area, taking photographs that can confirm what’s on the bottom as well as how efficient the dredge is at capturing what’s in its path.”

#### What’s Next for the Sea Scallop Survey

After this year’s successes with the Stella and deployments from a variety of vessels, Chase said the survey will likely continue to use multiple vessels.

“We will be better positioned to consistently complete the survey. We can use a commercial vessel to do all the dredging and the research vessels to deploy the camera systems. The commercial vessel has a sister ship and we have two options for research vessels,” said Chase. In recent years, research vessels have encountered operational issues that led to reduced or canceled surveys.

Finally, we are working on ways to handle the data we collect more quickly and efficiently. One outcome of expanded sampling is significant increase in data. In particular, approximately 4 million images of the ocean bottom are collected during an annual survey. Right now, humans are annotating about one in 50 of the images, identifying sea scallops and other animals. Hart and others have been working to automate that process using artificial intelligence to both speed it up and gather more data from each image.

“People will still need to review a representative sample of the images, but we are training computers to do it using artificial intelligence solutions. The current test version can process in 1 day what it takes us more than a month to do with humans,” said Hart. “Our goal is to process all the images we need using machine annotation, continue to have people manually annotate many fewer than we do now, and free those people up for other tasks.”



MARITIME NEWS FROM THE PAST - Republican Journal - 1850

8 November  
Page 3

SHIP NEWS  
Port of Belfast

ARRIVED – 1<sup>st</sup>, GEN. JACKSON, Brown, Boston; S. A. SMITH, Havener, New York; M. WASHINGTON, Morse, Boston; 5<sup>th</sup>, brig ROCKINGHAM, Smalley, Salem; D. BREED, Linniken, Lynn; W. STEVENS, Shute, Boston.

SAILED – 4<sup>th</sup>, PALESTINE, Wells, Camden; 5<sup>th</sup>, RAVEN, Bramhall, fishing; 7<sup>th</sup>, SAVANNAH, Small, Boston; TRUXILLO, Grover, do; MICHIGAN, Shute, Greenwich; H. MCLEOD, Stanley, Boston; brig KATE ANDERSON, Anderson, Chagres; brig GEORGIANA, Gilchrist, Charleston, South Carolina; CAROLINE, Bradman, Boston.

\* \* \* \* \*

**Launched.** – In Bucksport recently, a schooner of 180 tons, called the NANCY R. HAGAN, from the yard of W. R. Genn & Sons; also from the yard of J. L. Buck, a schooner of 179 tons, call the COCHITU-ATE.

At Robbinston, Maine, 21<sup>st</sup> ultimo, by James W. Cox, a superior bark of 308 tons, called the J. J. COBB.

\* \* \* \* \*

Arrived at Boston 1<sup>st</sup>, SHEFFIELD, Hamlin, New Orleans; ISABELLA, Humphrey, of and from Charleston 25<sup>th</sup> ultimo, saw 28<sup>th</sup>, latitude 29, longitude 72 38, brig TUSCAN, of Ellsworth, from Boston for Wilmington, North Carolina; CARYL, (of Eastport;) Acorn, Howes; LUBEC, Bray; JUANJ. DECARTHAGENA, (of Machias;) SHAKSPEARE, Pendleton; L. STOVER, Dumming.; BENGUELA, Hichborn; L. W. FARNUM, Farnum, and MARIETTA, Shackford, all from Philadelphia; RAN-SOM, (of Deer Isle;) Haskell, Calais; LA-GRANGE, Murch, Ellsworth; E. O. HOLT, Coggins, Wareham, in ballast; OCTOBER, Dyas, and J. A. RICH, Harding, Norfolk; HARMONIA; SEA BIRD; SALLY ANN; CAPT. JOHN; CHRONOMETER; H. LAU-RENS; ALEXANDRIA, and E. H. NASH, all from Philadelphia; H. B. FOSTER, and HYDRANGA, New York; HIRAM, Calais; LUCRETIA, Lubec; R. FOLLETT, do; OREAD, Eastport; N. TREAT, Machias; B. FRANKLIN, Cherryfield; ALERT, and MARY, Bangor; PERUVIAN, Frankfort; cleared, CHIEFTAIN, Drinkwater, Sagua la Grande; W. MCGILVERY, Hitchborn, Bangor, to load for Cuba; M. GEORGE, Calais; sailed, CATHERINE, Nichols, for ---; arrived 2<sup>nd</sup>, MELVILLE, Cousins, Washington, N. B.; PIONEER, Felton, Machias; cleared ARIEL, Brown, Frankfort, to load for Cuba; WESCOGUS, Wass, Savannah; JUNO, Calais; T. B. HODGMAN, Camden; arrived 3<sup>rd</sup>, GEN. CASS, Wilder, New York; ADMIRAL, Calais; arrived 4<sup>th</sup>, CONGRESS, Wass, Wilmington; cleared MANSANILLO, Berry, St. Thomas; H. GILMORE, Magrath, Digby; arrived 4<sup>th</sup>, CHAPPLE, (of Steuben); Nooman, Philadelphia.

Arrived at Gloucester 31<sup>st</sup> ultimo, DUROE, Bangor, for Neponset; VELOC-ITY, Machias, for Boston; VANDALIA, Hampden, for Harwick; PIERCE, Bangor, for Weymouth; SCIOTA, Trenton, for Sa-lem; ORONTES, Islesboro, for Boston.

Arrived at Salem 1<sup>st</sup>, ORLAND, Whitcher, New York; cleared AMERICA, Treadwell, Philadelphia; arrived 3<sup>rd</sup>, GALE-NA, Hampden.

Arrived at Providence 2<sup>nd</sup>, HYLAS, French, Bangor; G. W. PICKERING, Park; ALPINE, Clough, and PIZARRO, Bragg, Bangor; HANNAH, Colbeth, Machias; sailed 3<sup>rd</sup>, schooners J. S. MEAD, and E. TOWNSEND, Philadelphia; arrived 1<sup>st</sup>, MENTORA, Grover, Bucksport; MARS HILL, Crockett, Bangor; sailed C. GRANT,

Harriman, Baltimore; NORWEST, Bangor; MT. VERNON, Drinkwater, Portsmouth, to load for Boston.

Arrived at New Bedford 1<sup>st</sup>, W. HOXIE, Hoxie, Orrington; POTOMAC, Thomas, Franklin, Maine; EUGENE, Staples, Ban-gor.

Arrived at Marblehead 1<sup>st</sup>, F. ELLEN, Belfast.

Sailed from New Haven 31<sup>st</sup> ultimo, LEWIS BEAN, New York.

Arrived at New York 31<sup>st</sup>, ship ST. GEORGE, Sloane, Liverpool; PILGRIM, Sawyer, St. Marks; MATININIC, Kellar, Ragged Island; G. HINCKLEY, Loring, London; W. T. DUGGAN, Corson, Charles-ton; LAMARTINE, Thorndike, River St. Lawrence, FLORINDA, Haskell, Bangor; cleared EMILY, Nichols, Charleston; LUCY ANN, Jameson, Portland; arrived 1<sup>st</sup>, MARIEL, Turks Island; GLOBE, Small, Salem; cleared 1<sup>st</sup>, LYRA, Dennis, Havana; TOPLIFF, Towle, Jacksonville; AMERI-CAN, Ross, Savannah; cleared 2<sup>nd</sup>, MONTE-REY, Whitehall, Santa Cruz; CORNELIA, Faulkin, Bangor; arrived 3<sup>rd</sup>, MARIEL, Jordan, Neuvitas; BELLE, Kelley, Dennis; EAGLE, Spear; PAWTUCKET, Ulmer; NIAGARA, Spaulding; E. HERBERT, Kel-ley; I. ACHORN, Sylvester; METALLUC, Ames; LUCY BLAKE, Hawes, and MYS-TIC, all from Rockland; E. C. SCRANTON, Wilcox, New Haven, do.

Arrived at Holmes’ Hole, 1<sup>st</sup>, FLOR-ENCE, Hopkins, Surry for New York, DETROIT, Gilchrist, Calais, for do; CITI-ZENS, Brown, Machias, for do; HYLAS, French, Bangor, for Providence; ROAM-ER, Stowers, Boston for Philadelphia; E. MERITHEW, Griffin, do for do; S. ROSS, Herrick, Orland, for Newburyport; EXCHANGE, Sawyer, and AMANDA, Robbins, Jonesport for New York; FLYING ARROW, Collamer, Bangor, for Bristol, Rhode Island; BATAVIA, Mathews, Bangor for Sag Harbor; FLORENCE, Hall, Lincolnville for New Haven; G. W. PICKERING, Park, Bangor for Providence; 11 AM, sailed all the above, except brig CITIZEN.

Cleared from Philadelphia 31<sup>st</sup> ultimo, A. FIELD, Maddox, Boston; arrived 2<sup>nd</sup>, ISABELLA, Wass, Boston, (and cleared for do;) MATAMORAS, Wooster, New Haven; cleared 2<sup>nd</sup> M. VAN BUREN, Connor, Cien-fuegos; AMERICA, Webber, Londonderry; CARLANN, Flowers, Boston; cleared 1<sup>st</sup>, GEO. & WILLIAM, Haskell, Boston; WAKULLA, Varnum.,; ALESIA, Haskell, and CANARY, Farnsworth, do.

Arrived at Baltimore 1<sup>st</sup>, K. PEND-ERGAST, Evans, Arcibo, Puerto Rico; WAVERLY, Anderson, Sullivan.

Arrived at Norfolk 29<sup>th</sup> ultimo, A. S. ELLIS, Sweetland, Camden; 29<sup>th</sup> CAPT. TOM, Smalley, Boston; cleared, EUROTAS, Trefethen, Norfolk.

Arrived at Fredericksburg previous to 28<sup>th</sup>, T. F. KNOX, Boston.

Arrived at Wilmington, North Caro-lina 29<sup>th</sup>, WAITSTILL, Morse, New York; arrived 30<sup>th</sup>, L. R. PALMER, Park, Boston; GEO. ENGS, Dorr, Newport; cleared previ-ous to 1<sup>st</sup>, SUSAN SOULE, Boston.

Arrived at Charleston 31<sup>st</sup>, PALO ALTO, McIntyre, Camden; W. R. GENN, Nye, Providence; arrived 1<sup>st</sup>, C. D. ELLIS, New York.

Arrived at Savannah 27<sup>th</sup>, LIVE OAK, Sawyer, New York; cleared, H. N. GAM-BRIEL, Baltimore; C. A. LAMAR, New York.

Adv at St. Marks 23<sup>rd</sup>, L. FISH, for New York, November 5<sup>th</sup>.

Arrived at Mobile 23<sup>rd</sup>, J. KELLAR, New York.

Arrived at New Orleans 24<sup>th</sup>, J. H. JER-VIS, Rich, Boston.

Sailed from Richmond 30<sup>th</sup>, MARY

WISE, Crockett, Portland; schooner CHARM, Berry, Boston.

At Antwerp 17<sup>th</sup> ultimo, ship ST. LEON, Lufkin, for Akyab, soon.

At Trieste 11<sup>th</sup> ultimo, JOHN CARVER, Nichols, from Havana via Malta.

At Liverpool 25<sup>th</sup> ultimo, CARNAT-IC, Devereaux, for New Orleans; in port, MAINE, Freeman, for Boston.

Steamer GOVERNOR, from Portland for Bangor, off White Head 29<sup>th</sup> ultimo, came in contact with schooner MARY A. TYLER, of Frankfort and Deer Isle, carrying away bowsprit, cutwater, bulwarks and foremast. She was loaded with lumber, bound from Frankfort to Boston. She was towed into Rockland by the GOVERNOR, and will probably be repaired with little difficulty.

Schooner HERO, of Thomaston from New York, was reported ashore near Mono-moy Point 29<sup>th</sup> ultimo; cargo corn and flour.

Brig PREST. Z. TAYLOR, at Havana, from Wilmington, North Carolina, had all hands sick 16<sup>th</sup> ultimo. The captain and mate for four days were the only persons able to be on deck.

15 November  
Page 1.

**Ocean Steamships.** – Another new steamship of 1200 tons, named the MEXI-CO, was launched in New York on Thursday. She belongs to Messrs. Morgan & Harris of New Orleans, and is intended for the Gulf trade. The new steamer PACIFIC made her first trip from New York to Havana in 4 days 20 hours. She ran in one day 360 miles, a feet unequaled in ocean steam navigation.

Page 2.

**An Heroic Act.** – Last week a corre-spondent alluded to the intrepidity of a sailor who save the lives of a lady and young child who were lost overboard at sea from a vessel commanded by Captain Anderson, bound from Searsport to Bridgeton, Connecticut. We learn that the person to whom so much credit is due for his prompt and courageous act is William P. Hewes, of this town. The name of the lady rescued was Mary Clausen, and the child was the captain’s daughter. The persons were in the water some ten minutes, there being some difficulty in lowering the boat, and the vessel drifted half a mile to leeward.

Correspondence of the Republican  
Journal

San Francisco, September 30, 1850  
My Dear Journal: – I have the excuse of a serious illness, which has confined me to my bed for more than ten months, for my long silence. I never before suffered, so far as I can remember, from what may be called sick-ness, a single day, and there-fore this attack was perhaps more annoying to me, if not more serious, then though I had been l of the ailing sort. I am now recovering, so that I hope very soon to be as well as ever; but it is remark-able that inva-lids regain their strength much more slowly in California than on the Atlantic slope. My phy-

sician, an intelligent man, estimates the difference, under equal circumstances, at more than one half. Thus much for myself; but I have written this that my friends may not attribute my silence to indifference. San Francisco is generally healthy, and the same is true, so far as I can hear, of the mining region. A rumor has prevailed here of two or three cases of cholera in the city, but people are generally incredulous as to its truth. There has lately been more than usual activity on the part of the city authorities, to effect the removal of all nuisances which may influence the public health; and no doubt on the first appearance of the cholera, if it should even appear, very active measures will be taken to combat it.

The papers from here will give you the particulars of the late fire. The space burned over was very considerable; but as most of the buildings were what you at home would term wooden shanties, I do not think the loss was so heavy as generally estimated – that is, a million. Already a good part of the burnt district is covered with new buildings, or at least the frames, and I am glad to see among them a number of brick buildings going up. A year has made a great difference in the appearance of the city, for now there are many brick buildings, some of them larger than any in our old town; whereas, when I arrived here I believe the only approximation to brick buildings consisted of a very few of the adobe sort, the walls of which are built of sun-dried blocks of clay.

But the greatest alterations made in this city are seen in the street improvements. Anyone who has been for some time absent, is now almost as completely lost as to the identity of particular localities, as an utter stranger. When I returned from the mines, I had occasion to call on a firm whose store was near the water when I left for the mines about 14 months ago, and it was only after an active search that I found their building, halfway up a long street, all below being new made land! The work is still going on, at the expense of individuals and the city, and no doubt we shall in a few years quite equal Boston in our street extension, and exhibit as many, if not as magnificent wharves. But the most arduous, as well as costly under-taking is that of improving the streets near the central part of the city. San Francisco is built upon very uneven ground, some of its elevations attaining the size of respectable hills; and of course the streets which are made upon their sides, by the frequent ascent and descent, are very difficult for both men and horses, and in winter, the rainy season, frequently impassable. Many of the streets are already graded, and by cutting down and filling up, frequently present a difference of



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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

some ten, twenty, and even more feet; so that they are now comparatively level. In one section, near to the water, a street has been made to wind up by the heads of numerous wharves, and the filling up has been effected by the earth dug from a contiguous hill, which now ascends perpendicularly from the street about 150 feet, and on its top are a number of old buildings which look to the passenger below as if about to pay him an unceremonious visit. From the Plaza the several streets towards the north or hilly part of the city present somewhat the appearance of huge steps, as each is higher than the other.

There is nothing of especial interest from the mines. Large numbers of the miners are coming down every day, and a great portion of these are leaving for home, some intending to return again; but no doubt the majority of had sufficient view of the elephant to satisfy them for the remainder of their lives. The average earnings of miners this year have been less than during the last, although here and there we hear of a “streak of luck,” as we did during the last season. Many of the miners have joined in companies of from 10 to 100, for the purpose of turning the channels of the rivers, in the hope of finding gold in the beds of the streams; but unfortunately nine out of ten of these companies have been disappointed in their hopes, and, after expending weeks and even months of time and labor, and perhaps the savings from previous toil, now find themselves, on the verge of winter often in debt, and without provisions for the rainy season. The winter, however, will put a stop to all these operations, as then the majority of minors will go into the gulches or ravines which are dry and summer, and, which are frequently rich in gold. Machines for separating the quartz rock, and abstracting the gold contained in

it, are in operation on several rivers, and are said to be very successful, the yield of the precious metal far exceeding what had been anticipated. Public attention has been much attracted towards some of the rivers emptying into the Pacific, for a distance of perhaps 300 miles north of the city; and though much of this is owing to the efforts of land speculators, who have already many magnificent cities erected on paper, yet there is little doubt that there is a rich gold region north, as yet unworked. One of these rivers, the Klamath, is asserted by one of my friends, who has had opportunities of learning the facts, to be as rich in gold as any river yet discovered and worked. Another season will no doubt see these rivers lined with the thousands of tents of American adventurers. But all that relates to the gold regions must be taken with some grains of allowance.

The immigrants who are crossing the plains are said to be suffering severely, and fears are entertained that the most strenuous efforts that can be made from this side of the mountains, will not reach them in time to prevent the loss of hundreds of lives from actual starvation. Already many of the immigrants have been forced to subsist on their horses; and horses, wagons, and even human corpses, line the weary road, as if a disordered and retreating army were flying from pursuing victors. Our people are stirring to aid our unfortunate countrymen, and in addition to large quantities of provisions which have been sent forward over the mountains, from the Sacramento Valley, during the summer, a new supply will be dispatched as soon as possible, in order to anticipate the severity of winter. The sufferings of those who are unable to cross the mountains before the snow falls, and who are without provisions, or the means of breaking their way through

immense drifts of snow, to reach provisions that may have been provided for them, must be inconceivable. It is feared that many of them will perish from cold and starvation. It is said Colonel Collier, the Collector of this district, is about to advance in this emergency, from the government funds in his hands, \$100,000, which will be reimbursed, if the general government will not approve of it, by the State, or by public benevolence. The enclosed extract from a letter from Carson Valley, which is on the eastern side of the Sierra Nevada, will give you an idea of the condition of the immigrants on the plains: –

Page 3.

Explosion of the Steamer TELEGRAPH – names of the dead and wounded.

Philadelphia, November 8, 1850  
A telegraphic dispatch last evening conveyed to our city the melancholy intelligence of the explosion of the steam propeller TELEGRAPH, in the Delaware River, of Newcastle. I was today enabled to gather the following particulars relative to this disastrous affair: – The wreck of the boat was towed up to the city this morning, with six dead bodies on board, and nine others awfully scalded. The dead were taken in charge by the coroner, who designs holding the investigation tomorrow. The names are as follows: – Jeremiah Paine and Eugene Kinney, of Lawrence, Massachusetts, deck passengers; Michael Booden, of this city, (he has a brother, Charles Booden, living at 409 Vine Street;) Margaret Disten, the colored cook; James Vourk, or O’Rourke, of Queens County, Ireland, deck passengers; and William Stevens, of Baltimore, the only cabin passenger injured. He expired early this morning, having endured the greatest agony. His whole body was scalded so that

the skin peeled off on removing his clothes. He has a wife living in Baltimore.

Nine bodies are said to have been left at Newcastle. The second engineer, John Dennis, belonging to this city, is missing, and is believed to have been blown overboard at the time of the explosion. The first engineer, John Miller, was alive at the time of the arrival of the boat this morning, but he expired while being conveyed home to the corner of Second and Callowhill Streets. Joseph Norton, a fireman, attached to the boat, died at the hospital shortly after being conveyed thither. He belonged to the District of Southwark. This would make the whole number dead up to this time, eighteen. The following are the names of those conveyed to the hospital: – Alice Green, from Charlestown, Massachusetts; she is lying in a hopeless condition, if not already dead. She had four children, two boys and two girls, with her, all of whom perished. She has a sister named Louisa, living in Charlestown. They were deck passengers, and bore all the marks of extreme poverty. On embarking on board the boat, she carried a bundle of bedding on her head. Michael Sullivan and Daniel McCarty, also deck passengers, were badly scalded about the face and arms. They belong to Lawrence, Massachusetts, and were in company with Jeremiah Paine, and Eugene Kenney, numbered among the dead. Patrick Tobin, a lad of 13, also a deck passenger, is shockingly scalded, and can scarcely survive. John Meredith, a deckhand, and James Harley a deck passenger, are scalded about the face and arm; but there are hopes of their recovery. Patrick Blansford, also a deck passenger, is more seriously injured. The above are all that were taken to the hospital.

The only portion of the boiler that exploded was the steam chimney, which caused the whole body of steam to be driven out into the fire room, through the furnace doors. The deck passengers were grouped in this immediate vicinity, in order to keep themselves warm, which accounts for the large number killed and wounded. The body of the boiler is uninjured, and no part of the engine is damaged except the steam pipes, which are collapsed. From the first accounts it appears that the boat had been going at the top of its speed, in order to keep ahead of the OREGON, a boat attached to the Merchants’ and Peoples’ line, which is a rival in the canal trade, between this city and Baltimore; but this is contradicted, as the OREGON passed her at the Horse Shoe, and was one and a half miles ahead at the time of the explosion. The certificate of the inspector of hulls and machinery was suspended in the cabin, showing that in May last the TELEGRAPH had been inspected, and was pronounced all right.

Among the cabin passengers was T. S.

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## MARITIME NEWS FROM THE PAST - Republican Journal - 1850

Robinson, a young gentleman, who fortunately escaped injury, as he also did when on board the ill-fated steamboat SWALLOW, at the time of the dreadful disaster which occurred to her. He was busy the whole night in endeavoring to assist the physicians in administering to the sufferers, and paid particular attention to Mr. Stevens, of Baltimore, up to within a short time of his death. Mr. Robinson gives a description of the dreadful horrors of the scene. He was himself standing at the time in the after part of the boat, talking with Keyser, a printer, belonging to this city, who was on his way to Baltimore, with a large number of bound copies of the edition of Robinson Crusoe, recently published here by the Printers' Union, for distribution to subscribers in that city. Mr. Keyser seized a rope and leapt overboard the moment the explosion was heard, only returning to the deck when the danger was passed. Mr. Robinson and all in his vicinity, were enveloped in the hot steam, and it was some moments before he could observe what was going on around him, or rush to the assistance of the scalded, whose screams were most awful.

Dr. Grimshaw of Wilmington, with three other physicians of that city and New-castle, came up to the city with the boat, in order to attend to the sufferers, and most faithfully were they in doing all in their power to assuage their anguish.

P. S. Alice Green is still alive at the hospital, but the physicians believe she cannot survive. All the rest may live, and for some there are strong hopes, though they are enduring much agony. — *Cor. New York Herald.*

**Sir John Ross.** — This veteran sailor, whose first exploits as an Arctic navigator, were achieved more than thirty years ago,

offered to his government to conduct an expedition in search of Sir John Franklin. The government declined his offer, partly because of his great age, and partly, perhaps, because the old veteran was not always so successful as he deserved to be. Thereupon he took charge of a private expedition, and sailed, in a schooner, upon the almost forlorn hope of rendering some service in this great question of science and humanity.

A recent letter from an officer in the American exploring expedition, (Grinnell's) thus describes an Arctic interview with Sir John:

"A sail was reported, (3 AM of the 24<sup>th</sup>.) It was a topsail schooner, close reefed with a scandalized mainsail, and a little rag of jib, fluttering along like a crippled bird, right before the gale. A launch of about twelve tons burthen floated astern.

The Ancient Mariner. — We gained on her; and again came the hailing, and the interchange of news. These also were brethren in the cause, and the noble old Arctic veteran, Sir John Ross, in his schooner, the FELIX. I shall never forget the honest exultation with which he — the hailing officer — sang out, "You and I are ahead of all of them!"

Such was indeed the fact. Commodore Austin had two vessels in Ponda Bay, news seeking, and two others on the north side of the entrance to the sound, coast exploring. Captain, Sir John Ross, and Lieutenant Edwin De Haven, were farther ahead than any of the searchers.

My sympathies were strongly moved for this Sir John. He is a victim to the criticism of armchair theorist, but a man whose indomitable energy and singleness of purpose, the future will do higher justice. He has been wounded in four engagements —

twice desperately, and this is his fourth polar voyage. It was painful, though it elevated the spirit, to see a man, past the three score and ten allotted to human life, pressing his way in such a cockleshell, so far from home, and through polar storms, to the rescue of a brother adventurer.

Do publish about our meeting here with old Sir John Ross; and see if you cannot find wit enough to say something for him yourself, in the way of enthusiastic eulogy. You know that he has been 'baited' at home with Barrow to use him up with his theoretical science, and a close Admiralty clique to keep him in shadow. Bearing with him his scars of wounds and weather, at the age when men seek the quietude that reconciles to decay, he comes out on a private expedition to meet a junior, Captain Austin, in command of a beautifully appointed squadron. I think I see him over again — the old furrowed sailor, the very double of Buena Vista General Torreon, standing by the tiller of his miserable little schooner, as she rolled staggering along under a heavy sea. We encountered him east of Admiralty Inlet, by a queer coincidence just opposite the point of his escape from an almost hopeless imprisonment in the polar wilderness. What thoughts must have crowded upon the old sea dog! Felix Booth,

his Grinnell, is dead. Give kind words for me to ours.

**The New Custom House.** — Mr. Rockwell, the Commissioner of customs, was here on Thursday, for the purpose of selecting a site for a new custom house, Congress having, in an excess of generosity, granted \$25,000 for that purpose. However, "small favors gratefully received, and larger ones in proportion" — that will answer to begin upon. Numerous situations were examined, but the one which seems most eligible, and to have suited Mr. Rockwell best, is the corner of Center and Front Street, taking in the present custom house, the Universalist church, and the house immediately south; also, to purchase the Lambard property to secure a good view in front. The proposal for the purchase of the Lambard estate is, that the city shall buy it and own the fee, the United States contributing toward the purchase money on the condition that no building shall be erected thereon. We hope that this plan may be carried into effect. We have no public square in the whole city, and this though small, will be a great improvement. — *Bath (Maine) Tribune*

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17' SCOUT 175 SPORTFISH. NEW, 2024. With Yamaha F90 Outboard, White Hull Color, Reversible Pilot Seat w/Under Seat Cooler, Bimini Top, Bow Cushion & 2023 Venture Trailer. Call or stop in for more details - Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103; cascobayyacht.com



17' 2024 SCOUT 175 SPORT DORADO, 2024. With Yamaha F90LB & New Venture Aluminum Bunk Trailer. White Hull Color, Bimini Top & Ski Tow Bar. **DEALER LEFTOVER CLEARANCE PRICE \$46,500** Call or stop by for more details – Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103; cascobayyacht.com

POWER



17' SCOUT 175 SPORT DORADO, 2022. With Yamaha F90LB with 31 Hours & 2022 Venture Trailer. Shark Gray Hull Color, Trolling Motor Plug, Bow Cushion, Bimini Top, Garmin 74 GPS & VHF Radio. Asking \$41,000 - Call or stop in for more details – Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103; cascobayyacht.com



19' SCOUT 195 Sport Dorado, 2025. With Yamaha F115XB & New Venture Trailer. Crystal Blue Hull Color, Bimini Top & Full Bow Rail. Call or stop in for more details Casco Bay Yacht Sales, 207-865-4103; cascobayyacht.com



19' SCOUT 195 SPORTFISH, 2024. With Yamaha F115XB & New Venture Aluminum Bunk Trailer. Shark Gray Full Hull Color Upgrade, Fusion Bluetooth Stereo Upgrade, Bow Cushion, Raw Water Washdown, Troll Motor Plug, Powder Coated Aluminum T-Top w/ Aft Spreader Light, Rocket Launchers & T-Bag. **DEALER LEFTOVER**

POWER

**CLEARANCE PRICE \$62,500** - Call or stop by for more details – Casco Bay Yacht Sales – 207-865-4103



19' BAYLINER VR-4 BOW RIDER, 2022. w/ Mercury 115 EFI Outboard & 2022 Custom Galvanized Trailer. Bimini Top, In-Floor Ski/Wakeboard Storage, Battery Switch & Swim Platform w/ Boarding Ladder. Asking \$36,000 - Call or stop by – Casco Bay Yacht Sales – 207-865-4103



20' 2004 SEA HUNT TRITON 202, 2004. With Johnson 115hp EFI Outboard & 2004 Karavan Trailer. Garmin GPS, ICOM VHF Radio, Compass. Stereo, Washdown, Baitwell & Rod Holders. Asking \$15,900 - Call or stop by for more details – Casco Bay Yacht Sales – 207-865-4103



20' SMOKER-CRAFT 2072 PRO-SPORTSMAN, 2020. With Mercury 150hp Outboard & Venture Trailer. Includes Trolling Motor, Garmin GPS & Custom Canvas Cover. Asking \$25,000.00 Call or stop by Casco Bay Yacht Sales for more details 207-865-4103; cascobayyacht.com



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21' 2024 Scout 215 XSF w/ Yamaha F150XC & New Venture Aluminum Bunk Trailer. Scout White Hull, Trim Tabs w/ LED Switch, Raw Water Washdown & Elite Package: Powder Coated T-Top w/ Integrated Windshield, Forward Seating Backrests & Folding Stern Seat. **DEALER LEFTOVER CLEARANCE PRICE \$82,500** – Call or stop in for more details – Casco Bay Yacht Sales – 207-865-4103.



21' SCOUT 215 XSF, 2022. w/ Mercury 150XL – Only 32 Hours!!! Shark Gray Hull Color Upgrade, Raw Water Washdown, Removable Teak Bow Table, Trim Tabs, Garmin 942XS, Porta-Potti & Elite Package: Powder Coated T-Top Hardtop, Forward Seating Backrests & Stern Seat. Asking \$69,000 - Call or stop by for more details – Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103; cascobayyacht.com



22' BOSTON WHALER 220

POWER

OUTRAGE, 2014. With Mercury 300 Verado Outboard – Only 381 Hours! Raymarine GPS, VHF Radio & Fusion Stereo. Asking \$69,000 - Call or stop by for more details – Casco Bay Yacht Sales – 207-865-4103

24' GRADY WHITE OFFSHORE, 1987. 200 hp Yamaha 2 stroke, 90 gal. fuel tank, renewed 2017. 2 battery system, loads of equipment, dodger. Asking \$6,000. May be seen at Ring's Marine Service, South Freeport, Maine (207) 865-6143.

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24' SCOUT 240 XSF, 2025. With Yamaha F300XSB – DES Outboard. Shark Gray Full Hull Color Upgrade, Garmin 8610XSV, Garmin VHF 315 Radio, Rocket Launchers, Hardtop T-Bag, Battery Charger, Fresh Water Washdown, Diaphragm Overboard Discharge Pump, Self-Contained Porcelain Head, Seadeck Helm Footrest and Helm Pad, Upgraded Leaning Post w/ Tackle Station, Folding Helm Chairs & Igloo Cooler – New Venture Tandem Axle Aluminum Trailer Available. - Call or stop by for more details – Casco Bay Yacht Sales 207-865-4103; cascobayyacht.com



24' SCOUT 240 Dorado, 2025. With Yamaha F300XSB & New Venture Trailer. Garmin 1243 XSV & GT12M Transducer, Fiberglass Hardtop, Wireless Active Mount Phone Charger, Diaphragm Overboard Discharge & much more! Call or stop in for more details Casco Bay Yacht

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27’ SCOUT 277 DORADO, 2022. With Dual Yamaha F200XCA White Outboards – Only 182 Hours! Black Full Hull Color, Garmin 8612XSV, Garmin VHF 315 Radio, Optimus EPS Steering, Cayenne Cushion Package, Hardtop Full Enclosure & Drop Curtain, Rocket Launchers – Clean & Loaded Asking \$224,000 - Call or stop by for more details – Casco Bay Yacht Sales – 207-865-4103



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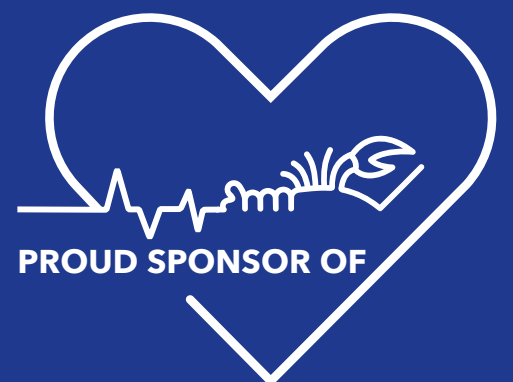
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