

Maine Coastal News

Volume 36 Issue 4

April 2023

FREE

Kirsten First in GGR - 4,700 Miles to Go!



Staying ahead, keeping boat and self well, in one of the most grueling ocean races, is a challenge and so far Kirsten has shown exactly just how good a sailor she is.

STORM ALERT! Golden Globe Race leaders face a big one

A Large storm is pounding Abhilash and Kirsten right now 1100 miles NW of Cape Horn. With 20,000 miles and 156 days on the clock, boats and sailors suffer wear and tear. Simon Curwen (UK) HOWDENS approaching Chile, pondering his options for a quick repair. Guy Waites (UK) heads to Hobart, after a knockdown and losing his raft. Now assessing STOP or GO options. GGR joins with RUBICON3 to promote the lost art of celestial Navigation. 7 February

With 20,000 miles and five months at sea, 70% of their voyage is complete. The leading yachts are starting to show little signs of fatigue requiring constant maintenance, just as they are undertaking the most difficult part of the course. They had 1800 miles to run between the end of the exclusion zone and the Cape Horn but now a storm has changed all that. The window that had opened last week for Simon Curwen to reach Cape Horn before February 8 has now closed and a succession of low-pressure systems are entering the area, affecting all of the GGR entrants. As summer wanes the number of Low pressure systems passing is sure to increase.

In fact, no one in the leading trio has arrived after 20,000 miles unscathed. Simon Curwen (GBR) has a list of 13 items to sort

in Chile onboard *Clara* besides his broken wind vane and a ripped dodger. Abhilash Tomy (IND) spent 22 hours straight repairing *Bayanat* after his heavy front on January 26, ranging from sail damage, mainsail sheet track, rigging and windvane maintenance. GGR leader Kirsten Neuschäfer (ZAF) has broken her spinnaker pole and can no longer fly her twin headsails.

She still has one larger heavy pole. She explained it failed from fatigue rather than shock loads. It simply wore out from regular constant use with her special twin sail rig. Now she is sailing with Clipped wings and it will surely affect her future downwind performance. She needed light winds to change this twin sail for a traditional genoa, but was forced to do it in moderate winds before the storm. It was quite a challenge but reported happy to get it done.

"Right now the problem I'm sitting on is quite stressful because my rig is taking a lot of strain and I can't afford that, but without the big twin-headsail I'm hardly moving. It was quite a wrestle to change the headsails alone in bigger conditions that I would have liked, but its now done and I can focus on my storm tactics" Kirsten Neuschäfer.

This comes as the biggest low pressure encountered by the fleet so far is crossing their path enroute to Cape Horn. There is no escaping this beast the size of Brazil. It jumped out of the exclusion zone before

heading down the coast of Chile. Following GGR weather alerts and routing suggestions, Abhilash and Kirsten sailed NE away from Cape Horn for two days, climbing to 45 south latitude, positioning themselves in the safer quadrant.

They both expressed concerns about stressing their yachts with 10,000 miles still to go. Kirsten is watching her rig very carefully with a feeling that it is working hard and has prepared her warps and chains ready to slow the boat. This "go north" tactic should allow them to spend less time in extreme weather and ride more manageable seas, but 36 hours in winds exceeding 60 knots gusts and 11-metre seas is assured. Only Simon who is in advance on his plans at 43°S 77°W will not be exposed.

"Starting the GGR two months later than in 2018 really has produced remarkably better weather, but you cannot hide when rounding Cape Horn. This is a large system. WE are routing Abhilash and Kirsten to minimise impact, but it is blowing hard. We send forecasts every 12 hours with wind direction, Strength, Gusts, Sea height, Swell direction and Barometric pressure. Here is Abhilash for today. 7F 1200Z N39 G55 S5.7NW B982 1800Z W37 G55 S5.7SW B984 2400Z W39 G55 S8SW B988 8F 0600 W35 G49 S8.1SW B992 1200Z W28 G43 S7.7SW B996 1800Z W24 G35 S7.1SW B999 Good luck!" Don McIntyre.

The back of the fleet has not been spared either, with Jeremy Bagshaw (ZAF) having the highest number of low-pressure systems encountered in the fleet so far. Guy Waites (GBR) having the worst weather to date, until today, lost his life raft last week during a knock-down in winds over 60 knots and 10 metre seas. He was running under bare poles with 140 metre warps and heavy anchor chains out in the steep low-pressure system for days. He experienced a few knockdowns but all was OK. While strapped in his bunk he felt a massive wave bigger than the best and a sudden powerful Knockdown with his mast in the water. The raft was gone!

Sagarmatha had stopped in Cape Town to remove barnacles and moved to Chichester class. He is now making headway towards Hobart. He will assess options on arrival, but feels too many things are stacking up against continuing. It is now early February, late in the season for a Cape Horn Passage. Regardless of his decision, once arriving in Hobart, he is out of the GGR as he missed the gate which closed on 31st January.

"I was strapped in and only thought about the mast, which thankfully was OK. In the morning, the liferaft was gone, vanished. The stainless-steel cradle was bent and the painter had snapped, so the whole thing was

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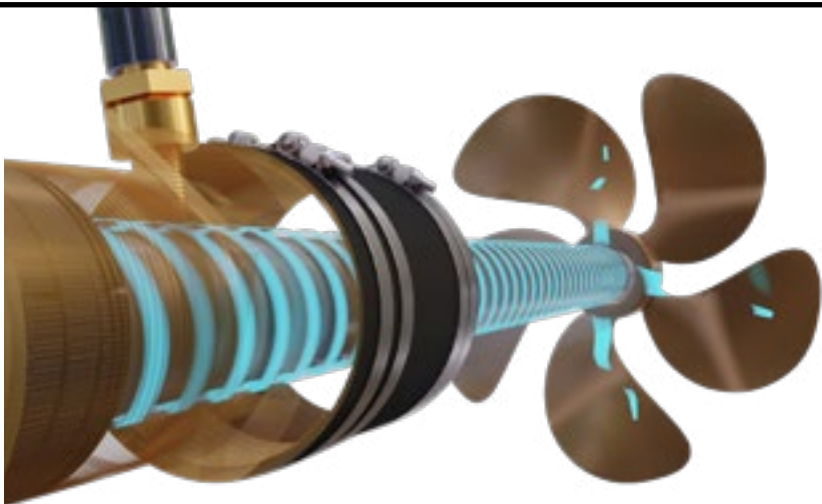
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Maine Coastal News is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news and maritime history.

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Publisher's Note

Most have constant nightmares about those who govern over us and wonder when the next dumb thing they have done will surface. Last month it was announced that Maury Hall (Matthew Fontaine Maury) at the U. S. Naval Academy at Annapolis, Maryland had been renamed for President Jimmy Carter. Well, anyone who knows history knows that there is no comparison between what Maury accomplished compared to Jimmy Carter.

Some wanted anything that commemorated those associated with the Confederate States of America, removed from display. A panel was set up, which was opposed by the Trump administration stating that this was political and a way to remove them from history. Defense Secretary Lloyd Austin was picked by the Biden administration and he quickly removed the Trump appointees along with a number of members of the Pentagon's advisory committees and appointed sympathetic followers. Even the French have a better understanding of their history letting any monument stand because it teaches the good and bad of your past. History is supposed to be a lesson so we do not repeat the bad.

So, who was Matthew Fontaine Maury, also known as "Pathfinder of the Seas?" He was born on a farm in Spotsylvania County, Virginia on 14 January 1806. When five they moved to another farm in Tennessee. When 12 he fell from a tree and injured his back. He was sent to Harpeth Academy where it became evident to his teachers that he was very intelligent, learning Latin grammar in just seven days. He considered going to West Point, but his father wanted him to be a doctor. However, when he heard stories from his brother John's service in the Navy on board the frigate UNITED STATES in the Pacific he was hooked. He got an appointment as a midshipman in February 1825. He served on board BRANDYWINE, under the command of Commodore Charles Morris, and their first cruise was to return Lafayette to France. During the voyage he mastered the theory and practice of the naval profession and studied spherical geometry and navigation. He took leave, but was ordered back to BRANDYWINE, which was being fitted out in New York. While there he toured the shipyards finding them fascinating. He then went out on board for a three-year cruise to South America. He was next on board VINCENNES for two years cruising the Pacific Ocean. She became the first U. S. naval vessel to circumnavigate the globe. Maury was self-taught and made passed midshipman on the voyage. He also taught some of the other crew members, who also passed their exams. He was next on board FALMOUTH as sailing master and wanting to make a fast passage so he researched the best route. On the voyage he developed an idea for wind and current charts and began collecting data. He was next on board DOLPHIN and then POTOMAC and ended his days at sea in Boston in 1834. During these cruises he invented a navigational instrument for finding the true lunar distance. Two years later, his book "A New Theoretical and Practical Treatise on Navigation" was released, which gain immediate popularity. 1836 he was made a lieutenant. He was next named astronomer and hydrographer of the South Seas Exploring Expedition headed by Lt. Charles Wilkes. There was a lot of internal squabbling and many resented Maury because he knew more than they did, one being Wilkes. The public opinion of this expedition was not high and the accomplishments were overshadowed by issues.

In a Richmond paper Maury would take the Navy to task for not being better prepared to defend country, which was written under

the name of Harry Bluff. After a severe leg injury he spent more time writing his concerns about the navy's preparedness and the need to embrace technology. Finally, Maury was found out and many naval officials sided with his views. Secretary Upshur agreed with Maury's assessment and got rid of the Naval Commissioners and replaced them with six bureaus, one of which was the Hydrography department, which would be headed by Maury. He would find that the sailing charts in use were useless, some more than 100 years old. Maury dug through old logbooks realizing the information they contained. He standardized the collection of this information and would release it in a book that would allow vessels to reach their destination much faster by using the winds and currents to their benefit. He became the First Superintendent of U. S. Naval Observatory in 1844. He spent very long hours there and in a 10 year period cataloged over 100,000 stars.

Maury's most impressive work and one that benefit all nations was his wind and current data that allowed ships to sail faster between ports-of-call. Many of the noted sailing records of the 1850s were due to Maury's research. When a collision caused the sinking of the steamer ARCTIC off Newfoundland, it was Maury that proposed a separate lane for east and west traffic. He was also involved with mapping the ocean floor for the laying of the Transatlantic Cable.

He had his detractors and those that took his material and passed off as theirs. One being Joseph Henry, head of the Smithsonian. He even opposed Maury's idea for a National Weather Service. Alexander Dallas Bache was the head of the Coast Survey and always felt threatened by Maury. When the Navy tried to lessen the number of shipwrecks they went to Maury, not Bache, who was in control of that aspect and that was not received well.

In 1855 Maury was transferred to the Reserved List, but was still working at the Observatory. After a special act Maury was reinstated with the rank of commander.

Trouble had been brewing for years over slavery and Maury got involved hoping to smooth the waters. He even hoped his home state would stay with the Union. When the Civil War broke out Maury resigned from the Navy. He worked on an electronic mine, thought they needed a navy and some wanted him to be the Secretary of the Navy for the South. With a lot of infighting, he headed to England in 1862 and stayed there until 1865. On his way back to the United States he learned that the Confederates and given up. He then changed plans and went to Mexico hoping others would follow, but they did not. In 1868 he returned to New York and from there headed to the Virginia Military Institute where he would teach physics. He was still pushing for better and quicker weather updates.

Maury would pass away 1 February 1873. Many of his ideas were crucial: Naval Observatory; Hydrographic Office - Naval Oceanographic Office; Weather Bureau; telegraphic meteorological bureau; World Meteorological Organization; International Hydrographic Bureau; U. S. Naval Academy; and the Navy Department: organized in bureaus, specialized officers, responsible to Sec. of Navy, with CNO. The books he wrote are: *A New Theoretical and Practical Treatise on Navigation* (1836); *Wind and Current Charts of the North Atlantic* (1847); *The Physical Geography of the Sea and Its Meteorology* (1855); *The World We Live In* (1868); *First Lessons in Geography* (1871);

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MCN's Calendar

On-going Exhibits

Penobscot Marine Museum

Getting Our Bearings
Searsport
Info: penobscotmarinemuseum.org/

Maine Maritime Museum

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

Cape Ann Museum

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

New Bedford Whaling Museum

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

Mystic Seaport Museum

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

2023

JUNE

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

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

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

JULY

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

9 Stonington Lobster Boat Races
Town Dock
Stonington
Info: Jeff Eaton (207) 598-0488

23 Friendship Lobster Boat Races
Town Dock
Friendship
Info: Robin Reed (207) 975-9821

30 Harpswell Lobster Boat Races
Harpswell
Info: Amanda Peacock (207) 756-3104
Kristina York (207) 449-7571

Capt. Tyler King of the Schooner AMERICAN EAGLE

ROCKLAND – Those that fall in love with the charter schooners, which sail out of several mid-coast ports, have to be special. The season begins when the weather warms in the spring as they prepare for the upcoming season. That means going over every aspect of the schooner and making sure she will not have a problem during the summer season. When the season begins the end of May there will be hardly a day to catch one's breath. When one trip is ending, they need to turn around and head out again on their next cruise. This does not end until the end of the season in mid-October. So, no matter the weather they are out there on Penobscot Bay cruising amongst the islands and enjoying time away from the rat-race ashore. When the season concludes and the schooner is ready for the winter, the winter work begins.

It takes a lot of knowledge to sail one of these vessels and if you are the owner you better have the knowledge to make any necessary repairs and understand business. One such person is Captain Tyler King the owner of the schooner AMERICAN EAGLE. He grew up in a boat yard and has sailed all his life. What is even more amazing he is just 26 years old.

Tyler said, "I grew up in Gloucester, Massachusetts. My father and mother run a little wooden boatyard down there, the Montgomery's yard down on the Annisquam River, which was founded in 1904 and my Dad took it over from the third generation of the family in the late 80s. They built tons of boats there. Now it is the River Boat Works and growing up we had quite a few restorations and small boat projects. There are pictures of me holding caulking cotton, passing it to my Dad out of the box when I was about 2."

Tyler's parents met at the Apprenticeship in Bath in 1983. "My Dad always loved carpentry and he didn't really grow up with boats," said Tyler. "My mom grew up sailing with her family up and down the coast and they had quite a few boats. They even went through the Erie Canal and into the Great Lakes. That was how they spent their summers. They both wanted to take this course because at that point it was free and they housed you in the Donnell House. I don't know if it's still there, but if you go upstairs into the shop and take a left, before you go out into the shop space there is a big picture of my mom caulking the bottom of a Susan skiff. After this, my Dad went over to England and worked, rebuilt a couple steam launches over in the midlands in Coventry and then came back here."

The first boat they purchased together was the 1939 Alden cutter TUSITALA, which was built in the Montgomery yard in 1949. "She needed to be reframed and she

needed a new piece of the keel," said Tyler. "The deck was good, the rig was good, but the Gray gas engine gave them all sorts of fits. In trying to find a place to continue that project, they found Montgomery's in Gloucester. They were living in Marblehead at the time and they ended up down there and dad started running the yard in 1988."

"My folks had a 62-foot Alden schooner they bought in 1990," continued Tyler. "ELIDA and she was in Marblehead for a long time. We owned her for 10 years and in that time my dad put a new deck on her, did a lot of planking, all the deck beams, the bottom half of the cabin houses, new cockpit and a fuel tank. She was built over in Thomaston at the Morse's yard in 1922. My grandparent's had a house up in Buck's Harbor and so we would spend pretty much every summer as a little kid sailing up here."

The schooner was sold when Tyler's little sister came along. He added, "It was time. My folks built our house in that time and life got very busy, running a boatyard, building a house, having a 62-foot schooner and two little kids was kind of a lot. They eventually bought back TUSITALA and that is the boat I spent most of my childhood sailing," said Tyler. "We took her up here quite a few times and down south."

One of the most notable rebuilds he and his father did at the yard was on a 1947 Alden US 1. Tyler added, "The US 1 was sitting in the yard for a long time on a cradle and someone had taken the shear planks off to try and work on the frame heads. They didn't support the keel properly and those boats had such long ends that she lost 18 inches of shear. A good family friend of ours, wanted to save her and so we brought her into the shop. My Dad spent the next five years rebuilding her. The keel was still good but they reframed her completely and then did a lot of the planking. They were able to save quite a few of the original laminated deck beams and then he put down a new composite teak deck. To get her back in shape they would put some posts under her and jack her off the shop floor. Dad put a little more shear than the plans called for and I think she looks much better. That was quite the project and I think that was one of the first paying jobs I had, I was like 8 or 10."

Tyler worked in the yard right through high school. "The big thing in Gloucester that I always enjoyed was the Schooner Festival," continued Tyler. "All these, big, beautiful boats and AMERICAN EAGLE was always there. I'd always been fascinated about growing up in a boatyard, but the bigger boats always intrigued me. In learning about Gloucester's fishing industry, I was really fascinated by the fishing schooners and they were really interesting balance between



Capt. Tyler King making modifications to a Lowell dory.

old technology versus new technology, specifically the later period from probably 1895 to 1930 when they were transitioning to power.

stuff," continued Tyler. "My teachers in school hated it because I would always try and spin any essay that I had into a way to

power. "I was rather hopeless with all that

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Capt. Tyler King of the Schooner AMERICAN EAGLE

Continued from Page 5

read more about the things I actually wanted to read about. That little slice of naval architecture I find very fascinating because it was so refined. They had figured out so much in that short period of time to make the vessels seaworthy and safe, but also sail well and have enough hold capacity so they could actually make money. It was really interesting to see that progression.”

Most high schoolers do little or nothing all summer, but that was not the case with Tyler. “During the summers we came up here,” he said. “We would go into Camden and I remember once I got a couple of tours on the Camden boats. I wanted to work on one of the boats but I had to wait until I was at least 14. When I was 15, I put a cover letter together, I wrote a resume and I sent them out to a bunch of the boats in the fleet up here, trying to get on one of them for the summer. John Foss was kind enough to acknowledge it and said he didn’t have enough space for that year and so I could not get on the AMERICAN EAGLE, but I did end up on the schooner TIMBERWIND out of Rockport and that was really great. I sailed the summer from late May until late August on and had all sorts of adventures and misadventures. I wanted to keep doing it because I had a whole lot of fun and I tried to get on AMERICAN EAGLE again. I talked to John, but he didn’t have any room again. Fortunately, I was able to get in touch with Noah Barnes on the STEPHEN TABER and I was able to go and work for him in 2014. Two days after I graduated high school, I was onboard. Noah is a piece of work. He was fun to work for and he taught me a lot. He hired me as the mate when I was 16 and that was another huge learning experience getting to the next level. I ended up working on the TABER for two seasons. Then I went through the IYRS system program that

winter and I got my American Boat Yacht Council certifications in diesel engines and electrical systems. The LADONA project was in its second year. I missed the big heavy part of it in Thomaston because I was at school and so I jumped into that project after the covering season. I would go home in the fall and cover boats with my Dad, doing the winterizing. I started out doing some carpentry stuff and then I built quite a few cabins and did a lot of finish joinery and bulkheads and bunks and cabin countertops and all that fun stuff. Then I moved into the systems side of things the latter half of the winter. I was the mate on her for a season. New boat, different problems trying to get all the teething problems out. After all that, I spoke to John that winter and he finally had a spot.”

The winter of 2017 Tyler started working for John rebuilding a Whitehall, which would be used on AMERICAN EAGLE. “That was really fun,” said Tyler, “and then went through the first spring here. Learned all of the ins and outs and ups and downs of how John does things. Then I sailed a full season for him and that was fun. After a few straight seasons I wanted to take a little break from sailing all summer. We had some big projects to do at the boatyard that I helped my Dad with. I also bought my little schooner and was working on that because the original intention was to run that as a little daysailer somewhere. I did that until 2021. I did fill in on a bunch of other boats in the fleet during that time. I was by no means not up here, but it was nice change of pace. It was nice to do something a little different. Then this eventuality came to fruition in a really good way, just a little sooner than I had planned for but the end result is the same.”

When Tyler returned he and Capt. John Foss had come to an agreement and he was her new owner. AMERICAN EAGLE was built at the United Sail Loft in Gloucester,

Massachusetts in 1930 for Patrick Murphy and originally named for his two children ANDREW & ROSALIE. She was originally used for swordfishing in the summers, but also would go dory trawling for white fish, haddock cod, whatever, in the wintertime. She is a happy compromise between sail and power, which came into use in the late 20s and early 30s. “Hand lining and dory fishing was getting kind of boxed out by the eastern rig draggers,” said Tyler. “You could go fishing with less people and get there and get home faster. The rivalry between the steam trawlers from Boston and the fishing schooners was always this romantic snippet of fishery history. Patrick passed away in September 1938 and the family ran the boat a few more years before selling to Capt. Ben Pine. He outfitted her as an eastern rig dragger and moved her to New Bedford. She was sold again in the late 1940s and moved back to Gloucester, and continued fishing until 1983. At that time, she was pretty worn out and at the end she was only doing day trips. John bought her in 1983 and she arrived here at the Shipyard on Halloween night. Apparently, she looked so terrible she didn’t need a costume. They hauled her out on the railway and jacked her up and slid her across onto the pad here in front of the shop. They put a building over her and over the next two winters they went through her. Her framing low down was in pretty decent shape. They completely redid the top half so all the topside framing, all the planking, all the deck, the deck beams because they were pretty worn out, cabin house, and the whole interior. She entered the passenger service in 1986, that was her first season and John’s been taking people sailing ever since.”

Originally, she did six day trips, with the exception of two cruises, one to Canada and another to the Schooner Festival in Gloucester. That has changed in recent years with more three- and four-day cruises. The season starts the last weekend of May and ends the middle of October. Once the schooner is readied for the winter, then begins the projects to keep her in Bristol condition. “This winter our fuel tank needed to be replaced,” said Tyler, “So we had to get that refabricated. I need to make a new fore gaff which was to replace an old one. Inside the shop we have a new side-boat from Lowell’s

and that is getting some work done. We have some interior projects going on in some of the cabins on the boat. We also had a new mainsail made by Nat Wilson this winter. We did a lot of deck caulking, did some work on the windlass, we rebuilt one of our washdown pumps. A lot of little stuff needed to be attended to.”

There has been a lot of turnover in recent years in the schooner fleet with young blood coming in giving new life to the industry. HERITAGE, J. E. RIGGIN, GRACE BAILEY and VICTORY CHIMES have changed hands. It illustrates that this is still very much a thing that young people want to do. For years many of the passengers were returning customers, some returning for decades. When the time came that they were unable to return new passengers filled in some of the slots. COVID was a huge challenge and they are just rebounding from that and with a younger group taking over the helm they understand the benefits of social media and how it can gain them additional passengers.

It has been a busy winter for Tyler and he has not done much on his 42-foot Chappelle schooner, which sits next to the office. His real goal was to get a building over her before the snow flew and that he did. With luck he might find a little time before he has to turn all his attention to AMERICAN EAGLE. This schooner was built in New Jersey in 1941. She was designed for two people to go cruising in, summer on the coast of Maine and then head south for the winter. “She is basically a scaled down Gloucester fishing schooner,” said Tyler. “From 2018 to 2021 I did 105 frames, 48 planks, refastened most of the bottom, replaced ten feet of the cabin house, new cockpit, new engine, new engine beds, new piece of the stern post, a new piece of the horn timber and a bunch of tail feathers back aft, new stem, new knight heads, new shafts, new cutlass bearing and stripped all the rig. I have got to finish the bulkheads and put the sole down next.”

All businesses have their challenges and owning a schooner is no different, in fact it might be a bigger challenge. Fortunately for AMERICAN EAGLE she has a young and very capable owner that makes her future look very bright.

Publisher's Note

Continued from Page 4.

Steam-Lanes across the Atlantic (1872); *Physical Geography* (1873); and *New Complete Geography* (1906).

Maury was also honored by having Naval vessels bare his name: DD-100, Wickes Class, built 1918; DD-401, Benham Class, 1938; and AKA-36, Artemis Class, 1945.

Maury’s achievements go well beyond this country as many other countries used his material to benefit themselves. Many of them awarded him the recognition he deserved. Even the Salem Marine Society in Salem, Massachusetts did. This organization was only for sea captains, but the first

non-sea captain allowed in was Maury in 1859. When he went with the South, they deemed him a traitor. His portrait was reversed and turned upside down. However, in 2006 a new painting of Maury was accepted by the Society and hung up.

Maury said, “When I became old enough to reflect, it was the aim at which all my energies were directed to make myself a useful man. I soon found that occupation, for some useful end or another, was the true secret of happiness.”

He is one of the most respected scientist, who did more for this country than many others, and this is his just reward, to have his named stripped from a building at the Naval Academy and replaced by Jimmy Carter? Carter cannot hold a candle to what this man accomplished.

Many of the voices heard on the subject of removing Confederate names know little about this trouble time. It would be better to have had people who knew something, not turn it into a political whitewash. Maury did not contribute very much to the Confederate cause. If he had been a major player and did things such as crimes against humanity than you have an argument, but that voted for the change certainly cannot defend their stance.

Who is next?

Become a Member of the Maine Lobster Boat Racing Association!



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Golden Globe Race 2023 Update

Continued from Page 1

gone. *If I continue now without a liferaft, I don't think anyone in my family will be happy with me for a long time!*" Guy Waites in his last Safety Call.

Time is of the essence for everyone!

Guy is not the only one to be late on his voyage. Ian Herbert Jones (GBR) who passed the Hobart gate on January 18 is only just past Bounty Island, not yet north of the exclusion zone. He is 3000 miles behind Abhilash. South African sailor Jeremy Bagshaw (ZAF) in Chichester class has been pushing *Olleanna* hard, building a healthy 400-mile gap with Ian, but both had a hard time after New Zealand and now have an ETA at Cape Horn for the second half of March. This runs the risk of heavier and more frequent storms so the adventure continues.

Only Michael Guggenberger (AUT) is holding a relative position with the leaders, but is facing water issues and frustration along the exclusion zone. He inadvertently crossed into this NO GO area for 1,5 hours over the week-end. That generated a 4,5 hour time penalty to be served in the Atlantic Penalty Box on the way to Les Sables d'Olonne. This current storm passed just a few hundred miles in front of him.

For Simon Curwen (GBR), leading the Chichester class, time is still of the essence. He would like to join his former runners-up to Cape Horn and land ahead of them in Les Sables d'Olonne! With no detailed map of the coastal area around Puerto Mount, GGR is assisting with Navigational information and local coordination for his stop to make repairs. He is allowed to access his emergency GPS for the safest and easiest landing after 158 days at sea.

"I am making good progress, working on the boat at the same time. I already repaired my engine in preparation for the landing, but I'm steering an awful lot of time. You really start appreciating your windvane...maybe I should not have given it funny names!" Simon Curwen/Howdens.

Rather than transit 60 miles each way to Puerto Montt, 120 miles in highly tidal waters with currents up to 9 knots and strong wind gusts, the British Sailor is now thinking to have the Hydrovane spares sent to him in the shelter of the entrance and carrying the repairs on anchor, in the bay of Ancud! He has the support of his Team that has been sent to Chile by his sponsor Howdens, local sailors who are following the GGR and Chile's government agencies who have been informed of his imminent arrival and shares his latest thoughts on Monday's safety call.

The GGR has inspired great interest in Celestial Navigation!

The pleasure of deriving your position from heavenly bodies utilising a Sextant and timepiece is well expressed by all GGR skippers. It is one of the highlights of being in the race and most would never have experienced it without entering the GGR. It is art and science combined to give a feeling of being at one with the heavens and earth. It is not as complex as most think and anyone

can do it.

Susie Goodall, a GGR 2018 entrant, was a previous Skipper and Nav instructor with Rubicon 3. This special GGR celestial navigation transatlantic crossing from Antigua in the Caribbean to Portsmouth in England is on *March 26th to April 30th 2023*. It is open to anyone with basic prior sailing experience. NO celestial Nav. experience is required. You will be given instruction before departure. You then Navigate all the way to the UK!

The crossing is on a Clipper 60 Round the world yacht and the skipper is Patrick Van Der Zijden, 2 x RTW race skipper.

Day 164: Kirsten Neuschäfer first around Cape Horn in the Golden Globe Race

Kirsten rounds Cape Horn on 15 February leading the GGR fleet. Abhilash Tomy, windvane failure close in on Lee shore and heavy weather faces difficult decisions overnight. Michael Guggenberger, 1000 miles away, has an ongoing good weather window. Simon Curwen seeks refuge again, as strong Southerlies off the coast of Chile prove too much!

16 February

The Golden Globe Race is all about the stories! A human adventure of months alone struggling to get back to Les Sables d'Olonne France where it all began. Day 164 was a big one! While Kirsten was flying around Cape Horn, just 300 miles north Abhilash was struggling in heavy weather on a dangerous lee shore, with the tiller lashed and a broken windvane unable to tack to safety. Meanwhile Michael Guggenberger 1000 miles to the Northwest was sailing down to Cape Horn in near perfect weather that may hold for some time.

It's been an eventful month of February for Kirsten Neuschäfer (ZAF), finally rounding Cape Horn at 2020 UTC 15th Feb. She moved to first place after 150 days of racing and since had to face two storms, breaking a spinnaker pole and taking down her massive twin sail alone on *Minnehaha* rocked by the residual swell.

With the final 10,000 miles to Les Sables on her mind and sensing pressure on her beloved yacht, she sails a conservative course further and longer towards the north-east to avoid the stronger winds and sea in the first front on February 7th, trailing warps and nursing *Minnehaha* in the ensuing storm. Then finally a southerly course South of Diego Ramirez Islands creating sea room the Chilean coast before finally heading up for a long look at the infamous final Cape of the course. A treasured memory!

With over 240,000 miles sailing experience she knows this area very well sailing many times as a commercial skipper to Antarctica. But this is the first time she crosses the Pacific solo to get around. The famous rock was surrounded by squalls that forced her to make continuous adjustments, poling the Yankee and reducing sails when necessary. Despite all the action, she could hardly speak during her safety call because of the cold shortly before rounding.

"It feels good to be that close, it's been very rewarding to spot the Diego Ramirez islands. I was hoping to see the lighthouse but saw the land when the twilight came. This was really nice and felt really special. I'm looking forward to rounding the Cape, Staten Island and the Falklands, back into the open ocean." Kirsten Neuschäfer, Minnehaha

In the past days heading to the Horn, the GGR 2018 veteran Abhilash Tomy (IND) was more exposed to the wind and waves, with 40 knots, gusting 60 which he later said it was closer to "60 knots sustained with occasional lulls in the 40" meaning his Rustler had suffered some damage as he explained in his safety call. The storm repairs, strong weather and waiting for the right conditions to climb the mast meant Bayanat sailed further east than planned. He was getting close to the coast of Chile, a dangerous lee shore and he knew it.

At the worst possible time in 30kts gusting 40kts pressing him toward the coast, at 0852 UTC 15th Feb. he rang GGR control to advise his Wind Pilot wind vane pendulum rudder failed again. He had lashed the tiller and was considering all options. He was unable to sail away from the coast and his current course was intersecting with it in about 10 hours. The wind was expected to drop before then.

He has been facing wind vane issues since the Atlantic many months ago. He had used all his spare pendulum blades. He had been making spare blades by cutting up Bayanat's chart table which is now gone. He first has to stay away from the lee shore, and the Race Office provides him with his position, weather and sea state information. He was unsure if he would all be able to continue racing without a wind vane, or have to stop for spares, continuing his round the

world journey in Chichester Class.

Eventually, many hours later, he called to report that he was able to cut a blade from the boat's main emergency rudder, after a first try with the toilet door proved to be too weak. He hoped it would last at least a few days. He further reported that he hit his head in the tough conditions but was OK. At 0000 UTC, February 16th he finally tacked away just 11 miles off the coast of Chile with 250 miles to Cape Horn.

"One of the biggest challenges of the GGR is getting the Planning right. That includes so many issues including the choice of equipment, the amount of spares to take etc. and that is way before the Preparation which in itself is also critically important. Wind Vanes are one of the most important when you are on such a demanding adventure. The 2018 GGR was an epic story. The 2022 GGR is shaping up as an amazing story with so many unexpected twists and turns. Who will be the first home and how many will make it? Real adventures always have an unknown outcome!" Don McIntyre, GGR Founder and Chairman.

Michael Guggenberger (AUT) is now only 1100 miles from Cape Horn in a strong position. He continues to ride nothing but favourable weather all the way across the Pacific which looks likely to continue for the next week! Equally for Ian Herbert Jones (GBR) who has been working hard all week with a high-pressure system that hampered his progress East, is also facing some issues, notably the lack of drinking water on board after his freshwater tanks got fouled. He still has about 3400 miles to Cape Horn and is a little apprehensive about the challenge ahead. He knows he is late in the season being the last in the fleet. His ETA at the horn

Continued on Page 8

Help Support Kirsten in Golden Globe Race



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

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



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Golden Globe Race 2023 Update

Continued from Page 7

is late March.

Chichester Class is no holiday!

Chichester Class entrants progress is not going exactly as the weather gods had planned. Jeremy Bagshaw (ZAF) had to climb all the way up to 43° to keep moving only to be swallowed by the same high pressure as Ian. Both Jeremy and Ian will have NW to WNW winds for the rest of the week, pushing them in the right direction at last, albeit in confused seas for the next few days.

Simon Curwen (GBR) the British sailor who led the GGR for 150 days before a detour of a thousand miles to Chile to repair his broken Hydrovane moved him to Chichester Class. Completing a long list of little jobs, he finally left Puerto Montt on Monday 13th February. Breaking out from the fiords he found himself unable to progress towards Cape Horn.

The strong 30K South Westerlies were only allowing him to sail NW away from the Horn with negative VMG, or leading him back towards the coast. He needed to seek refuge and called the Race Office which provided him with options, and Simon decided to safely moor on a buoy in a sheltered bay south of Chiloé Island where he is waiting for the southerlies to decrease before starting again on Friday 16. Simon is less than a thousand miles from Cape Horn, but on the other side of the high pressure, meaning he may have to tack his way south.

With three boats now bound for Cape Horn in the week ahead, there are more stories developing for sure!

DAY 170 Golden Globe: Abhilash Rounds Cape Horn and two more strug-

gling!

Abhilash Tomy's (Bayanat) second Cape Horn rounding despite gear failure. Capt. Gugg can't escape 60K winds and 8mtr seas bound for Cape Horn, but did catch much needed drinking water. Simon Curwen fighting to get south, and now a five day window to the Horn. Ian Herbert-Jones and Jeremy Bagshaw slow with head winds, desperate to get east toward the Horn. Kirsten leading the fleet and takes a break with Falkland Island friends!

22 February

Cape Horn is part of international folklore. Most know of its fearsome reputation for ships and lives lost and the emotional relief of finally sailing past. It has been like that for 100's of years. For solo sailors it is the biggest single objective of any planned circumnavigation and it is not gained easily. Sir Robin Knox Johnston in SUHAILI made the first solo nonstop circumnavigation via the three great capes in the 1968 Golden Globe. *Around 180 sailors have now done the same.* Vito Dumas in Lehg II his 9.5mtr double ender (not dissimilar to Suhaili) did it first with stops in 1943. *Around 150 have now done that too.* So 330 solo sailors have been drawn to this ultimate challenge of Cape Horn and a solo circumnavigation.

Four Golden Globe sailors are still trying for Cape Horn. Then it is home to Les Sables d'Olonne which is also the home of the *International Association of Cape Horners* "HALL OF FAME" recognising many of these great solo sailors.

Abhilash Tomy (IND) sailed past the infamous Cape Horn for the second time and in second position of the 2022 GGR at 18:00 UTC on Saturday 18th February. His first solo rounding was on January 26, 2013 while sailing 'Mhadei', a Van de Stadt "Tonga 56"

design, supported by the Indian Navy, in an attempt to become the first solo non-stop Indian sailor to do so. He succeeded and the memory of that was strong in his mind this past week. He spent most of the previous week trapped on a lee shore off the coast of Chile, desperately trying to repair his broken wind vane in 30 to 40 knots of wind bound for Cape Horn. He did it!

He says sailing in the GGR is hugely satisfying compared to sailing with modern technical aids. He has become a better sailor through the GGR and is enjoying the challenge. Now he just wants to get to Les Sables d'Olonne.

"It is great to be around Cape Horn, 10 years and 23 days after the first one. It's been a lot harder this time than it was when I left from India and I still have another 2 months to go. Since January 26, my objective was to round the Horn safely and then sailing fast up the Atlantic. I have spent most of my time inside the boat working on the boat, and now looking forward to sailing again to Les Sables d'Olonne." Abhilash Tomy, Bayanat.

Is Abhilash's Bayanat getting tired? Can it make the finish in Les Sables d'Olonne? Abhilash is continuously working to service and fix things. All entrants do, on a regular basis, but it appears Abhilash may have more than usual. Will his windpilot go the distance? He now thinks it will! He sacrificed his chart table and then toilet door for Windvane parts and finally his yacht's emergency rudder, even dismantling an anchor for more bits. His repairs however, have not been limited to the windvane and have also included stitched sails, broken Halyards, repaired spreaders with various trips aloft, dismantled wind generators, electrical system backouts, fixed water and diesel tank leaks and various issues as explained in his voluntary safety call. He is happy if not a little tired himself, but for sure, he is a real MacGyver of the Seas when it comes to fixing things. He keeps things going, so let's hope it continues!

Meanwhile, Michael Guggenberger (AUT) onboard NURI is just 400 miles from Cape Horn. His well prepared Biscay 36 is in the middle of storms with 60 kt winds and 8mtr seas. GGR has been providing regular weather updates, but there is nowhere for him to hide. He has prepared well for this blow, which is going for nearly three days, while the seas continue to build. Six hours before the peak of the storm was due to hit, he reported.

2310 UTC 21 FEB...All well on board! current wind a LOT!!!.. waves are super BIG.. main and mizzen lashed tight to the boom both on lee and low. Storm jib is pulling on the bow. Have about 40 to 50m rope with about 20 kg chain at the end holding the stern. Happy sailor! lots of water and a pos. All well for now! aye!! Michael G.

Unlike Kirsten and Abhilash, the Southern Ocean is new territory for Michael. 10 years ago, when Abhilash rounded the rock for the first time and Kirsten started roaming these southern seas, the Austrian sailor had sailed a total of 7 days in salty waters! This is a testament to his preparation, his team lead by Stefan Weigel and his dedication to a lifetime GGR Dream.

Capt. Gugg has been lucky with generally acceptable weather and seas for virtually all the Southern Ocean to date, with no major storms. Other competitors ahead and behind have had to face heavy storms and devastating calms. He also managed to finally catch some desperately needed freshwater! 46 litres, to be precise, now carrying a total of 95 litres aboard. He still has all of the Atlantic to go, but the chance of rain may get better after the Southern Ocean. He

hopes so! He is expected to round the ROCK on Saturday 25th, if all goes well!

The final climb back to Les Sables d'Olonne

Kirsten Neuschäfer (ZAF) continues to surge ahead. With 530 miles lead over Abhilash, the South African has now entered a zone she knows like the back of her hand, having worked in the region as a commercial skipper aboard Skip Novak's Pelagic. She and Minnehaha made a quick detour past Port Stanley in the Falkland islands, her base for Antarctic expeditions, to say 'Hi!' to her many friends there on the way back to France. It was a huge boost and an emotional moment for her.

Will 530 miles be enough to keep her ahead of Abhilash who has proven to be a bit quicker upwind and in light conditions of the Atlantic? Both have now sailed 75% of the course and are left with the final stretch of sea back to where they started 170 days ago: Les Sables d'Olonne, France. It looks like an easy task. It is far from it.

You are still very much in the Southern Ocean after rounding the Cape. A huge storm with 75 kt gusts and big seas crossed just days ahead of Kirsten when she was leaving the Falklands. Both now have over 1000 miles of challenging sailing, first with unpredictable systems sweeping from the west and then Trades that could be forward or aft of the beam. Only then do they reach the *Horse Latitudes* at 30S. Here, there is little rain and the start of frustrating doldrums. Across the equator and it all comes hard on, forward of the beam, wet sailing for weeks before entering the North Atlantic at the end of the northern hemisphere's winter. No small feat! On top of that, with 22,000 miles non-stop in their wake, the boats have suffered a lifetime of sailing hard. The race still has a long way to go!

Coastal cruising? Just frustrations!

Simon Curwen (GBR) HOWDENS had to make a 1000-mile detour to the north-west in Puerto Montt for repairs to his damaged wind vane. It cost him the lead and made him Chichester Class at that time. Getting back out and sailing south has proven to be no easy task.

Missing a weather window while exiting the scenic Chilean port from the east of Chiloé island, Simon sailed straight out into strong south-westerly headwinds and challenging seas, making no progress at all. He had to turn back. He requested GGR weather and navigation advice to seek shelter in a bay behind an island some 40 miles away. There, he sat waiting for better weather, before finally departing six days after originally setting out. Frustrating light to moderate headwinds continued for a few days. Then with building westerly then north-westerly winds, he was off. It was an eventful week, as he explained in his safety call. Later that night, he was in storm conditions with 40-55 knots north-westerly winds. Today, he has a window of some moderate winds and then, the next five days, no storms. That should get him around!

Life in the (not so red) zone.

For Ian Herbert-Jones (GBR) and Jeremy Bagshaw (ZAF, Chichester Class) conditions are not quite the same this week. Progress has been slow with elusive winds and unstable weather. Strong headwinds have pushed both north, when all sailors try to stick as close as possible to the northern limit of the exclusion zone at 47°S, making the most of any westerly winds. Both are very aware that they need to get around Cape Horn as soon as possible. The number of low pressure systems now passing the area is increasing every week as summer passes in

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U. S. NAVY NEWS

Artificial Intelligence Summit at NPS Accelerates Critical Capabilities From Rose Mena-Werth, Naval Postgraduate School Office of University Communications

19 January
 MONTEREY, CA - The fourth quarterly Naval Artificial Intelligence (AI) Summit took place December 5-9 at the Naval Postgraduate School (NPS). More than 160 participants from the eight Navy AI Task Forces, Warfare and Warfighting Development Centers, the fleet, Fleet Marine Force and DOD engaged in-person and virtually at the summit co-hosted by the U.S. Navy Chief AI Officer (NCAIO) Brett Vaughan and NPS' Naval Warfare Studies Institute.

Decision Advantage is one of six force design elements and will be enabled by AI as stated in the Chief of Naval Operations' NAVPLAN 2022. These AI Summits are held to tighten the connections between Naval AI enablers, practitioners and users, as well as grow the Naval AI community into a platform for accelerated AI deployment supporting the Navy's highest priorities.

"We focused attendees time on planning Naval AI training and education, AI/machine learning (ML) operations deployment pipelines, and AI Fusion, a concept for the operational deployment of AI in service to distributed maritime operations and the hybrid fleet," said Vaughn. "NPS has been instrumental as a central connector and helping us develop a blueprint for a Naval AI organization and governance structure."

U.S. Marine Corps Maj. Jack Long, PhD, a Marine Reservist at the Office of Naval Research and Deputy Navy Chief AI Officer, introduced summit attendees to the current state of AI in the Navy and began the discussion of future trends to shape impactful Naval AI development and deployment. The Navy and its AI Task Forces were joined at the summit by partners from the U.S. Army, U.S. Marine Corps, U.S. Coast Guard, the Defense Intelligence Agency, the Joint Staff and the Chief Digital and AI Office (CDAO).

AI is a tool that becomes ever more applicable as the world becomes more wired, generates more data, and increasingly taps advanced processing power.

"We think AI is widely applicable to warfare, so we want to make sure the Naval services and the DoD in general are able to efficiently harness this emergent and disruptive tool. It's important that we are ready to use it for our own purposes, whether in warfighting or corporate functions, and be ready to have it used against us," said Long.

With discussions held at varied classification levels, a significant part of the summit focused on skills that the Navy

and Marine Corps will need to channel this capability. Past innovations like submarines and aviation have reshaped naval warfare, with each invention requiring new doctrine, equipment, and personnel to support it. As the required skills become more specialized, those personnel have required new career paths to allow them to become masters at their crafts.

The Navy must learn to operate at the speed of AI. As expertise becomes internal, the Navy will need a workforce capable of coding, building models, and harnessing AI in a similar fashion to how Sailors once had to know how to use a sextant. AI application would become part of basic seamanship. Alternatively, the Navy could rely on industry and contractors to bend AI to the Navy's purposes in much the same way as the service has them build ships.

This summit started the conversation on what the services will need to have about how they define their core competency and what they choose to not do.

"Right now, there's a small cadre of people in the Navy that have thought about this extensively," said Long. "Before the CNO or CMC sign off on strategic AI decisions, a much wider group must be engaged. Ultimately this is a conversation about the future identity of the Services in an age of digital warfare."

During the week-long summit, attendees connected, received informational briefs, and took part in several practical workshops on topics such as Naval AI training and education, practical AI/ML deployment pipeline architecture and operational AI employment at the forward edge of naval operations.

Some of these conversations will inspire projects and partnerships that will be realized through a Naval Innovation Exchange (NIX) led by Dr. Mathias Kolsch at NPS. Kolsch is working to tie the summit, courses and research together.

"I am figuring out the ideal workforce composition for AI/ML involved projects, and the AI Summit also informs me how to do that," Kolsch explained. "I meet and talk to these people. I see where there are successful projects and begin asking questions. How many are listed here for this? What do they know? Can they code? ... What are the skills needed for this project? So, this summit informs the NIX."

Cooperative planning for the next Naval AI Summit in March 2023 has already begun, and Kolsch plans to offer a version of the popular "AI for Leadership" course specifically designed to support active general officers, flag officers, and Senior Executive Service civilians during the same week.

NPS is currently a center of gravity

for advanced AI training and education within the Naval Education Enterprise. If the NCAIO and Long have their way, that role will grow in the near term. At the crux of research and operational experience, NPS is an ideal center for AI advanced education and implementation.

"The vision of accelerated Naval AI training and education, anchored at NPS, closely resembles the role of Top Gun for Naval Aviators. NPS as a center for advanced AI training in much the same way pilots go to flight school and then later in their career go back for advanced training to keep current and learn how to employ the craft at the pace of industry and adversaries," said Long. "That's the core role that we see NPS playing in the coming years – the central hub for the diffusion of AI knowledge across the Navy and Marine Corps."

Since inception of the program, the AI Summit continues to grow and evolve. What began as an ambitious effort of less than a dozen practitioners has grown by orders of magnitude. And it's a number that will surely grow as the Navy and Marine Corps further embrace the widespread applications of AI, and the necessity to evolve and innovate at great speed and scale. NPS will continue to play a leading role in AI education, research and innovation with the next AI Summit scheduled for March 2023.

Navy to Christen USNS Earl Warren From Navy Office of the Chief of Information

20 January
 WASHINGTON - The Navy christened John Lewis-class replenishment oiler, the future USNS Earl Warren (T-AO 207), during a 10 AM PDT ceremony in San Diego on January 21.

The Honorable Carlos Del Toro, Secretary of the Navy, will deliver the ceremonial principal address. Remarks will also be provided by Vice Adm. Darse E. "Del" Crandall, Jr., Judge Advocate General of the Navy; Rear Adm. Michael Wettlaufer, commander, Military Sealift Command; Earl Warren, MD, grandson of Chief Justice Earl Warren; and Mr. David Carver, president of General Dynamics National Steel and Shipbuilding Company (NASSCO). In a time-honored Navy tradition, the ship's sponsor, U.S. Supreme Court Justice Elena Kagan, will christen the ship by breaking a bottle of sparkling wine across the bow.

The future USNS Earl Warren is the third ship in its class and will be operated by the Navy's Military Sealift Command. The ship is named in honor of the late politician and civil rights leader who served as the 14th

Continued on Page 22



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As of Today, The Most Asked Question

By Sheila Dassatt

We just had the Maine Fishermen's Forum, over the past weekend, which was a welcomed event after two years off. I am on the Forum Board of Directors, so whether we had the event or not, the Board worked on the Forum in order to do the best that we could under the current circumstances. Of course, the circumstances have been the Covid Virus that kept us all apart. So, it was great to see everyone! The weather played a big part of a slow turnout on Saturday, but it gave the exhibitors an opportunity to visit one another and catch up with each other's booths.

This was Chilloa Young's 25th year as Forum Coordinator and also her retirement year, along with her family, Mike and Loalee Young. For the past few years, they worked as the Young Family Team and did a fantastic job!

There is a you tube video that was presented at the Saturday Night Banquet, showing Chilloa and participants from over the years. This video is called Tribute to Chilloa Young Fisherman's Forum 3/23. It is a well deserved tribute and also very touching to all that have known and worked with her over the years. The Board of Directors awarded her with a plaque from the State of Maine, honoring her for her years of work and dedication. In case you didn't know, the

Forum was founded in 1975, represents and offers to fishermen, clambers, lobstermen, aquaculturists and other related seafood industry participants an opportunity to meet on neutral ground with fisheries managers, state representatives, members of Congress and Senators. This is quite an accomplishment when you consider some of the strong issues that we have faced over the years.

At this particular Forum, our guests were Governor Janet Mills, Senator Angus King, Senator Susan Collins and Chellie Pingree, all there to tell us how they were able to gift our lobster fishery with an additional six years to work on the whale rules. It was very enlightening, which gave us all a chance to say "Thank You" in person. We had a lot of standing ovations at this gathering. This shows that regardless of our political parties or differences these days, we were able to come together and work for the well being of our fishing industry in Maine along with the Atlantic States.

When I was at our Downeast Lobstermen's Association booth, we resurrected our "Who's Endangered Now" shirts, which was reconstructed by our granddaughter, Hanna Perce. We needed to do a new and updated picture of our fisherman for the Maine Camp Outfitters, who also did a great job getting them finished and ready to take to the Forum. By the way, we are offering the shirts on our

website, downeastlobstermen.org and our Facebook site also. We can send you one to help us raise awareness and support for our fishery.

So, while at the booth, people would ask me, "What is the biggest issue that you are dealing with right now?" Of course, the whales are always a concern of ours, but I had to say, right at the moment, the windmills are our biggest challenge. Andrew Joyce aired an interview with me concerning the windmills in 2021, so we have been fighting this issue for a while. I have had a lot of feedback from that video and I thank you all very much for your compliments. That's probably the most I've talked in public at one time, I usually am taking notes or writing such as this. I believe that I was able to do it because I truly believe in what I'm saying, which is the fact that these windmills do not belong in the ocean, especially with what is happening to our ocean life and also the birds. If a person really thinks about it, they are also a hazard to navigation, whether it is a fishing vessel or a tanker. The latest news brief that I have seen, is the floating blade that broke away from the mother unit. A ship could run into the blade and cause great damage and perhaps loss of life from sinking if they should hit one in the night.

We have all been seeing the whales and dolphins washing up on the shores of New Jersey and now other Atlantic states. I also saw a video that an eagle was flying around a windmill and was struck and fell dead to the ground. The biggest question is: "why is

it as quiet as it is about this?" If a fisherman was to entangle a whale, even if it lived, it would be used against us and the "groups" would be all over us! Now, the fishermen are concerned about the welfare of the whales due to the possibility of the pings from the research ships disturbing their sonar and disorienting them. Yes, the fishermen do care about these beautiful creatures and don't want to see them die in vast numbers due to the testing sites for windmills. This has to stop, just for the sake of it being a moral issue.

We understand that promises have been made about having wind farms by a certain date on the calendar, but the whole issue has not been tried and true. If the research proves it faulty, then the projects should be stopped until further notice in order to look at better options. This is not Green Energy, far from it!

There is a new video that just came out, it is called Ocean Protection Fund/Wind Turbine Video. This is also very well presented. Please take the time to look it up and watch it. The more the numbers of people involved and our voices, we can make a difference. The site that is established to help with this cause is called OceanLegalDefense.org. We need to start somewhere as a voice for the people. We can make a difference and yes, this is the most asked question that we have in front of us right now. ***We are all working on this and hope that we can save our oceans.***

Maine Dept. of Marine Resources

2022 Commercial Fisheries Value Returns to Levels More in Line with Recent Years

March 3, 2023

Augusta – In the wake of 2021 - a year of historically high value for Maine's commercially harvested marine resources - harvesters last year earned \$574,049,682, an amount that is more in line with recent history, according to preliminary data released from the Maine Department of Marine Resources (DMR).

While overall value represents a 37 percent drop compared to 2021, it is still consistent with the average value of all Maine commercially harvested marine resources between 2011 and 2020, which was

\$586,620,579.

Maine lobstermen landed 97,956,667 pounds and earned by far the most of all the state's commercial fisheries at \$388,589,931. The per-pound value of \$3.97 was on par with the average boat price of the decade prior to 2021, but a significant reduction from the all-time high that year of \$6.71 per pound. The result was an overall value decline from 2021 of \$353.6 million.

"Maine's lobstermen were facing tremendous uncertainty about their future last year over pending federal whale regulations, compounded by the high costs for bait and fuel," said Governor Janet Mills. "Yet they still brought to shore nearly 100 million pounds of quality Maine lobster, which reflects this industry's resilience when confronted with a difficult and dynamic economic environment."

On the strength of a per-pound increase of nearly \$300, Maine's elver harvesters earned \$20,163,965, in 2022 placing it as the state's second most valuable commercial fishery. The value of Maine-caught elvers reached \$2,131 per-pound, which has only been exceeded twice in the history of the fishery.

Soft shell clams netted Maine harvesters \$16,676,325, ranking the fishery as the state's third most valuable in 2022. "By funding new positions at DMR to address climate change impact on clams and other nearshore species, the state has taken the vital step in supporting the resilience of this and other important fisheries in the nearshore, like mussels, seaweed and worms," said DMR Commissioner Patrick Keliher.

At \$12,066,941, the value of Maine's menhaden landings in 2022 increased by more than \$1.6 million over 2021 and ranked the popular lobster bait as Maine's fourth most valuable fishery. "Maine achieved a major win in 2022 for both lobster and menhaden harvesters, with an increase in state quota from 2 million pounds to more

Continued on Page 23



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Commercial Fishing News

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

From the Director -

How did everyone weather that cold snap that we had?! In some areas, the wind chill was a low as -50 degrees, with a lot more boats coming up at the yard and there seems to be a lot of frozen pipes in homes everywhere. The weather had a five-minute frost bite and hypothermia warning. Thank goodness there were warming centers throughout the communities. Thank you to everyone that gave a helping hand. Spring is around the corner, so hang in there!

There isn't a whole lot happening within the fishery at the moment. A lot of guys are out there in this cold scallop dragging. I really commend them for their bravery to the cold this year. As for the rest, traps are being mended, buoys are getting sanded and painted, and doing the task of getting the whale friendly ropes ready for this next season.

One current issue that we are facing is the revisiting of the Draft Addendum 27, which calls for gauge changes in LMA 1 and LMA 3. The ASMFC's American Lobster Management Board initiated this since Congress enacted a six-year delay in any new whale rules for our lobster industry. The proposed changes range from 3 5/16" to 3 3/8" while changes to Area 3 range from 6 1/2" to 6." Trap reductions are not included in this proposal. The hearings were held March 7, 8 and 9th. These hearings were so we could weigh in on our opinions. By the time you read this, the hearings have already been held, but you can weigh in on it by submitting written comments until 11:59 p.m. on March 31. Comments should be sent to Caitlin Starks, Senior FMP Coordinator, at 1050 N. Highland St., Suite 200 A-N Arlington, Virginia 22201. Or at comments@asmfc.org with a subject line: Lobster Draft Addendum XXVII. Commissioner, Pat Keliher emphasized "I want to reassure fishermen that the sky is not falling, but we are seeing some

negative trends that are worrisome. We have a fishery that has always been based on conservation - size limits, V-notching, returning eggers. This is an extension of that."

At this point in time, if you had funds withheld from your catch, the bonus checks should be coming out soon. With the winter being such a difficult one, this will be a help with our winter expenses. Our Commissioner told the Lobster Advisory Council at the January meeting that checks, which are meant to offset the expense of the whale safe rope, will be issued by the ASMFC and should arrive this spring. Pat stated that "The Commission will be writing the checks, so make sure you don't see the envelope and throw it away." The DMR will keep us posted as to when they should be starting to arrive. The funds comes from a \$14 million appropriation approved by Congress last year. This was also referred to as the Omnibus spending bill. This bill delayed the new protection rule for the endangered whales for six years. This includes \$55 million for research and development of new technologies for monitoring the whales.

All associations, including DELA, were asked if we thought the formula for determining who will receive funds is fair. Taking all things into consideration, they worked very hard on coming up with a fair solution. DMR looked at the last three licensing years (2019, 2020 and 2021) and came up with 4,976 harvesters among all three classes of licenses. It was actually discovered that 1,023 were "extremely latent" due to there was no record that they fished at all. Then the DMR ruled out payment for 1,167 that had minimal harvesting over those three years. They had fewer than 50 trips over the entire three-year period. So this deemed that the remaining 46 percent of license-holders were eligible, which will give them a check for \$1,700. The Federal permit holders who

made more gear changes to comply with the rules, will be eligible for a \$3,500 payment. They will also qualify for a check if their landings exceeded the eligible poundage of 32,392 pounds but did not have 50 trips over the three-year period. The Lobster Advisory Council called the formula "reasonable and equitable."

My biggest concern with this whole proposal, is that bureaucracy does not take too long to do their research and paperwork to get the funds out to the fishermen. A lot of guys are going to the banks for equipment loans, which puts the "cart before the horse." Although I will admit, the overall expense of modifying the gear will cost a lot more than the amount that has been allotted to us. Every little bit helps, that's for sure, we just need to see it as our compensation before we have to pay out our own money to get this done in time for the season. This rope work has definitely been an added expense and a lot of extra labor to keep us compliant.

DELA was at the Maine Fishermen's Forum March 2-4. It was be good to see everyone there once again! We have resurrected our "Who's Endangered Now" T-shirts and had them at the Forum. We sold a few at the booth, but the weather was so bad on Saturday, that we did not see as many visitors as usual. We will be posting them on our website, downeastlobstermen.org and our Facebook site, if you'd like to order one. Just send me a message and we will make arrangements to get one to you! We have all been in this fight as a unified

fishery effort. For those that do not know, we represent the Maine Fishermen's Forum, the RED Board, (Maine lobster license plates), the Board of the Lobster Institute, we are on the Governor's Council of the Fishermen's Working Group concerning the windmills and representing our fishermen with sharing in the Maine Coastal News for our reports. I try to put concerns out in my articles that concern our marine industry, in hopes of preserving our traditions and our community working waterfront and living concerns. We do not want to see our way of life disappear in time due to changing times. There are still generations living this way of life and want to continue for our next generations. We have a convenient membership form in the Maine Coastal News also. We have a few open seats on our Board of Directors, so stop by if you really would like to be involved and help to make a difference.

Take care and see you soon, Sheila

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

ASMFC Summer Flounder, Scup and Black Sea Bass Board Sustainable and Cooperative Management of Atlantic Coastal Fisheries

March 2, 2023

Meeting Summary

The Summer Flounder, Scup and Black Sea Bass Board (Board) met via webinar to consider black sea bass and scup recreational regulations for the 2023 fishery.

Background

In December 2022, the Board and the Mid-Atlantic Fishery Management Council (Council) met jointly to set recreational measures for 2023. The Percent Change Approach, as implemented under Addendum XXXIV to the Summer Flounder, Scup, and Black Sea Bass Fishery Management Plan (FMP), was used in conjunction with the Recreational Demand Model (RDM) to determine that both scup and black sea bass require a 10% reduction in recreational harvest in 2023.

For black sea bass, the Board and Council decided to proceed with the regional conservation equivalency process as outlined in Addendum XXXII, which requires each region (MA-NY, NJ, DE-NC) to implement black sea bass regulations that will achieve a cumulative 10% harvest reduction by weight. For scup, the Board and Council recommended reducing the federal possession limit to 40 fish and shortening the season to May 1 – December 31. Given these measures would not achieve the full 10% reduction, the Board and Council agreed that states would further modify their measures through the Commission process to achieve the full 10% coastwide harvest reduction.

In January and February 2023, the Summer Flounder, Scup, and Black Sea Bass Technical Committee used the RDM to recommend options for 2023 recreational measures for black sea bass and scup which achieve a 10% reduction for both species.

2023 Black Sea Bass and Scup Recreational Measures

At its webinar meeting on March 2, the Board reviewed and approved the presented range of state/regional options for 2023 scup and black sea bass measures as developed by the RDM. Following this meeting, the states will need to select and inform the Commission of their final 2023 state waters measures for both scup and black sea bass, which will be included in a letter to NOAA Fisheries. 2023 summer flounder recreational measures will be the same as the 2022 measures.

In response to submitted public comment and concerns raised by a few Board

members, the Board discussed the merits of whether the scup recreational fishery should remain open in federal waters from January 1-April 30, 2024. Given the selected state measures will achieve the required reduction, the Board will recommend to NOAA Fisheries that it reconsider the scup federal waters closure as described above.

For more information on black sea bass, please contact Tracey Bauer, Fishery Management Plan Coordinator, at tbauer@asmfc.org, and for more information on scup and summer flounder, contact Chelsea Tuohy, Fishery Management Plan Coordinator, at ctuohy@asmfc.org.

Motions

Move to approve the range of state/regional options for 2023 black sea bass recreational measures developed using the Recreational Demand Model as presented today.

Motion made by Ms. Meserve and seconded by Dr. McNamee. Motion approved with one abstention from NOAA Fisheries.

Main Motion

Move to approve the use of the Recreational Demand Model to establish 2023 scup recreational measures to achieve a 10% reduction of the RDM's estimated 2023 harvest under 2022 measures, and recommend NOAA Fisheries reconsider the federal waters closure based on the reduction achieved by the state regulations.

Motion made by Mr. Cimino and seconded by Mr. Borden. Main motion divided.

Motion to divide the question.

Motion made by Mr. Nowalsky and seconded by Mr. Batsavage. Motion passes by consent with two abstentions.

Divided Main Motion #1

Move to approve the use of the Recreational Demand Model to establish 2023 scup recreational measures to achieve a 10% reduction of the RDM's estimated 2023 harvest under 2022 measures. Motion substituted.

Motion to Substitute

Move to approve the range of state/regional options for 2023 scup recreational measures developed using the Recreational Demand Model as presented today.

Motion made by Ms. Meserve and seconded by Dr. McNamee. Motion passes (8 in favor, 1 opposed, 2 abstentions).

Divided Main Motion #1 as Substituted

Move to approve the range of state/regional options for 2023 scup recreational measures developed using the Recreational Demand Model as presented today.

Motion passes. Roll Call: In Favor

- MA, RI, CT, NY, DE, MD, VA, NC; Opposed - NJ; Abstentions - NH, NOAA.

Divided Main Motion #2

Move to recommend NOAA Fisheries reconsider the federal waters closure based on the reduction achieved by the state regulations.

Motion passes (6 in favor, 3 opposed, 2 abstentions).

Recreational Fishing Data Priorities for 2023

NOAA Fisheries spotlights fiscal year 2023 priorities, fiscal year 2022 achievements to support the recreational fishing data collection program.

3 February

NOAA Fisheries has published its Marine Recreational Information Program Implementation Plan, which identifies its recreational fishing data collection program priorities for fiscal year 2023. Priorities include examining current survey designs to see where improvements can be made; implementing plans to transition to new and improved survey methods; and supporting regional data collection priorities.

"Our partners and stakeholders play a key role in achieving programmatic milestones and identifying regionally specific data collection needs," said Richard Cody, chief of the Office of Science and Technology's Fisheries Statistics Division. "This plan reflects their contributions and collaboration."

Program Priorities for Fiscal Year 2023 Effective Implementation of New, Improved Survey Methods

We will continue to develop and implement transition plans in coordination with state and regional survey sponsors. They outline crucial steps for moving from one survey method to a new or improved survey method. The goal of these plans is to preserve the continuity of historical fisheries catch and effort information and to minimize disruption to fisheries management during the transition.

Redesign of the Large Pelagics Survey

We plan to complete the final phase of sampling for the new Large Pelagics Survey design. Large pelagics include tuna, sharks, billfish, and other offshore species. We will test various methods to optimize the productivity of the survey, or the number of interviews conducted per sampling assignment. Once certified, the survey design may be an

option for expanding coverage and improving the precision of catch estimates for other fisheries not frequently encountered through our other surveys.

Support for Regional Priorities

We will continue to work with regional teams to update and implement their regional implementation plans. These teams are located in the: Atlantic (Atlantic Coast and Atlantic Highly Migratory Species); Pacific; Gulf of Mexico; Caribbean; Pacific Islands; and Alaska.

The plans specify regional data collection priorities along with funding and technical needs that help drive decision-making. They are living documents formally updated every 5 years.

Your Fishing Counts: An Angler's Guide to the Marine Recreational Information Program

Estimating recreational catch is an important part of our work to keep fisheries sustainable and keep anglers fishing. Anglers play a key role in helping us count the number of fish caught, kept, and released. Learn about our data collection efforts

As part of our ongoing commitment to continuous improvement and providing quality data, we will further investigate potential sources of errors in our survey designs and methodologies. We will make plans to address these once identified. While it's impossible to eliminate all potential sources of error from a survey design, certain statistical methods can be employed to help reduce error.

Key Program Highlights for Fiscal Year 2022

Developed Transition Plan for Gulf State Recreational Fishing Surveys

The Gulf of Mexico Transition Team developed a plan that outlines the process for incorporating catch estimates from Gulf of Mexico state surveys into NOAA Fisheries science and management. These state surveys include: LA Creel, Mississippi Tails n' Scales; Alabama Snapper Check; Florida State Reef Fish Survey; Texas Coastal Creel Survey; Administered \$3 Million to Partners to Support Regional Priorities.

We provided additional funds to the Atlantic Coastal Cooperative Statistics Program, GulfFIN, and Pacific RecFIN to support increased sampling along the Atlantic, Gulf of Mexico, and Pacific coasts. This funding helps support regional data collection priorities to meet unique fisheries

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MISCELLANEOUS COMMERCIAL FISHING NEWS

management needs.

Provided Tailored Technical Resources

NOAA Fisheries hosted six webinars to provide stock assessors, fisheries analysts, and other recreational data users with best practices for accessing, analyzing, and using recreational fishing data.

We also developed informational products that help explain how the agency estimates recreational catch per angler trip, number of angler trips, and total catch. They cover such topics as statistical weighting and precision.

Completed Report to Congress on In-Season Management

We completed a plan that addresses recommendations from the National Academies of Sciences, Engineering, and Medicine's 2021 study, Data and Management Strategies for Recreational Fisheries with Annual Catch Limits.

Tracking Progress

Since 2008, NOAA Fisheries' Marine Recreational Information Program has tracked annual updates of the program's work to provide recreational fishing statistics. This information helps assess the current health of fisheries and guides informed fisheries management decisions.

Thank you to our partners and stakeholders who are critical to our collaborative operations. They include: Recreational anglers; For-hire captains; State agencies; Fisheries information networks; Interstate marine fisheries commissions; and Regional fishery management councils.

NOAA Fisheries Releases Draft National Seafood Strategy, Requests Public Input

The 30-day comment period ends on March 16, 2023.

NOAA Fisheries has released the draft National Seafood Strategy and encourages all interested members of the public to review and submit comments. This strategy underscores NOAA's strong commitment to seafood sector resilience. It aligns with the Biden-Harris Administration's goals for economic recovery, environmental sustainability, and climate resilience. Further, the White House Conference on Hunger, Nutrition, and Health points to the need for increased seafood consumption in the United States, which this strategy aims to address.

The strategy also responds to the unprecedented challenges facing the U.S. seafood industry, including climate change, the coronavirus pandemic, new technologies and other ocean uses, and significant labor shortages and aging infrastructure.

Our Vision for Resilience

The National Seafood Strategy outlines our direction for supporting a thriving domestic U.S. seafood economy. It describes our approach to enhancing the resilience of the seafood sector in the face of climate change and other stressors.

Our vision is to ensure that:

U.S. seafood continues to be produced sustainably

The U.S. seafood sector contributes to the nation's climate-ready food production and to meeting critical domestic nutritional needs. U.S. seafood production increases to support jobs, the economy, and the competitiveness of the U.S. seafood sector. Supply chains and infrastructure are modernized with more value-added activity in the United States. Opportunities are expanded for a diverse and growing seafood workforce. We will implement the strategy by focusing on four goals: Sustain or increase sustainable U.S. wild capture production. Increase sustainable U.S. aquaculture production. Foster

access to domestic and global markets for the U.S. seafood industry. Strengthen the entire U.S. seafood sector.

Request for Public Input

Public comments are integral to finalizing the strategy and helping guide the direction of our work to support the seafood sector. Written comments may be submitted online until March 16, 2023. We will host two virtual listening sessions on March 2 and 9, 2023 to present the draft strategy and gather input. We will schedule additional consultations with Tribal nations on request.

New Study Finds Ocean Acidification and Warming Hinder Juvenile Atlantic Sea Scallop Growth

Study provides the first information on post-larval scallop growth under ocean acidification conditions.

Juvenile sea scallops obtained from Pine Point Oyster Company in Maine were used in this ocean acidification exposure study.

A new study published in PLOS Climate indicates that ocean acidification conditions projected between now and 2100 depress the growth of juvenile Atlantic sea scallops. Ocean acidification is caused by the ocean absorbing carbon dioxide from the atmosphere, resulting in chemical changes that increase acidity. Ocean warming may further hinder growth. Atlantic sea scallops support one of the most valuable fisheries in the United States, worth \$670 million in 2021.

Postdoctoral researcher and lead author Emilien Pousse said, "This work describes the energetic balance of sea scallops under ocean acidification conditions for the first time, a species of economic and socio-cultural importance. Within our changing world, getting to know how our marine resources and fisheries could be affected by ocean warming and acidification in the near future is the key to anticipate the upcoming changes."

The 8-week study was a collaboration between NOAA Fisheries and Massachusetts Maritime Academy in Buzzards Bay, Massachusetts. Faculty and students helped NOAA scientists conduct the study at the campus' aquaculture lab. Scientists exposed the scallops to three different carbon dioxide levels and measured their growth and metabolism, including feeding, respiration, and excretion rates. Ocean acidification conditions significantly reduced the scallops' ability to take up energy.

Study Fills a Critical Knowledge Gap

Juvenile sea scallops in flow-through chambers during a biodeposition experiment.

The NOAA Ocean Acidification Program, which funded this work, has a mission to better prepare society to respond to changing ocean conditions and resources by expanding our understanding of ocean acidification.

Dwight Gledhill, deputy director of NOAA's Ocean Acidification Program, explained further. "Sea scallops represent a critically important fishery for New England and the Mid-Atlantic," he said. "Because the effects of ocean acidification can vary considerably from species to species, it is necessary that we conduct targeted studies on sea scallops to better evaluate the risk ocean acidification may pose to them in coming decades."

Dvora Hart is the lead assessment scientist for the species at NOAA Fisheries as well as a co-author of this study. She has studied Atlantic sea scallops for 24 years.

"This is the first information on post-larval scallop growth under ocean acidification," she noted. "I previously worked on computer modeling studies with Woods Hole Oceanographic Institution oceanographers focused on climate change and ocean acidification effects on sea scallops. At the time, we did not have experimental data on sea scallop response. We estimated it based on what we knew about other scallop species and oysters. We now have real data on how sea scallops respond, filling a major gap in our knowledge."

Cadets Involved Launch Careers in Science

The aquaculture laboratory at Massachusetts Maritime Academy in Buzzards Bay, Massachusetts, where NOAA scientists conducted the sea scallop study.

Massachusetts Maritime students –

called cadets – gained hands-on research experience while collecting samples and caring for the scallops during the experiment.

"It was thrilling to see the Massachusetts Maritime Academy laboratory facilities used for such important scientific work," emphasized Bill Hubbard, marine ecology professor and co-author of the study. "All of the NOAA scientists took time to engage undergraduates and inspire our future scientists."

The Future is Sooner Than We Think

While the ocean absorbs about a quarter of the carbon dioxide produced by human activities, the pH of ocean water varies

Continued on Page 20





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Boat And Ship Yard News



This is a York 42 of Northeast Harbor, which has been in the shop for a major overhaul by York Marine of Rockland. They made modifications to the flybridge, repowered and made modifications to the interior. She is close to being finished and should be over mid-spring.



A recently delivered Hodgdon 10.8 meter Beachlander tender.



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Buxton Boats

Sunset

Last fall Peter Buxton, owner of Buxton Boats in Sunset, had a contract to build a Cayman cat. This meant he needed to go to the Cayman Islands and take the lines off three of their boats, which he did in October. Upon his return, he drew out the lines of the three boats and sent them to his customer in the Cayman Islands. They choose one and Peter then began lofting her out. He added, "It was surprising. At first glance they all looked the same but when I got them down on paper, it was amazing how different they were. It is just like lobster boats. First glance, they all look the same, but you get them on paper and really look them over, there are a lot of subtle differences. This particular one is the smallest. The biggest was 24 feet, this one is 20 feet 3 inches and 5-feet wide."

He then lofted the one they had chosen and began looking for wood. He was concerned that this boat was going to be used in the tropics so they needed wood that was rot resistant. He decided to use Black Locust for the keel and this meant that he needed to make a trip to Connecticut. At 7 one morning he climbed into his truck and made a run to New England Naval Timbers in Cornwall and did not get back until midnight. It was not easy finding it, but this piece of wood does not have a knot in it. Even though the cost was high, Peter said it was well worth it.

So, when I arrived Peter had the keel together and was cutting in the rabbit line,

which only took him a couple of days to complete. The station moulds are already and they will be put in place next. She will be carvel planked in cedar.

This is a simple open boat with a little bow deck below the gunwale for stepping the mast to, and three thwarts for seating. She has a simple cat rig with an unstayed mast right up in the bow. There is also a board for hiking out that will need to be made.

He has until the end of April to complete this project and then put it in a container and ship to the Cayman Islands. Peter will then hop on a plane and go down and put her together and make sure there are no issues.

Next to the Cayman cat Peter has his own boat in the shop, a Northern Bay 36 cruiser, in for some regular maintenance. He made changes to the spray rails. The former owner did not like the waves hitting them when he was trying to sleep so he cut out a section of the spray rails at the waterline. Peter replaced the rails and in getting them off damaged the paint and this forced him to paint her topsides. He is also painting the aluminum window frames. Next, he will put in an auxiliary oil pressure gauge and then do some varnish work. She will be ready mid-spring and he and his wife Sue are hoping to head south in the fall.

Boricua Boat Works

Steuben

The first bay was empty, which meant that the Mussel Ridge 46 being finished off as a sportfish/cruiser for a customer from



Photo Anne Blanchard



Photo Anne Blanchard



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Boat And Ship Yard News



At Sargent's Custom Boats in Milbridge they are finishing off this Wesmac 46 as a lobster boat for a local fisherman. She will be powered with a 1,000-hp FPT.



This is a Young Brothers 40 hull, which has been lengthened and widened at Little River Boat Shop in Cutler. Ryan Lemieux said it took them a little more than a week to do.

Texas, was gone. Well, she is still there, outside, awaiting others to come in and do their part. She is very near done and when the engine hook-up, hydraulics, wiring, electronics, air conditioning and such are completed they just have to installed items already made and she is good to go. Getting these people in to do their part has not been easy and it makes it hard on Moises, owner of Boricua, to finish this project.

Coming in to fill this spot will be a Wesmac 50 x 20, which will be finished out as a split wheelhouse lobster boat for Chris Candage of Bar Harbor. She is going to have a full interior and will be powered with a 1,400-hp MAN.

In the next bay is a Northern Bay 41, the hull of which was laid up by Shawn Snow in Sedgwick. She is being finished out as a high-end sportfisherman for a customer from Connecticut. The interior will consist

of a double berth forward, two guest berths, full head with shower and the galley is up in the shelter with settee and table. She will be powered with a 900-hp Scania. She came in the end of last August and they have been working on her when time allows. Moises is hoping to have her over in June. He has had the owner pick out his own cabinets so they only have to build a box they will slide into and that will lessen greatly the number of hours needed to finish this boat.

Next, they will have a Flowers 43 coming in to be finished off as a cruiser for a customer from New York. Moises was not expecting this hull to arrive until late summer.

Hodgdon Tenders Damariscotta

Hodgdon Tenders, the Superyacht tender division of Hodgdon Yachts, announced

that they have signed contracts with a repeat client for three 40-foot tenders, which will deliver in 2025 to a new build project currently underway in Northern Europe.

Design and Naval Architecture of the Limousine, Open, and Beachlander Sport tenders is by Michael Peters Yacht Design and engineering is by Hodgdon Tenders' in-house team. All three tenders will have custom features, stainless steel detailing, and underwater lights to complement their mothership.

The Limousine tender will include luxury interior accommodations for 15 guests, climate control, leather upholstery, integrated champagne storage, and a glass roof. Highlights of the Open tender will include a spacious cockpit which lends itself to a variety of guest activities, large aft sunpad, and generous storage areas. Ideal for watersports and fishing, the Beachlander

Sport tender will have a forward hydraulic bow ramp, folding composite t-top, and day head.

"Having delivered numerous American built tenders to top projects, we have had a full order book at Hodgdon Tenders and we're grateful for the opportunity to build three more," said Audrey Hodgdon, Director of Sales & Marketing.

Little River Boat Shop Cutler

Nick Lemieux's lobster boat PHANTOM was in to be repowered. They then put Norbert Lemieux's lobster boat in and added a hydraulic tailgate and lobster tanks under her deck.

Now in the shop is a Young Brothers 40, which is being finished off as a lobster

Continued on Page 18

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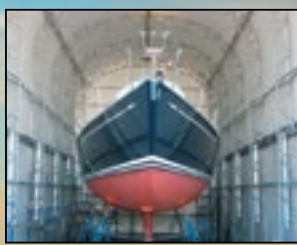
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Boat And Ship Yard News



This 23 is being finished off as a pleasure boat for a customer on Long Island, New York by Sargent Custom Boats in Milbridge. Note the longer house.



Long Cove Marine on Deer Isle has these two lobster boats, INTUITION and GRAND ILLUSION, inside getting repowered.

Continued from Page 15

boat for Ryan Lemieux, who was in need of a bigger boat. He explained, "We took it, cut it below the waterline. We would cut it every 4 feet, leave 3 inches, 4 feet, leave 3 inches so that established where we are going to cut it. We put 7/8-inch pine boards that were our molds, screwed those to the hull and then we got 4 x 6s that are 4 feet on center and placed across the hull. Then we got those pieces to slide it out. Right here where the bulkhead is we have got 3/4-inch threaded rod to pull the sides out. So, we ended up pulling it out 6 inches on each side, and layered her up. We have got eight layers of 3205 on top of the pine boards. I had Stewart (SW Boat Works in Lamoine, who laid up the hull) widen it a foot on the stern so that squared the sides up a little bit and then of course we widened

it another foot so it is 15 feet wide right at the bulkhead and then it is 14 feet wide on the stern. When you take and cut the sides and slide them out it ends up bringing them ahead so we lengthened the boat 2 feet, so it is basically 42 x 15."

A few years ago, they did this to a Young Brothers 33, which they lengthened and widened. Ryan added, "That boat is awesome, I just outgrew it. The new boat is powered with a 1,150-hp C18 Cat with a Twin Disc gear. I am actually quite tickled with how low we got that engine because I figured I was going to have to have quite a tall engine box but she will only be 8 or 10-inch tall. Down below she is going to have one big bunk and I will put crates underneath. We have got all my panels and everything laid up. My roof is hung up over there. All the side panels are laid up so we can build the

top quickly. Just like going up to Darling's and buying a brand-new truck and cutting it all to hell."

They are hoping to have her done the first part of May. They have about 10 workers and they can get a lot done in a short period of time. The hull alterations took just over a week to complete, which is impressive.

Long Cove Marine Deer Isle

Owner Eric Smith left Billings Diesel & Marine four years ago and opened a small engine shop and went lobstering the first year. It was not long before he had plenty of engine work, so much so, that a year ago he built a new 60 x 80 metal building with an overhead hoist. Early on the stock room did not have much in it, but that is not the case now, in fact it is not big enough. They have a good repour with Billings as many of the new engines come through them.

In the shop they have Tony Bray's INTUITION, which is in to be repowered. She had a QSE 500 and will be getting a QSL 9 Cummins. It was not a bad swap as most everything lined up. They did replace the exhaust as that was bad and they rewired the battery.

In the other bay is GRAND ILLUSION owned by Sean Haskell. They removed a 430 Cummins and are replacing it with a QSL 9. This one was much more involved as they had to replace half the platform, went from dry exhaust to wet, rewired the entire boat, all new hydraulics and a new shaft, which is going to be stepped up from 1 3/4-inches to 2-inch.

Recently they pulled a C-18 Cat out of a Wayne Beal 40 and Eric did a bare block rebuild. They also gel-coated the engine room, rewired the boat, new cutlass bearings, new hoses and they removed the windows and resealed before putting them back in.

Next, they have a boat coming in to be repowered with a QSL 9 Cummins. She now has a QSE 500 in it.

Oceanville Boatworks has a new lobster boat underway in their shop and they need to do the engine hook up, wiring and hydraulics on her. Oceanville's next boat to finish is a Calvin Beal 44, which will be getting a 750-hp John Deere and they will also be doing her installation.

Outside they have the lobster boat BABA BUOY, which needs to come in and be repowered with a C-7 Cat. SLICE OF LIFE is out in the yard. They have removed her engine, a 430-hp Cummins, and Eric will be doing a bare block rebuild.

Sargent Custom Boats Milbridge

They have two boats in the shop they are finishing with more work outside waiting to

come in.

In one bay they have a Wesmac 46, which they are finishing off as a split wheel-house lobster boat with a custom top for a local fisherman. She will be powered with a 1,000-hp FPT. Down below she will have a V-berth, big rope locker under the pot hauler, storage for 15 crates and a 500-gallon fuel tank under the platform.

The house is built and the platform is framed out. With a custom house the owner is not limited and can change the design to suit what he wants. The main bulkhead is 31 1/2 feet from the stern, but the windshield is about where it would have been. They are looking for a late spring launch on this one.

In the other bay they have a 23, which they are finishing out as a sportfisherman for a customer from New York. She has a berth down forward with a shelf and will be powered with a 200-hp Yamaha outboard. This is the first 23 with the extended top and she will be completely enclosed: winter back, sliding door and fold up sides. She will be done late winter or very early spring.

Out in the yard they have a Calvin 38, which they built 17 years ago for Jeff Alley, Jr. She is in for a refit and a repower: a continuous duty 600 hp FPT, which Kennedy Marine will be doing. They have already removed everything from the bulkhead back as they used plywood then and will now replace with composite panels and beams. As soon as the 23 is out she will go in that bay to be finished.

Next, a Northern Bay 38 was lengthened by Shawn Snow in Sedgwick and they will be finishing her out as a sportfisherman for a customer from Long Island, New York.

Wayne Beal's Boat Shop Jonesport

The push was getting another Wayne Beal 36 hard chine lobster boat finished and out the door. She is being finished as a sport/commercial fisherman for an owner from Martha's Vineyard. She is powered with a 900-hp 13-litre Scania with a quick shift transmission 1 3/4:1. Down below she will have a simple V-berth and a head. Under the platform aft she will have about 350-gallons of fuel. When she is launched the owner will be bringing a friend who is interested in a 32.

They were making progress down below and Jeremy Beal said he needed to fit a visor. He also said that he was going to give the interior of the cockpit a skim coat of Polyfare so she will clean up easily.

In the back of the shop, they have a Wayne Beal 42, which will be finished up as a lobster boat for a fisherman out on Vinalhaven. She will be powered with a 730-hp MAN. They will start on her this summer.

They then have another 42 to lay up along with a 46. Someone on Vinalhaven is

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Boat And Ship Yard News



At Wayne Beal's Boat Shop in Jonesport they are finishing up putting the hard chines on another Wayne Beal 36. She is being finished out for a customer from Martha's Vineyard.

also talking about a 32.

For repair work they have a Calvin 38 and out in the yard there is a Wayne Beal 40, hull #3, which Wayne built for Benny Beal, who used her as a dragger. They have got to tear up the platform and lower it at least 5-inches. They have made a new split wheelhouse as the old one had balsa core in it. They also had to replace some of the washboards. The top is on, but needs to be attached more securely as they feel a good wind might be a problem. Jeremy said, "The floor has got to come out; fuel tank has got to come out, new ones go in; floor lowered; fish hole lowered; all new windows; rip off the 2 x 6 spray rails they have got on her and lower the waterline. They had the waterlines four inches higher than normal. It is going to be a procedure that I need to have done by June."

They also have a 36 Stanley out there that had been hit by another boat. Jeremy explained, "She is caved in on port trunk just under the trunk, corner of the trunk house. I don't know when I will get to that. Next winter, David Osgood is going have chines put on a Crowley 33 along with a few other things."

York Marine Rockland

In one bay they have a York 42, which has been in for a couple of years getting a major upgrade. She came in for new engines and ended up getting a lot of other things. The flybridge has a new dash area and new electronics. When repowering they needed to upgrade the fuel system, exhaust system, cooling system and they redid the interior of the shelter and the lazarette. They are down to the end of the list with just hooks up left and then sea trials, which they think they will do in May.

They have got a couple York 18 sail-boats being built. One is getting ready to go to Annapolis, the other one is in the mould. The Young Brothers 40, which is going down to the Bahamas, is progressing. They created an interior mockup and that has been approved. They have modified the hull and top and now will start on the interior. A Holland 32 is in for an Awlgrip job, bow thruster,

swim platform, and they blasted and barrier coated the bottom.

The new storage building out on Route 90 is full and the 35 storage customers will all need to be ready for the upcoming season. Owner Mike York said they have a two-year back-log of work and it does not look like it will slow up.

This is a response to the Publisher's Note on the Cancellation of the Maine Boat-builder's Show from Phin Sprague.

Jon,
Thank you so much for your efforts. We think that there are so many reasons for revisiting the show back on the waterfront in Portland.

After 36 years of producing the Maine Boatbuilders Show, Joanna and I feel a great sense of pride in what the celebration achieved for our industry in a time when the internet was in its infancy and our builders were scattered across 3,400 miles of coastline and hard for potential customers to find.

Vendors are our friends. Some have passed over the bar and we have watched their children grow up and take over. We have had the fortune to have THE most incredible concentration of the boating communities brain trusts with our attendees and vendors at each show. Quality attracts quality and the show was a celebration of excellence. The funky old buildings just added to that.

As our friends' businesses evolved and the internet made customer access to their shops and personalities easier, the resources to come to the show of cost, labor and logistics resulted in some vendors finding other ways to have a

Continued on Page 20



At the Shipyard at Boothbay Harbor, Bristol Marine they are making the frame work for replacing the stern section of the main deck on KATAHDIN, owned by Moosehead Marine Museum of Greenville. When it warms a little bit more they will load this on a truck and head to Greenville to install and have completed before their season begins in June.

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MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 13

based on oceanographic dynamics, depth, and season. Sea scallops live on the seafloor from Canada to North Carolina. Survey data show that pH is decreasing in the northern latitudes of their range, including the Gulf of Maine and Georges Bank, more rapidly than in other areas. Bottom water on the Northeast U.S. Continental Shelf is also warming three times faster than the global average.

“We tend to think of ocean acidification and climate change as off in the future, but the data show that environmental conditions in some areas of this scallop’s range are already approaching those we used in this experiment,” NOAA research chemist and co-author Shannon Meseck explained. “We now know the range where we can expect to see effects on scallop growth.”

Scientists are refining their predictions for scallops by monitoring their habitat, conducting lab experiments that approximate current and future conditions, and computer modeling. “This allows us to identify areas where scallops are already or will soon experience conditions beyond their threshold of tolerance,” Meseck said.

Engaging the Sea Scallop Fishing Community

Scientists from NOAA Fisheries, the University of Connecticut, and the Commercial Fisheries Research Foundation are sharing these findings with sea scallop fishermen and their communities and working together to make management recommendations. They are holding engagement workshops

with fishing communities in Massachusetts, New Jersey, and Virginia, the states with ports where fishermen land the majority of U.S. sea scallops.

James Gutoski is a scallop fisherman who participated in the two workshops held in Barnegat Light, New Jersey. Gutoski started scallop fishing in 1980, advancing from mate to captain to owner of several fishing boats. He became involved in fishery management in the late 1990s when he learned from experience that input from fishermen was critical to the process. He has served as chair of the New England Fishery Management Council’s Sea Scallop Advisory Panel for the past eight years.

“While I’ve never been a large proponent of climate change, I had to take off my rose-colored glasses to see objectively that it is occurring. Ocean acidification is a long-term problem affecting the scallop fleet, while bottom temperatures are something I’m concerned about in the near term,” he explained.

“When I’m hearing about this, I’m on the edge of my seat,” he said. “I want to know what the industry and managers can do to keep the fishery alive and well. For example, could adding shell to the bottom help, or enhancing production in areas that have the most favorable conditions for scallop growth?”

Gutoski notes the importance of industry involvement in reporting observations of scallop habitats. “As a fisherman, you look back and see that things change. You notice anomalies and wonder: is this a swing or a long-term trend? Is this related

to ocean acidification or something else in the environment?”

Next Question: Can Scallops Adapt to a Changing Ocean?

The results of this study show that juvenile scallops are vulnerable to ocean acidification and warming temperatures during short-term exposure. Less is known about their ability to acclimate when exposed to these conditions throughout their lives, or whether they can genetically adapt across multiple generations.

“Scallops have been around for 250 million years,” explained assessment scientist Hart. “They may have something in their genome that allows them to adapt to increased carbon dioxide, but the only way

to tell is to do the experiments.”

Scientists at NOAA Fisheries’ Milford Lab are currently following up on these findings with a three-year study to understand whether scallops may be able to adapt to changing ocean chemistry over multiple generations. They are using bay scallops because they are genetically similar to sea scallops and mature and reproduce more quickly.

They will measure survival, growth, development time, and physiological processes including feeding and respiration. They aim to find out if the second or third generations of scallops grown in ocean acidification conditions show signs of adaptation.

Boat Yard News - Letter on Boatbuilder's Show

Continued from Page 19

dominant position in their market. We felt the erosion of the support for the show. Fewer excellent vendors signed up early enough for us to advertise a robust support for the show which resulted in fewer attendees feeling that the investment in their time was not there. There were other more rewarding opportunities.

At the same time there were outside forces that resulted in PYS moving out of the Portland Company and being unable to host the show in the relatively safe environment of our own buildings. We had no buildings, and even though one could walk around in their socks, the venue wasn’t quaint. COVID shutting down the show at the last minute demonstrated to us the liability of having a show venue that was unable to generate the guaranteed income necessary to pay our exploding outside obligations.

PYS in our new location has been growing rapidly and our reality is that we are no longer knocking around with a small crew in an inefficient locomotive foundry. We are back on the waterfront and have multiples of the old space. But one hell of a mortgage and crew to feed. For this reason, we can’t hold the show in March in our own buildings. But we could hold the show in July when our customer’s boats have been launched and space is available. The new venue includes huge indoor building space, water access and more flexibility on the type of Ocean Economy related exhibitors. We can be more inclusive. COVID and the supply chain issues has really interfered with any focus we could get on the three rings of this effort. EXHIBITORS, MANAGEMENT AND ATTENDEES.

The fact that we couldn’t be associated with a “super spreader” event cast a pale over every one’s enthusiasm. Until the vendor community can feel their employees are safe and that the public will come discounts the risk. The vendors must believe that their customers will come because they are attending.

Joanna and Tom Russell (LECTURES) basically do everything to get the show organized until about two weeks ahead of show time we lay out the venue, organize the set up and PYS employees turn into hosts. In the fall of 2021, Joanna wasn’t able to accumulate what she considered to be the threshold number of excellent exhibitors necessary to attract excellent attendees. Vendors “showed interest” but either had nothing to exhibit, and deferred their sign up to the last minute forcing Joanna to beg many “interested” exhibitors. Lack of commitment was a growing trend. This trend put increasingly difficult weight on our shoulders just because we wanted to do the show, but it became a shadow of our fondest memories. I decided that we would set a minimum of 50 qualified committed exhibitors as the criteria for a show that we would be willing to produce. We didn’t make it for 2022.

Jon, we feel the same sense of loss and potential that you do. We so appreciated your sense that it we did some tweaking with the days and gave the vendors you are in daily

communications with, the chance they would sign up in sufficient numbers to hold the show in 2023. You offered to do what we considered the “Tour d’Force” we agreed if you could help get to the magic number we would make the commitment to the community for a “re building of the bones” of the show in JULY 2023. We would restart the show. Your optimism and hard effort got part of the way there but the bare bones hadn’t been achieved by the time it was necessary to announce the show in the published media. This is a hard deadline that is not of our making but a reality. We have to tell the public who is coming. That critical mass was the understanding. We can’t commit to a major financial issue of interfering with our current operations for the benefit of the industry and both build the backbone and beg people to support the show. IT MAKES NO SENSE!

Joanna and I as well as the management team at PYS have a hard time letting go of the positive aspects of the show and we have been discussing your efforts and how we might keep the place holder open in 2023 for a 2024 show.

The Maine Boatbuilders Show has also been a supporter of the Maine Maritime Marine (MMA) Flea Market. Their scholarship auction was cancelled in 2022 and they have stranded trailers full of gear to auction off for a great cause.

We need to give MMA an auction opportunity.

We hear that you are still convinced that given enough time that efforts with Joanna’s, a 2024 show could reach critical mass by December of 2023.

Our team has agreed to an open house for one day Saturday July 15 2023. WHAT HAPPENS REMAINS TO BE SEEN. Any of the vendors that feel that this is an opportunity that would like to partake of may do so. An open house would normally be at our expense and we could add vendors to it. It will be what we can make of it. At this point the date is certain, without more sense of what will happen at this point we don’t intend to any more than what we normally do, control the parking, gate, grounds and docks for safety purposes. We will apply for a general Coastguard maritime event status for the river and organize security boats. We don’t know who might be interested in an “on the water” activity but the event permit has to be applied for.

We will have the “open house” if it is only for Maine Maritime. To a certain extent we don’t know what “open house” means until we can get our hands around what the general reaction is.

If our friends decide to make the investment we will make a balanced investment in the management of this date GOING FORWARD. For this year we will advertise that they are coming on our show website, timely publications what they are bringing. The show of support will allow us to discuss a 2024 show among interested parties and the realities of a critical mass commitment by December 2023.

Thank you, Phin

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Golden Globe Race 2023 Update

Continued from Page 8

the southern hemisphere. Ian has over 3000 miles to go and Jeremy is only 450 miles ahead. ETA around MID MARCH!

“Cape Horn is completely on my mind. I’m quite anxious. My ETA will be right at the end of the season, almost at the equinox. I am concerned; every day I get headwinds or half a day of calm is another day that I’m not at the Horn, and I know I am at the very tail end of the season now. I know it can get serious very quickly down there; the biggest challenge is still ahead.” Ian Herbert-Jones Puffin.

DAY179: Kirsten and Abhilash fighting for Golden Globe lead and two new Cape Horners!

South African Kirsten Neuschäfer and Indian Abhilash Tomy fighting for the lead leaving the Southern Ocean. Simon Curwen (GBR) Howdens and Michael Guggenberger (AUT) NURI are the world’s latest, round-the-world solo Cape Horners! Jeremy Bagshaw, 1200 miles from Cape Horn, getting cold, sailing fast but will the storms stay away? Upwind, no wind and Crotch rot! Tail ender Ian Herbert Jones needs all the British Humour he has left in him!
3 March

In August 2015 Michael Guggenberger read a magazine announcing the 50th anniversary edition of the first ever 1968 Sunday Times Golden Globe Race. It would start from Les Sables d’Olonne in three years! He immediately sent his entry and his life began to change. He bought a boat, sold his house and focused on the challenge ahead. A few years later his dream met reality and it all fell apart. Beaten by time and money he kept pushing forward. Eight years later, following weeks of storms, and utter

determination, Captain GUGG finally sailed solo around Cape Horn, at 0228hrsUTC 26th Feb.(eating NURI chilli sardines!) 175 days and 21000 miles after setting out from Les Sables d’olonne in France. His Biscay 36 NURI is in great shape and he is relieved, emotional and a little sad that it is all coming to an end. He has 7000 miles and nine weeks to sail to the finish and is now running in third place.

Simon Curwen (GBR) sailing HOWDENS another Biscay 36 had a dream to sail solo around the world. He had previously come 2nd in the Classe Mini Transat Race and faced many sailing challenges, including falling overboard while sailing solo in the English Channel. The British sailor led the GGR for 150 days thanks to his razor-sharp skills, and beautifully prepared yacht, but storm damage 1000 miles from the Horn required a stop for repairs and a change to the one stop Chichester Class. Now back at sea he is racing hard even though no longer in the rankings. The fun and challenge is still there and he sails for les Sables with racing spirit and passion. He rounded Cape Horn at 23:34hrs UTC on the 25th of Feb just hours ahead of Capt Gugg, in mild weather close enough at dawn for a picture and a VHF chat with the lighthouse Sergeant Jose Luarte who lives on the island with his family.

While it’s been tough getting to Cape Horn the twin Biscay 36 have had more frustrations continuing on toward the Falkland Islands with elusive winds, unstable in both force and direction, alternating nothingness of Squalls with violent fronts and lows. Both skippers are getting little sleep! Simon is slowly pulling away from NURI and enjoying the close racing.

Both newly crowned Cape Horners received congratulatory messages from Sir Robin Knox Johnston, winner of the

first 1968 GGR and Chairman of the International Association of Cape Horners. Meanwhile, 1100 miles North of them, Kirsten Neuschäfer (ZAF) and Abhilash Tomy (IND) are fighting hard for the lead. Both have officially left the roaring 40s and are entering the Horse Latitudes, enjoying warmer conditions and lighter winds after months of cold and damp weather. There is no such thing as a dry sleeping bag down south!

Out of the South but not out of trouble!

It hasn’t been plain sailing for either of them. Early in the week Kirsten held a 400-mile lead over Abhilash, but was hit by a northerly front while sailing north. Pounding into 35 knots, gusting 50 head winds, she was forcing her to “Hove To” (rather than lose ground running south) for the first time since the race began, just as she thought the southern oceans were behind her! Abhilash 400 Miles South and West of her, had easier weather, keeping downwind conditions for longer and further reducing the Kirstens lead. He is still -however- plagued with more electrical problems as he shared in his safety call but at least he got another 30 litres of fresh water since Cape Horn making life a lot easier!

Kirsten has been stuck in a vast barometric swamp these past few days. Today there is no leader. Abhilash is 600 miles west of Uruguay and Kirsten 1200 miles west. They are side by side! *Bayanat*, in theory, is faster in light winds. With the change of winds, compressing the fleet, and the different positions on the Atlantic playground there will be a lot of options -albeit slow- to play with for both sailors. It might be warmer, but next week does not look like a holiday either! The race is now wide open and for the only woman sailor, the challenge is very real! For Abhilash Tomy,

who crashed out badly in the 2018 GGR, the podium is supremely attractive, no matter what has gone before!

Pacific adventures at the back of the fleet

Ian Herbert-Jones (GBR), the last GGR sailor to be forced north of the Pacific exclusion zone is famous for his sense of humour and the candid way he faces the prospects of a late Cape Horn crossing. He will need a lot more of both this week as the weather conspires against him. For weeks now he had either upwind conditions lengthening his route to the exit of the zone, or dead calms that made him drift in the wrong direction! As a result, he still has 200 miles to the end of the exclusion zone.

He is now the closest GGR sailor to Point Nemo, the most isolator position on earth, closer to the ISS than the closest, desolated land. He and Jeremy both received an alert from MRCC Chile to expect falling space junk over a six-day period! To make things worth, his extended stay in the cold weather and hostile conditions are taking a toll. Not only is he rationing himself on canned water after his tanks were contaminated, he now has to deal with “crotch rot” and various skin issues due to humidity as he explained in his last call. With 2100 miles to Cape horn and another 1200 to the warmer weather, his sense of humour seems his best asset right now!

Meanwhile, Jeremy Bagshaw (ZAF) on Oleanna is having a great time out of the Exclusion Zone entering the screaming fifties territories bound for Cape Horn 1200 miles away. He reports wearing six layers of clothing on top and five layers below the waist with still 5 degrees of latitude to drop south! It is getting cold. He continues to ride

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International Maritime Library

Version 5

internationalmaritimelibrary.org

Presently we have a listing of over 125,000 vessels, mostly compiled from the “List of Merchant Vessels of the United States” (MVUS) for the years 1867 to 1885. Several other lists have been added to this.

These include: WPA Custom House records for Bath, Maine; Frenchman’s Bay, Maine; Marshfield, Oregon; New Bedford, Massachusetts, and New Orleans, Louisiana; The Record of Canadian Shipping; Robert Applebee’s notes; and notes compiled on New England shipwrecks by noted shipwreck diver, Bradford Luther, Jr. Currently working on 'Version 4' after adding more vessels and updating the ones already listed. Now working on Version #6

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.

To make this happen we need support, please help us do more!

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Dedicated to the Preservation of Maritime Writings

U. S. NAVY NEWS

Continued from Page 9

Chief Justice of the United States from 1953 to 1969.

“Supreme Court Chief Justice Warren’s legacy continues to live on in civil rights, freedom and democracy,” said Secretary of the Navy Carlos Del Toro. “His contributions to equality have greatly strengthened our nation. There is no doubt that the future civilian mariner crew aboard this ship will embody Warren’s legacy.”

The John Lewis-class ships are based on commercial design standards and will recapitalize the current T-AO 187-class fleet replenishment oilers to provide underway replenishment of fuel to U.S. Navy ships at sea. These ships are part of the Navy’s Combat Logistics Force.

In June 2016, the Navy awarded a \$3.2 billion contract to General Dynamics NASSCO in San Diego for the design and construction of the first six ships of the Future Fleet Replenishment Ship, the John Lewis-class. The first of class, USNS John Lewis (T-AO 205), delivered in July 2022 and is currently undergoing post-delivery test and trials and operational testing. T-AO 206-209 are under construction at General Dynamics NASSCO in San Diego and T-AO 210-212 are under contract. The Navy plans to procure 20 ships of the John Lewis class.

SECNAV Awards Navy Cross to Retired Korean War Veteran

From Story by Mass Communication Specialist 3rd Class Aleksandr Freutel

23 January

SAN DIEGO - Secretary of the Navy Carlos Del Toro awarded the Navy Cross to retired Navy Capt. Royce Williams for his exploits during the Korean War at a ceremony at the San Diego Air and Space Museum, January 20.

The Navy Cross is an upgrade of the Silver Star Medal previously awarded to then-Lt. Williams on May 7, 1953, while assigned to the “Pacemakers” of Fighter Squadron (VF) 781, for combat action against seven Soviet Mikoyan Gurevich (MiG) 15 aircraft.

“Royce Williams was a Lieutenant in the United States Navy when he took the lead of an incredibly critical mission during the Korean War, resulting in the protection of Task Force 77 from enemy attack,” said Secretary Del Toro. “His actions almost 70 years ago earned him recognition, and he was awarded the Silver Star Medal. Howev-

er, as the Secretary of the Navy, I have the authority to consider proposals to upgrade awards. Among the many cases I have reviewed, Captain Williams’ case stood out. It was very clear to me that his actions were extraordinary, and more closely aligned with the criteria describing a higher award...and sir, what a tremendous honor it was to tell you in person, that after all these years, your courageous actions would finally get the recognition they deserve.”

On November 18, 1952, Williams was flying with two other members of VF-781 from Essex-class aircraft carrier USS Oriskany (CVA 34) when they encountered seven MiG-15 aircraft. Before they could engage, the team’s flight leader had to return to Oriskany due to a fuel pump issue, leaving only Williams and his wingman. After Williams downed the first MiG, his wingman chased the falling aircraft, and Williams found himself alone in air-to-air combat with the remaining MiGs.

Out-manned and piloting what was considered an inferior aircraft to the MiG-15, Williams engaged the enemy for 35 minutes, shooting down four of them in the longest dogfight in U.S. military history. Additionally, no other American fighter pilot has ever shot down four MiG-15s in one fight.

The Navy Cross is only awarded to service members who distinguish themselves for extraordinary heroism in combat with an armed enemy force, and is the U.S. Navy’s second-highest military decoration. Williams retired from the Navy in 1980, and his medals include the Navy Cross and two Distinguished Flying Crosses.

Wreck Site Identified as World War II Submarine USS Albacore (SS 218) From Petty Officer 1st Class Abigail Lutz, Naval History and Heritage Command

16 February 2023

WASHINGTON - Naval History and Heritage Command (NHHC) confirmed the identity of a wreck site off the coast of Hokkaido, Japan, as USS Albacore (SS 218) Feb. 16.

NHHC’s Underwater Archaeology Branch (UAB) used information and imagery provided by Dr. Tamaki Ura, from the University of Tokyo, to confirm the identity of Albacore, which was lost at sea Nov. 7, 1944.

“As the final resting place for Sailors who gave their life in defense of our nation,

we sincerely thank and congratulate Dr. Ura and his team for their efforts in locating the wreck of Albacore,” said NHHC Director Samuel J. Cox, U.S. Navy rear admiral (retired). “It is through their hard work and continued collaboration that we could confirm Albacore’s identity after being lost at sea for over 70 years.”

Japanese records originating from the Japan Center for Asian Historical Records (JACAR) covering the loss of an American submarine on Nov. 7, 1944, guided Dr. Ura’s missions. The location mentioned in the records matched a separate ongoing effort by UAB volunteers to establish the location of the shipwreck.

Dr. Ura’s team collected data using a Remotely Operated Vehicle to confirm the historical data. Strong currents, marine growth, and poor visibility on site made it challenging to fully document the wreck or obtain comprehensive images. However, several key features of a late 1944 Gato-class submarine were identified in the video.

Indications of documented modifications made to Albacore prior to her final patrol such as the presence of an SJ Radar dish and mast, a row of vent holes along the top of the superstructure, and the absence of steel plates along the upper edge of the fairwater allowed UAB to confirm the wreck site finding as Albacore.

The wreck of Albacore is a U.S. sunken military craft protected by U.S. law and under the jurisdiction of NHHC. While non-intrusive activities, such as remote sensing documentation, on U.S. Navy sunken military craft is allowed, any intrusive or potentially intrusive activities must be coordinated with NHHC and if appropriate, authorized through a relevant permitting program. Most importantly, the wreck represents the final resting place of Sailors that gave their life in defense of the nation and should be respected by all parties as a war grave.

Albacore was constructed by the Electric Boat Company in Groton, CT and commissioned on June 1, 1942. Before being lost in 1944, she conducted 11 war patrols and is credited with 10 confirmed enemy vessel sinkings, with possibly another three not yet confirmed. Albacore earned nine battle stars and four Presidential Unit Citations during her career. Six of the ten enemy sinkings were enemy combatant ships, ranking her as one of the most successful submarines against enemy combatants during World War II.

Navy Accepts Delivery of USNS Apalachicola

From Team Ships Public Affairs

16 February 2023

MOBILE, AL – The U.S. Navy accepted delivery of Expeditionary Fast Transport vessel, USNS Apalachicola (EPF 13), Feb. 16.

EPFs are designed to operate in shallow waterways and are capable of a wide range of activities. These versatile, non-combatant transport ships are used for the high-speed transportation of troops, military vehicles, and equipment. Their missions include: Overseas contingency operations; Humanitarian assistance; Disaster relief; Support of special operations forces; Theater security cooperation activities; and Emerging joint sea-basing concepts.

EPFs can transport 600 short tons as far as 1,200 nautical miles at an average speed of 35 knots. Each vessel includes a flight deck to support day and night aircraft launch and recovery operations. The ships are capable of interfacing with roll-on/roll-off discharge facilities and on/off-loading vehicles such as a fully combat-loaded Abrams Main Battle Tank.

“The delivery of EPF 13 comes after several successful at-sea periods for the vessel, including Unmanned Logistics Prototype Trials to assess autonomous capabilities integrated into the shipboard configuration,” said Tim Roberts, Strategic and Theater Sealift Program Manager, Program Executive Office (PEO), Ships. “The Navy and our shipbuilding partner, Austal USA, are proud of the work accomplished and look forward to EPF 13 providing capability and capacity to Military Sealift Command, the fleet, and the U.S. Marine Corps.”

Austal USA is under contract to build the future USNS Cody (EPF 14).

SECNAV Names Future Virginia-class Nuclear-Powered Attack Submarine after 70th Secretary of the Navy John H. Dalton

28 February 2023

WASHINGTON – Secretary of the Navy (SECNAV) Carlos Del Toro announced during the U.S. Naval Academy’s Submarine Officer Selectee Dinner that future Virginia-class nuclear-powered attack submarine SSN-808 will be named USS John H. Dalton (SSN 808).

The future USS John H. Dalton will honor John H. Dalton, the 70th Secretary of the Navy, who served on two submarines USS Blueback (SS 581) and USS John C. Calhoun (SSBN 630) before departing active duty to pursue graduate education and a career in the private sector.

“I couldn’t be prouder to name this future submarine after John Dalton,” said Secretary Del Toro. “He served as a proud submariner and as Secretary of the Navy, he took strong and principled stands against sexual assault and harassment and oversaw the integration of female Sailors onto combat ships. The changes he drove almost thirty years ago are evident in all corners of our Navy today, with women serving on, above, and below the sea. A ship bearing his name brings strength to the crew who will undoubtedly operate it with the courage and dignity of John H. Dalton.”

A native of Louisiana, Dalton graduated from the United States Naval Academy in 1964 and entered active naval service. Separating from the Navy in 1969, Dalton held positions at top private sector firms before President Carter nominated him in 1977 to lead the Department of Housing and Urban Development’s Government National Mortgage Association. He then served (as a member and later as chairman) on the Federal Home Loan Bank Board from late 1979 until mid-1981. President Clinton nominated Dalton as Secretary of the Navy in 1993, a position he would hold until 1998. As Secretary of the Navy, Dalton took principled stands in defense of women in the Navy on issues of sexual assault and harassment in the wake of the Tailhook scandal. He was honored in 1997 by the National Security Caucus as the recipient of its International Security Leadership Award, the first Service Secretary to receive such distinction. When his tenure as Navy Secretary concluded, Dalton returned to business as well as advisory work and charitable undertakings, most notably with the White House Historical Association, Washington National Cathedral, Habitat for Humanity, and Cystic Fibrosis Foundation.

Attack submarines are designed to seek and destroy enemy submarines and surface ships; project power ashore with Tomahawk cruise missiles and Special Operation Forces (SOF); carry out Intelligence, Surveillance and Reconnaissance (ISR) missions; support battle group operations; and engage in mine warfare.

Golden Globe Race

Continued from Page 21

typical Southern Ocean weather with solid winds and five metre seas but has missed all the big storms to date. The forecast for the next five days looks reasonable, so he

has cold fingers and toes crossed. He has been posting excellent average speeds in a variety of conditions, including a 4.5 knot VMC towards the Cape. But it looks like a big one may be coming!

2023 GGR Results (as of 7 March – 2112 EST)

	Boat	DTF
1.	Kirsten Neuschäfer Cape George 36	4,707*
2.	Abhilash Tomy Rustler 36	5,041*
3.	Michael Guggenberge Biscay 36	5,905
4.	Ian Herbert Jones Tradewind 35	8,665

Chichester Class – Received Assistance

1.	Simon Curwen Biscay 36	5,633
2.	Jeremy Bagshaw OE32	7,771

Retired

Tapio Lehtinen	Gaia 36	---
Pat Lawless	Saga 36	---
Mark Sinclair	Lello 34	---
Guy DeBoer	Tashiba 36	---
Ertan Beskardes	Rustler 36	---
Elliott Smith	Gale Force 34	---
Ed Walentynowicz	Rustler 36	---
Damien Guillou	Rustler 36	---
Arnaud Gaist	Barbican 33	---
Guy Waites	Tradewind 35	---

U. S. COAST GUARD NEWS

Coast Guard, NTSB and International Partners Investigate Antarctic Marine Casualties

2 February

WASHINGTON, DC — U.S. Coast Guard Activities Europe, the National Transportation Safety Board (NTSB) and international flag administrations are investigating marine casualties involving the death or injury of U.S. citizens on foreign-flagged passenger vessels in Antarctic waters between November 15 and December 1, 2022.

The investigations include: 1) Two U.S. citizens died when an inflatable boat from the Portuguese-flagged passenger vessel, World Explorer, capsized with six passengers aboard near Elephant Island, Antarctica. Portugal is the lead investigative state, and the Coast Guard is conducting a marine casualty investigation as a substantially interested state with NTSB support. 2) A U.S. citizen was injured when an inflatable boat from the Norwegian-flagged passenger vessel, Viking Polaris, sustained a keel-bladder failure near Damoy Point, Antarctica. Norway is the lead investigative state, and the Coast Guard is conducting a marine casualty investigation as a substantially interested state with NTSB support.

3) One U.S. citizen died, and four others were injured when the Viking Polaris was struck by a large wave in the Drake Passage while transiting to Ushuaia, Argentina. Norway is the lead investigative state, and the Coast Guard is conducting a marine casualty investigation as a substantially interested state with NTSB support. 4) A U.S. citizen aboard the Netherlands-flagged passenger vessel Plancius died from an injury sustained aboard the vessel. The Coast Guard is conducting a marine casualty investigation in coordination with officials from the Netherlands and the Falkland Islands.

“Our deepest sympathies go out to the families of those impacted by these tragedies,” said Capt. Gretchen Bailey, Coast Guard Activities Europe commanding officer.

“The safety of U.S. passengers aboard ships throughout the globe is a priority for the U.S. Coast Guard. We are proud to work alongside the NTSB and our international partners to investigate these incidents and make meaningful safety improvements for worldwide passenger vessel operations, especially in unique high-risk environments like the Antarctic.”

The United States will participate and assist in the World Explorer and Viking Polaris investigations as a substantially interested state in accordance with International Maritime Organization protocols and Coast Guard policy. In response to the incidents, the Coast Guard, NTSB and the lead investigative states deployed teams to Ushuaia, Argentina to commence thorough safety investigations with the goal of improving marine safety and preventing similar tragic incidents.

Coast Guard Assists a U.S., a Norwegian boater by Towing Dismasted Sailing Vessel to Safe Harbor in Arecibo, Puerto Rico

3 February

SAN JUAN, Puerto Rico — A Coast Guard Station San Juan boat crew assisted two boaters Monday afternoon and towed their dismasted sailing vessel to safe harbor in Arecibo, Puerto Rico.

A U.S. and a Norwegian boater were reportedly traveling aboard the 30-foot sailing vessel Mare on a voyage from the Bahamas to San Juan, Puerto Rico, when the vessel became dismasted, approximately 30 miles north of Arecibo, Puerto Rico.

Coast Guard watchstanders at Sector San Juan, received a Mayday call at 1 p.m. Thursday, via a VHF Channel 16 marine radio communication, from the vessel Mare requesting assistance. A Coast Guard MH-60T Jayhawk helicopter and Station San Juan crew aboard a 45-foot Response Boat Medium, responded to locate and assist the boaters.

Upon arriving on scene, the Coast Guard

helicopter crew escorted the sailing vessel Mare until the Coast Guard boat crew placed the vessel in a stern tow and made way to the Club Nautico marina in Arecibo, Puerto Rico.

“The training we do each and every day allowed us to assess the sea worthiness of the vessel and conduct a tow in unfavorable sea conditions,” said Petty Officer 2nd Class David Rodríguez, Coast Guard Station San Juan coxswain for the case. “The mast hanging into the water created a dangerous situation and the crew did a great job throughout the evolution. We are all happy that everyone is safe.”

USCGC Decisive decommissioned after 55 years of service

PENSACOLA, FL — The Coast Guard decommissioned USCGC Decisive (WMEC 629) during a ceremony at Naval Air Station Pensacola, Thursday.

Vice Adm. Kevin E. Lunday, commander of Coast Guard Atlantic Area, presided over the ceremony honoring the 55 years of service Decisive and its crews provided.

Commissioned in 1968, Decisive was the 15th of 16 Reliance-class medium endurance cutters built for search and rescue, drug and migrant interdiction. It is the first 210-foot cutter to be decommissioned since USCGC Courageous (WMEC 622) and USCGC Durable (WMEC 628) in 2001.

“Decisive is a special ship that has served many districts throughout its history,” said Cmdr. Aaron Delano-Johnson, commanding officer of Decisive. “With a variety of high-performing Coast Guard members with distinguished careers, Decisive boasted some of the finest crews throughout its tenure. Decisive has been a fixture in all four of its homeports, remaining durable and dependable throughout history. I personally want to thank the crew for their dedication and service to our great nation as they were instrumental to upholding the cutter’s motto of being dedicated to duty.”

Decisive’s keel was laid on May 12, 1967, at the Coast Guard Yard in Baltimore, Maryland. Decisive was launched Dec. 14, 1967, and commissioned Aug. 23, 1968. Following its commissioning in 1968, the ship was homeported in New Castle, New Hampshire. The cutter moved homeports several times during its tenure, including St. Petersburg, Florida and Pascagoula, Mississippi before its final assignment to Pensacola.

During the cutter’s last year of service, the sunset crew of 12 officers and 62 enlisted members conducted high profile operations including assistance in the repatriation of over 400 migrants in a week’s time while patrolling the South Florida Straits. Decisive’s crew assisted with a 200 person mass migrant transfer, the largest single repatriation effort at the time since the 1980 Mariel Boatlift.

“I am immensely honored being the final commanding officer of Decisive,” said Delano-Johnson. “As I pause and reflect, remembering the first time I saw the ship as a junior officer aboard a patrol boat in the Straits of Florida, the pride I feel commanding this ship is indescribable. To lead this sunset crew and watch them grow over the past year has been humbling and rewarding. I am grateful for their dedication and service and look forward to staying in touch and following their careers. While our business here is done, we will proudly carry on Decisive’s legacy of hard work and reliability.”

Decisive was one of the Coast Guard’s 14 remaining 210-foot, Reliance-class medium endurance cutters. As part of the Coast Guard’s acquisition program, the 360-foot Heritage-class offshore patrol cutters will replace the Coast Guard’s 270-foot and 210-foot medium endurance cutters. The offshore patrol cutters will provide the majority of offshore presence for the Coast Guard’s cutter fleet, bridging the capabilities of the 418-foot national security cutters, which patrol the open ocean, and the 154-foot fast response cutters, which serve closer to shore.

Maine Department of Marine Resources News

Continued from Page 10

than 24 million pounds,” said Keliher. “That ten-fold increase in state quota will provide both menhaden and lobster harvesters much-needed certainty in their ability to harvest and source bait.”

The value of Maine scallops in 2022 reached \$8.7 million, one of the highest in the history of the fishery and making it the fifth most valuable overall for the state last year.

An additional bright spot for Maine harvesters was the jump in landings and value for alewives, another important lobster bait. Alewife harvesters caught 3.3 million pounds, an increase of 1.4 million pounds over 2021, and earned \$1.5 million, an increase from the previous year of over \$800 thousand.

“The work of our harvesters, dealers and processors to sustain our resources and deliver the world’s best seafood is something for all Mainers to take pride in,” said Keliher. “I urge all Maine people to support our fishermen and coastal communities by enjoying Maine seafood.”

Reports for all species can be found at <https://www.maine.gov/dmr/fisheries/commercial/landings-program/historical-data>

DMR Solicitation of Public Comment Regarding the Wells Harbor Federal Navigation Project

March 1, 2023

Pursuant to 38 M.R.S. §480-D, sub-§9, the Maine Department of Marine Resources (DMR) is required to provide the Maine Department of Environmental Protection with

an assessment on the impacts on the fishing industry of a proposed dredging operation. The U.S. Army Corps of Engineers, New England District is proposing maintenance dredging of Wells Harbor and the Entrance Channel to remove approximately 170,000 cy of sandy material that will be placed at the nearshore placement site off Wells Beach. The work consists of two parts: 1) full maintenance dredging of the Wells Harbor FNP features which include an 8-foot Mean Lower Low Water (MLLW) entrance channel, adjoining settling basins, and a 6-foot MLLW inner channel and anchorage area; and 2) periodic maintenance dredging of portions of the FNP on an as-needed basis. Full maintenance dredging entails removing approximately 170,000 cubic yards (cy) of sandy material from the FNP, excluding the conservation easement. A cutterhead pipeline dredge will remove the material and pump it to areas on Wells and Drakes Island Beaches for beach nourishment. Full maintenance dredging work is proposed to be performed between September 15 and March 31 in the year(s) in which funds become available and will take approximately six months to complete. Periodic maintenance dredging of the FNP, primarily areas in the 8-foot entrance channel and settling basins (previously dredged to 12 feet deep) will occur every one to four years. A government-owned hopper dredge, such as the Currituck or Murden, will remove approximately 10,000 to 50,000 cy of material during each periodic dredging event. Placement will occur at the nearshore placement site off Wells Beach. Written comments or hearing requests about

this dredging project need to be received by DMR at the email or mailing address listed below by 5:00 p.m. March 24, 2023.

Department of Marine Resources, Attn: Amanda Ellis, 21 State House Station, Augusta, Maine 04333 email: dmr.rulemaking@maine.gov.

Questions about this project need to be sent to: environmentalreview.dmr@maine.gov

Volunteer Program Provides Opportunity to Contribute to Restoration of Rainbow Smelt

February 27, 2023

Here’s your chance to support restoration of rainbow smelt, a small fish with a big impact on Maine’s coastal ecosystem, culture, and economy.

The fourth annual Spring Spawning Smelt Survey is a research program of The Maine Department of Marine Resource (DMR), the Gulf of Maine Research Institute, the Downeast Salmon Federation and The Nature Conservancy. The program engages individuals of all ages and backgrounds in a long-term, scientifically rigorous survey to identify smelt spawning presence and absence in Maine.

“Rainbow smelt are important prey for seals, birds, Atlantic cod, and salmon, and a prized species for recreational and commercial fishermen, but they have been in decline since the 1980s,” said DMR Scientist Danielle Frechette, Ph.D.

“Monitoring the strength of the spring spawning runs is a key way that biologists keep track of how well smelt are doing from year to year. But with more tidal coastline

than California and nearly 300 historic spawning streams to visit, scientists need more boots on the ground to effectively monitor their populations here in Maine,” said Frechette.

Volunteers must take part in one of two training sessions offered this spring: March 7 from 4:00 p.m. – 5:00 p.m. for volunteers working from southern Maine to the Penobscot Bay; and April 3 from 4:00 p.m. – 5:00 p.m. on for volunteers who want to work from east of the Penobscot Bay to the Canadian border.

To register for a training session, contact Dr. Frechette by email at danielle.frechette@maine.gov.

Once trained, volunteers will head to streams to look for the small shiny fish and to record important data, including the estimated number of smelt or eggs, water depth, the type of substrate, canopy cover, barriers to smelt passage, and availability of public access to the waterway.

Volunteers will then submit their data via a website hosted by the Gulf of Maine Ecosystem Investigation Network: https://investigate.gmri.org/project/smelt_spawning/

“The goal of this work is to develop a body of data that can help resource managers and biologists understand the habitat use of rainbow smelt and to prioritize restoration efforts,” said Frechette.

“This project also provides an opportunity for people to contribute in a very hands-on way to the rigorous science necessary for restoration of this important sea-run species.”

MARITIME NEWS FROM THE PAST - Republican Journal - 1850

11 January

LAUNCHED. – At Prospect, Maine, 31st ult., by Master S. Crooker a beautiful bark about 350 tons to be named the CO-STARELLI. She is owned by Arthur L. Payson Esq., of Boston; to be commanded by Captain Andrew Dickey, of Prospect, under whose inspection she was built.

LAUNCHED. – At Robbinston, on the 28th ult., from the yard of Mr. J. W. Cox, a splendid bark called LUCINDA SEARS, of 250 tons burthen, coppered and copper fastened. She is owned by Messrs. Ansel Daly, Hunt & Sears.

Arrived at Gloucester 3d, JULIA & HELEN, Bates, Surinam; R. D. S. SAMPSON, More, Machias for New York; PACKET, Dow, Sandwich for St. George.

Arrived at Salem 3d, O. QUEEN, Peachy, Georgetown, South Carolina.

Arrived at Boston 2d, CANTON, Hall, Baltimore; cleared OAK, Ryder, Philadelphia; arrived 3d, IDA, Hallett, Baltimore; DANNORTH, Spencer, Machias; MELROSE, Cook, Provincetown; arrived 4th, NIAGARA, Jarvis, Malaga; A. FEARING, Spares, Philadelphia; HENRY, Carter, Gloucester; cleared MAZEPPA, Colson, Matanzas; arrived 5th, JAS. BARLOW, Hanscomb, Calais; TRITON, Harriman, Frankfort; cleared LEANDER, (?) Cape Hatyen; E. MERRITHEW, Griffin; CARDENAS, VESTA, Flinn, Savannah; NASHUA, Clifford, Philadelphia; MAIL, Baker, do; BAY STATE, Ryder, New York; STERLING, Parker, Frankfort; WAVE, Lansil, do; SPARTAN, Cook, Provincetown; J. NICKERSON, Nickerson, Baltimore; AU-RORA, Ellis, Calais; CHOWAN, Berry, Richmond; sailed 6th, bark PROSPECT;

brigs TRITON, Leander, Logan, and others; arrived 7th B. BAKER, Harding, Tangier, Virginia; AM BELLS, Baxter, New York; PACKET, Dow, Ellsworth; REGULATOR, Atkins, Frankfort; WOODCOCK, Clements, Mt. Desert; RED ROBIN, Thurston, Milbridge; cleared LAWRENCE, Mayo, Baltimore; CLEMENT, Ryder, Charleston; ARCTURUS, (of Boston), late of Deer Isle (?), Wilmington, North Carolina.

Cleared from Providence 3d, G. V. PICKERING, Trinidad, and sailed next day; sailed J. FREDERICK, Bridges, Charleston.

Arrived at Edgartown 2d, LUCY WHITE, Jameson, New York for Frankfort; sailed 1st, schooners E. HINDS, and H. B. BASCOMB; arrived 2d DELAWARE, Harding, Philadelphia for Boston; CORVO, Crockett, for do; GANNETT, Snow, for Frankfort; ROANOKE, Smith, for Eastport; sailed 3d, CANDACE, Matthews, Baltimore; sailed 6th, EAGLE, Spear, and GANNET, Snow, Frankfort.

Arrived at New York 3d LAMARTINE, Townsend, Rio de Janeiro, November 26th; cleared SAMUEL PETERS, Leland, Cardenas; (?), Magrath, Santa Cruz; TEXAS, Mc(?), Savannah; TOPLIFT, Havener, Norfolk; CORNELIA, Faulkin, Boston, arrived 4th, GASSABEAS, Jones, Darien; HIGHLAND, Sands, Fredericksburg; LUCY SPEAR, Watts, Gouaives; CHAS. (?), Lamphere, San Juan, Cuba; AMULET, Gleason, Port au Prince; cleared 5th, BRUNETTE, Magrath, Matanzas; S. H. NICKERSON, Nickerson, Boston arrived 5th, D. PHILLIPS, Small, Eastport; WM POPE, Foster, Machias; ALHAMBRA, Blanchard, Quincy.

Arrived at Philadelphia 2d, barks GIL-RARD, Chase, (?), Atkins; MAR (?), Hew-

es; MERRIMAC, Bangs, and LACONIA, Hewes, all from Boston; schooners DELA-WARE, Harding, from Providence; arrived 4th, YUCATAN, Barker, Boston; cleared J. P. WHITNEY, Glidden, Liverpool.

Arrived at Baltimore 2d, CHIEFTAIN, Drinkwater, New Orleans; ORECO, Moody, Portland; HUTOKA, Jones, Calais; cleared BATHURST, Hooper, Pernambuco &c; cleared NANCY, Bahia, and a (?); cleared 4 O. HAMPSON, Pettengill, West Indies; sailed J. W. PAIGE, Taylor, Boston; BATHURST, Pernambuco.

Arrived at Wilmington, North Carolina 2(?) ult. H. B. CROSBY, Collins, New York, cleared 29th VERSEILLES, Pendleton, Cardenas; arrived AMAZON, Almy, Havannah; cleared GEN. TAYLOR, Fales, Turks Island; MONSOON, Sillman, Port au Prince; JONA LIBBEY, Mosman, New Orleans.

Arrived at Charleston 2(?) CHERO-KEE, Humphrey, Boston; sailed LOCHIN-VAR, _____, Boston.

Arrived at Georgetown, previous to 29th, O. H. PERRY, Ball, Boston; cleared MELISSA ANN, (?)but, Puerto Rico.

At Apalachicola 22d ult, LACONIO, Hamilton, for Europe; MEDORA, Ames, and ROBT PATTEN, Purrington for Boston. TRITON, Merryman for Providence, loading; CALLAO, Dearborn, for Boston; CERES, Hodge, New York.

Arrived at New Orleans 24th ult, JNO BIRD, Bird, Thomaston; SARANAC, Yates, Cardenas; cleared 27th, WM. A. COOPER, Crocker, Boston, arrived 27th. TOLEDO, Glover, Camden, Maine; cleared 28th, GENOA, Kelley, Havre; LUCAS, (?) bridge, Philadelphia; DELEGATE, Wallace, Boston; FIDELIA, Jones, Georgetown, DC.

Touched at St. Catherines previous to October 30 – Ships NATH'L HOOPER, Griffim, from Eastport, June 10; CALU-MET, Hubbard, from Stonington. August 1, barks SACRAMENTO, Balch, from

Boston, June 10; LANETTEE, Keene, from Eastport July 3; PESEVERANCE, Heach from Providence June 16 via Cape de Verds; GLEN, Small, from Por(?) July 16; brigs MAGNOLIA, Morris, from Charleston, August 9; (?)AGLE DAVIS, from Gloucester, August 19; CHRISTIANA, Patterson, from Beverly, August 16; all bound for San Francisco.

Arrived at Rio de Janeiro 22d No- vember MEGUNTICOOK, Fairbanks, for New Orleans soon; COLCHIS, Spavin, for Valparaiso soon; arrived 14th ult., bark F. A. EVERETT, Carlton, Belfast, Maine, Sep- tember 14, for Montevideo and a market; sailed 26th, MONTEREY, Thatcher, New Orleans; sailed, November 6th, IOWA, Cof- fin, do; sailed November 20th, XENOPHON, Wordi(?)g, Buenos Ayres, at do November 26th, of California bound vessels ships COR- DOVA, Windsor, Boston, September 26, arrived 21st; TALMA, Davis, from Salem; brigs WYANDOT, Bath, so reported sailed for San Francisco, November 1st, schooner JULIUS PRINGLE, Buchanan; 30th, ship ALKMAN, Barry; bark F. A. EVERETT, Carlton; 11th, ship Mt. Vernon, Barnes; barks SARAH MOORES, Scammon; 14th, MAR- TIN, Brett; CATHERINE, Welch, schooner MARY M. WOOD, Smith; FLORINA, Kinsmore; ship HAMPTON, Davis, from Bath; 17th, schooner MAJ. TOMPKINS, Dupre; 22d, BYBELE, Davis.

Schooner SARAH A. SMITH, of this place, bound to Key West, lat 28 09 lon 72 52 fell in with str CRESCENT CITY, for Chagres, which had been disabled in her machinery. The S AS threw over 6 of her cargo, and made sail to Chagres with part of the CC's passengers.

Brig MARGARET Y. DAVIS, (of Har- rington, Maine) Dyer, from New Orleans, before reported burnt was destroyed on the evening of the 7th of December, (?) at the anchorage of (?). She had on board at the time 1100 bbls of pork and flour. The fire

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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

broke out about 9 o'clock in the evening, and before any assistance could come from the shore, she was all in a blaze. There was nothing of any account saved. The mate and two seamen arrived at New York in bark WAVE.

Brig PERUVIAN, which put into Nashua in distress, has been condemned, a survey having been held, it was found that the expense of repairs would be too great from her being a very old vessel. The Captain (Cousins) was part owner.

Schooner COMET. All persons indebted to schooner COMET for freight, are requested to pay the same to Kimball & Miller, Agents 1851. Belfast, January 9th, 1850.

18 January

Page 3.

TWENTY PILOTS DROWNED. - A recent English paper contains a melancholy account of the loss of twenty pilots attached to the Shields station, who were drowned in a praiseworthy and humane attempt to rescue the crew of a wrecked vessel. The vessel, brig BETSEY, of Little Hampton, struck on a bar at the mouth of the Tyne, in a heavy gale, with a strong sea running at the time. The Providence life boat was immediately got out to rescue the hands, and as quickly manned with South Shields' pilots. Twenty-four of them sprang into her. They rowed her down to the brig, and laid her along side, on the starboard side of the brig, the brig lying with bows to the sea. A rope was thrown from the brig, with they caught, and fastened the boat to the brig by the bow. As they were getting ready to take in the brig's crew, however, a sea broke round her bow, caught the boat on the larboard side, completely upset her, and threw the crew into the water. They plunged about in a mass, and she did not right, but broke her painter, and drifted away bottom up. There were no means for assisting them, and the crew of the brig had to suffer the anguish of witnessing those who had come off to rescue them from peril, sink one by one into a watery grave. Of the twenty-four men who went off only four came ashore alive. Three of them, John Harrison, John Milburn, and George Heirs, got on to the boat's bottom, and were taken off by the second life boat, which put off with another gallant crew as soon as the accident was discovered. The fourth man got on board the vessel, he does not know how. He and the crew of the brig were rescued by the second life boat as the tide receded. When the second life boat landed at the low part of South Shields with the three men taken off the boat, the scene was most melancholy. Fathers, mothers, wives, sisters, and relatives, rushed down to the water edge to see if it was "theirs" that had been saved; and when the loss was manifest to them, the wailing of women, and deep sobbing of sturdy men - men who had stood many a nor-wester, and escaped many a peril - was most heart-rending. The most of the men drowned have left large families; and the South Shield pilots, like most of those who gain a living on the coast, intermarrying into their own calling, the ties that are broken are extensive. - Boston Journal.

MARRIED.

In Bangor 3d, by Rev. Dr. Pond, Gen. Simon Nowell to Mrs. Sarah French.

At Muscleridge Plantation, 30th ult. by N. Meservey, Esq., Capt. Israel Gregory to Miss Mary Coombs, of West Camden.

In Saco, 7th inst., Mr. Nathaniel F. Waterhouse to Miss Adeline M. Tibbetts, both of Saco.

In Hallowell, 1st inst., Mr. Addison G. Davis, to Miss Julia C. Freeman.

In Portland 3d inst., by Rev. Mr. Dyke of Bath, Mr. Andrew S. Sawyer to Miss Caroline E. Stanwood, both of Portland.

DIED.

In this town, 8th inst., Miss Laura Dean, daughter of Col. Andrew Dean, aged 20.

In Bangor, 14th inst., Joseph T. Webster, aged about 35.

In Linneus January 2d, Mrs. Nancy, aged 64, wife of Col. Moses Burley, formerly of Palermo. Mrs. B. lived a life of usefulness; kind and beneficent, she was beloved and respected by numerous friends, who, with her family connections, will deeply deplore their loss.

In Boston, 13th inst., Hon. John H. Jarvis, of Castine, 65.

In Brooks, 13th inst., Mary Ann, wife of Joseph Ellis, 50 years, 4 months.

In Kennebunkport, 1st inst., Mr. Samuel Smith, aged 67 years, 8 months.

SHIP NEWS.

Port of Belfast.

Searsport - Arrived January 13th, schooner Pilyanthus, Anderson, Salem.

Arrived at Gloucester 9th, EAGLE, Smith, New York for Frankfort; 11th, ROSINA, Foster, Machias for New York; FRANKLIN, Clark; and MATILDA, Wooster, Eastport for do; ZULMA, Spaulding, and E. ELIZA, Hunt, Lubec, for do; DELNORTE, Stinson, Camden for Norfolk.

Arrived at Boston 10th, LUCINDA SEARS, (new, of Boston) Sears, Robbinston, Maine; M. L. HALL, Tibbetts, Washington, North Carolina; CHAS. L. VOSE, Tollman, Machias; arrived 11th ship LOCHINVAR, Wescott, Charleston; ST. LEON, Parker, Frankfort; HENRY, Carter, Gloucester; cleared 12th, A. PATTEN, McNear, Havana; MAINE, Perkins, Mobile; N. NICHOLS, Parritt, Wilmington, North Carolina; A. FEARING, Spates, Eastport; GLOBE, Griffin, New York; CABOT, Nickerson, do; EUTAW, Hamblin, and ERIE, Ryder, Philadelphia; A. HAYFORD, Smith, Frankfort; arrived 14th, J. W. PAIGE, Taylor, Baltimore; REINDEER, Flowers, Cape Haytien, 24th ult; GRAND TURK, (of Searsport) Merrithew, Georgetown, South Carolina, for Portland, got ashore on Gallup's Island, but was got off by R. B. FORBES; RAPID, Stoddard, Norfolk; ALBERT, Hodgdon, Machias; MORNING STAR, Carter, do; SAGANAW, Hardy, Frankfort; TAHMINOO, Cunningham,

Belfast; cleared IOWA, Wentworth, Belfast.

Arrived at Newport 16th, ONTARIO, Hosmer, Camden for New Haven (arrived at N. H. next day); arrived 11th, BENGAL, Pierce, Thomaston, for New York; arrived 12th, L. & NANCY, Somerset, for Deer Isle; RICHMOND, Packard, Thomaston for New York; C. H. HALE, Gilkey, Camden, for Savannah, sailed next day.

Sailed from Bristol, Rhode Island, 5th, H. NEWELL, Warren, Wilmington, North Carolina.

Arrived at Providence 7th, CONDOVA, Nickerson, Cardenas, 24th ult., experienced bad weather.

Arrived at New York 9th, GOV. BRIGGS, Hallet, Neuvtas; CHILDE HAROLD, Rich, Havana, 25th ult; A. MARIA, Trefethen, St. Marks; E. PRESTON, Hupper, Jacmel; TORCELLO, Atwood, Tobasco; INDIAN QUEEN, Varney, Calais; ELTA, Clark, Eastport; E. PRATT, Hall, Savannah; FOREST, Gallison, Milbridge; CHALLENGE, Jones, Eastport; arrived 10th, ZURICH, Thompson, Havre; AFFGHAN, Copleand, New Orleans; SUSAN, Drinkwater, Gonavives. Cleared MARIEL, Staples, Gonavives; GAZELLE, Whicher, Apalachicola; arrived 11th, CAMDEN, Sherwood, Charleston; MARY ANN, Pinkham, Calais; J. FARWELL, Alexander, and SEA GULL, Sleeper, Thomaston. MANNUS, Burt, Bucksport; BAY STATE, Ryder, Boston; arrived 12th, SOL. PIPER, Curtis, Matanzas; cleared 11th, MONTAGUE, Mahoney, Cardenas; MOSELIE, Hancock, Wilmington, North Carolina; W. R. JONES, Colly, New Orleans; ORCHILLA, Bean, Charleston; arrived 13th, I. MEAD, Brown, Savannah; TYRONE, Strout, do; cleared 12th, LYDIA, Stover, York River, Virginia; SEA MEW, Crawford, New London.

Arrived at Philadelphia 9th, GEM, Nickerson, Boston; CATHERINE, Watts, New Orleans; cleared 10th, LACONIA, Howes, Boston; MERRIMAC, Bangs, and GIRARD, Chase, do; sailed ELK, Laconia, and SELAH, do, arrived 11th, OAK, Ryder, Boston; DELAWARE, Harding, Charleston; ZENOBIA, Jackson, Baltimore; MONTEREY, Kellar, New Orleans; cleared MARY F. SLADE, Bray, Boston; YUCATAN, Baker, Cienfuegos.

Sailed from Baltimore 9th, MARY STANTON, Ryder, Boston; arrived 11th CANDACE, Mathews, Boston; TRITON, Brown, Charleston; 12th, METAMORA, Kendrick, Boston; sailed, T. C. MATHER, Nickerson, Boston.

Arrived at Richmond 8th, COPIA, Sears, and Lowell; BAKER, Boston.

At Wilmington, North Carolina, 7th, E. BURGESS, Glanson, to load for Cuba; arrived 8th TANGIER, Park, Cardenas; cleared 9th, M. TRIBOU, Eustis, Curacoa.

Arrived at Mobile 30th ult. ORCHILLA, Stark, New York; arrived 1st, ATTAKAPAS, Sartelle, Pensacola; TRUXILLO, Davis, Boston.

Arrived at New Orleans 30th, BELL ROCK, Pendleton, Thomaston; S. W. CUSHING, Keating, do; arrived 9th, CAROLINE, from Camden, Maine; arrived 8d SARAH ANN, Dockham, and MCMAN, Watts, Thomaston; E. S. SLEEPER, do; arrived 12th, CASILDA, Doak, Providence; arrived 5th, LAPLAND, Simpson, Liverpool, and cleared for Boston.

Arrived at San Francisco, November 22d, OXNARD, Cole, from Boston, June 19th; arrived November 26th, J. MERRITHEW, McGilvery, Searsport.

Arrived at Pensacola about 3d, brig LANCET, Philbrook, Camden, Maine;

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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

schooner RICHMOND, Hoffard, Frankfort; ALBERT VINAL, Fettyplace, Marblehead; cleared previous to 3d, brig CLARA ELLEN, Kinsman, Havana.

Arrived at Norfolk 5th, VELASCO, Crabtree, Potomac; arrived 7th, EBEN ATKINS, Whelden, Boston; arrived 8th, TOPLIFF, Havener, New York; in Hampton Roads 7th, MEMPHIS, Snell, for Frankfort; NANCY, Patterson, for Bahia.

At St. Marks 1st, LEWYLLYN, Pendleton, and MARY VARNEY, Louis, for New York; LUCY, Hosmer, Idg for do.

Cleared from Apalachicola 26th, TRITON, Merryman, Providence; in port, MURILLA, Merrill, and CALLAO, Dearborn, for Boston, Idg.

FOREIGN PORTS.

Arrived at Chagres, no date, SARAH A. SMITH, Havener, with passengers taken from steamer CRESCENT CITY.

Arrived at St. Thomas 28th ult, MAJESTIC, McNear, (?), Domingo.

Arrived at Port au Prince 21st, J. COLBY, Hatch, for New York, unc; CHIUA, Frost, for Aux Caynes, same day.

Arrived at Cardenas, 1st inst, CATHARINE, Nickels, for Boston 5 ds, QUEEN ESTHER, Pendleton, for Portland.

At Montevideo, November 1st, ship BAZAAR, Lovett, from Boston, and sailed 7th for California.

Arrived at Rio Janeiro November 23, bark J. A. THOMPSON, Marcy, from Bath (Oct. 6) and had to perform 6 days quarantine in consequence of one of her passengers having died.

At Buenos Ayres, November 10, ORIANA, Colburn, for Falmouth, England; BENJ. CARVER, Carver, unc.

Arrived at Port Morante, Jamaica, 3d inst. HARBINGER, Keen, Eastport.

At Curacoa, 26th ult, bark LILLIUS, (of Belfast) Pendleton, for Havana, with salt.

Arrived at Aux Bayes, 22d ult, SEA BELLE, Harriman, for New York; sailed 16th ult, LUCY, Higgins, and SANTIAGO, Burgess, do.

Brig INDIAN QUEEN, at New York from Calais, lost deck load in South Channel during a SW gale.

Schooner MARY CHASE, of Calais, which was run into by schooner BAHAMA,

MA, of St. George, and afterwards put into Holmes Hole to repair, arrived at New York 9th inst.

The wreck of brig TRIESTE, of Harrington, (before several times reported) was boarded by Capt. Lewis of bark BRAZIL, at New Orleans, on the 2d inst., lat 30 36, lon 77 06. The wreck and been stripped of everything.

Some of the vessels which have fallen in with the TRIESTE not knowing the circumstances of her loss, have reported suspicious of piracy, which, of course are unfounded.

Capt. Leavitt of bark WAVE, at Portland from Sisal, reports that brig MARGARET Y. DAVIS, (of Harrington), Capt. Dyer from New Orleans, was burned on the evening of December 7, while lying at the anchorage of Sisal. She had on board 1100 bbls. pork and flour. The fire broke out about 9 o'clock p.m., and before assistance could come from the shore, she was all in a blaze. There was nothing of any account saved. The mate and two seamen came home in the WAVE.

* * * * *

Schooner HELEN MCLEOD. All persons indebted for freight to schooner HELEN MCLEOD are now called upon to make and those having any demands against said vessel are requested to present them for payment forthwith. J. Haraden & Son. January 15, 1850.

* * * * *

Schooner COMET. All persons indebted to schooner COMET for freight, are requested to pay the same to Kimball & Miller, Agents. Belfast, January 9th, 1850.

25 January
Page 2.

Barque J. MERRITHEW. - The Bangor Jeffersonian and the Mercury allude to a letter which has been received there from a passenger in the barque J. MERRITHEW, Captain McGilvery, from Searsport at San Francisco, in a manner which we think unwarranted and unjustifiable. It is alleged in the letter that the captain treated the passengers brutally, and that their fare was miserable. The Mercury purposes to publish some extracts from the letter. Now as to the truth of the matter, we can only say that from a personal acquaintance with the captain that we do not believe there is any

truth in the story. The editor of the Mercury ought to know enough about human nature to be aware that it is next to an impossibility for any captain to take a large number of passengers, unused to the sea, so long a voyage and not make some dissatisfied who will say very hard things about him. Not one captain out of ten who have gone round the Horn with passengers has escaped. There are some people who never seem to think but they can have green peas, strawberries and cream, and all sorts of luxuries, all the way round; and who imagine that a captain on board his vessel, with the lives of fifty men to look out for, is the same as a companion on shore.

* * * * *

Extract from a letter from Capt. McGilvery of the barque J. MERRITHEW, from Searsport, dated San Francisco, December 1, 1849.

Dear Sir, - Remembering your kind offer to give place in your columns any communication that I might send you, I have to inform you of my arrival at this port, 23th ult., five months to a day from Searsport. I touched at Rio de Janerio, and Valparaiso, which lengthened the passage about 20 days. My passengers have all arrived in good health, and find prices of labor and accounts from the mines fully equal their most sanguine anticipations. The mail closes in one half hour, therefore I am unable to write you particularly with reference to the voyage, or upon the state of things generally in California at the present time, though I will say that of all the accounts that I saw previous to my leaving home, there were none calculated to astonish me more than the reality of things as they actually exist. I have not much of the marvelous about my composition, but I must say what little I have seen of the state of things here has not failed to excite my organ of marvelousness to a wonderful degree. The population of this city at this time is estimated to be 18,000. The town is completely surrounded by an army of miners living in cotton cloth tents, and the influx of people from the mines at the present time is great; accounts from the diggings are such as to include strangers on arriving here to start immediately for them notwithstanding the great difficulty in transporting provisions, and the risk of heath during the rainy season, which is expected will set in every day. Lumber is worth \$200 per M. Mechanics wages are \$14 per day, Pork is \$30 per bbl., and most everything else is in fair demand at good prices excepting bread and cotton clothing. Yours, &c. F. McGilvery.

* * * * *

A Northwest Passage. - A letter from Mazatlan, dated 23d November, mentions the arrival of the British frigate AMPHITRITE, sloop of war HECATE and the Royal Thames yacht club schooner NANCY DAWSON from the Northern Ocean. They discovered a northwest passage in lat 73 and about (?), and went one degree and a half further north than any vessel has previously been. They went to the north of Cape B. - and discovered a new continent, - but on account of ice could not approach nearer than fifteen miles to land! - Exchange.

Vast efforts have been made to discover this northwest passage, the result of which can be only to satisfy curiosity. But we are glad it is found at last. We have a quere about this new continent. If it is ten feet under the ice, what sort of a continent is it.

* * * * *

From Hayti. - The brig REINDEER, Capt. Flowers, of Belfast, arrived at Boston on Monday of last week. The Boston Traveller says:

Capt. F. reports that quietness prevailed throughout the Island. The army of the Em-

peror that marched with so much pomp to invade St. Domingo, had been ordered back, and the Emperor himself had returned to the capital. The expedition had been postponed to spring, if not forever. The statements relative to the outrages at Aux Cayes by the black officials upon an American Consul are believed to have been greatly exaggerated in regarded to the latter gentleman. Coffee was beginning to come in more plentiful.

Page 3.

MARRIED.

In Prospect, 11th inst, by J. F. Watts, Esq., Mr. Robert H. Stevens, of Thorndike, to Miss Margaret A. Grant, of Prospect.

In Bangor, 10th inst., Rev. Henry Giles, to Miss H. Louise, daughter of E. P. Lord, Esq., of Bucksport; 15th, Mr. Prentiss M. Blake of Bangor, to Miss Mary B. Hawes, of Brewer.

In Cranberry Isles, Mr. Nehemiah H. Cousins, of Trenton, to Miss Caroline N. Richardson.

In Georgetown, Mr. Thomas Hanna to Miss Hannah Hartford.

In Sebec, Mr. James Lyford to Miss Rovinda Bearce.

In Parkman, Mr. Sumner R. Bennet to Miss Roxana Briggs.

In Charlottee, Mr. Andrew B. Young, of Meddybemps, to Miss Huldah A. Young.

In Corinth, Mr. Josiah Starkbridge to Miss Maria Cushman, Mr. Levi F. Towle to Miss Lydia Robinson, both of Levant.

DIED.

In this town, 22d, Mary, widow of the late John Cochran, about 87.

In this town, 19th inst., Mrs. Sarah Holmes, aged 84.

In Knox, 30th, Sophia, wife of Moses Kelsey, 55 [N. H. papers please copy.]

In Camden, 9th, Harriet M., only daughter of Nathaniel and Deborah Dillingham, 35.

In Bangor, 5th, Dea. George W. Browne, 57; Mrs. Elizabeth Coombs, 75; 19th, Elizabeth, daughter of Rev. Prof. Shepard, 15; Fanny, wife of Enoch Eaton, 60.

In South Thomaston, 11th, Delany, wife of David Clark.

In Newburg, 18th, Miss Sarah Greer, 18.

In Norway, Lucy M., wife of Asa Thayer, Esq., 40.

SHIP NEWS.

Port of Belfast.

Sailed. - 17th Brig WATCHMAN, Russ, Matanzas.

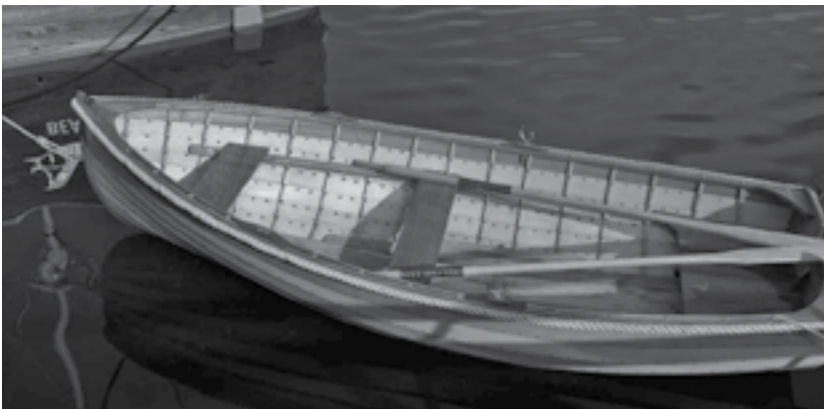
Arrived. - 19th Schooner MARY ANN, White, Salem; SETH & WILLIAM, Brown, Robbinston.

Frankfort - Sailed 10th, R. FOGG, Saunders, Cardenas; arrived 11th, HERO, Smith, New York; sailed 12th, J. BLISS, Hatch, Havana; 13th, E. DALE, Boynton, do; arrived 15th, RUERO, Collins, Salem; sailed 16th, TENNESSEE, Black, Cardenas; arrived 17th, GANNETT, Snow, New York, and sailed 18th for Thomaston; arrived 18th, EAGLE, New York; WAVE, Lancil, Boston; MONELOVA, French, Baltimore; arrived 19th, CASTARELLI, (new) Dickey, Prospect; 22d, A. HAYFORD, Smith, Boston.

Arrived at Salem, 12th, MORA, Cottrell, Frankfort; 14th, INDEPENDENCE, Weston, do; 16th, L. BROOKS, Mayhew, Belfast.

Arrived at Gloucester, 16th, HENRY, Carter, Boston; GEORGE, Thompson, Boston for Castine; TIMOLEON, McFarland, do for Ellsworth, FAIRY, Law, do for Deer Isle; LEXINGTON, Luke, Addison for Boston; IOWA, Wentworth, Boston, for Belfast; C. VOSE, Colbreth, do for Machias; MARTHA, East Machias for Boston.

Arrived at Boston 16th, MARY & SU-



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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

SAN, Knight, Calais; BOLIVIA, Mitchell, Harrington; cleared J. STORY, Kendrick, Baltimore; MARY, Whelden, Philadelphia; arrived 17th, ship CALIFORNIA PACKET, Kimball, of and from Cutler, Maine, in ballast, to load for California; LYSANDER, Clapp, Cienfuegos, 24th ult; CALIFORNIA, Hichborn, Pernambuco, 15th ult; J. W. HAVENER, Staples, Warwick, Virginia; cleared NITHEROY, Randall, Matanzas; ADVANCE, Tucker, Sagua; OCEAN QUEEN, Peachy, Philadelphia; AM BELLE, Baxter, New York; SUPERIOR, Ellsworth; arrived 19th, MARTHA, Kilton, Machias; WOLCOTT, Ryder, New York; cleared TURK, Nickerson, Philadelphia; arrived 20th, COLUMBIA, Cook, and HIRAM, Elliott, Calais; D. WEBSTER, Cousin, Lubec; BETHEL, Brewster, Bucksport; SEA FAN, Piper, Camden, sailed L. BEAN, Stowers, Cardenas; ACHORN, Howes, Philadelphia; E. DOANE, Loring, Baltimore, SEA BEAU, _____.

Arrived at New York 15th, MATILDA, Wooster, Eastport; L. ANN, Patterson, Savannah; ARMIDA, Wass, do; VANDALIA, Strout, Darien; cleared ORCHILLA, Trim, St. Marks; CHAS. HEATH, Lamphere, Portland; HAIDEE, Smith, Wilmington, North Carolina; XENOPHON, Moxey, New Haven; A. LAWRENCE, Allen, Boston; arrived 16th, ISAAC ALLERTON, Smith, Palermo; HUALCO, Emery, Rochelle; VANDALIA, Norton, Liverpool; FIDELIA, Yeaton, Liverpool; FRANKLIN, Clark, Eastport; cleared 16th, H. GREELE, Kelley, Jacksonville; EMILY, Nichols, and IOWA, Hanson, Charleston; arrived 18th, HECLA, Souper, Matanzas.

Cleared from Philadelphia 15th, DEL-AWARE, Harding, Salem; cleared 16th, NASHUA, Clifford, and OAK, Ryder, Boston; cleared 18th, GEM, Nickerson, do.

Arrived at Baltimore 13th, CHENANGO, Snow, Rio de Janeiro; UNION, Kendrick, and H. MARIA, Howes, Boston, arrived 17th, J. NICKERSON, Nickerson, do.

Arrived at Richmond 13th, EMILY, Watts, Boston; sailed 14th, LOWELL, Baker, do.

Arrived at Norfolk 14th, ONECO, Snow, Boston; WATCHMAN, Baker, New York; arrived 15th, CHARM, Berry, Boston; PALESTINE, Ryder, Providence; sailed STATESMAN, Grant, Thomaston.

Arrived at Charleston 15th, BELLE CREOLE, (of Camden) Bentley, Matanzas; M & J C GILMORE, Eldridge, Boston.

Arrived at Savannah 11th, TEXAS, McNair, New York; OCEAN, Parker, Baltimore.

Arrived at Key West 2d, ELLEN MARIA, Hoyt, New York for Mobile; 7th, GOV. ANDERSON, Sawyer, Jacksonville.

Arrived at New Orleans 6th, J. TOURO, Nickerson, Boston; MARTHA ROGERS, Boardman, Wilmington; below, LAPLAND, Simpson, Liverpool, on a bar; arrived 10th, MEGUNTICOOK, Fairbanks, Rio.

Arrived at Havana 6th inst., A. F. JENNESS, Dennison, Portland; 7th CALCUTTA, Clark, Searsport; CHARLOTTE, Sparks, Eastport via Cardenas, in port 5th, ship ARVUM, Rankin, disg; NARMA, Ellis for New York to sail 15th; bark JOHN CARVER, Nichols, disg; QUINNEBOUG, Jones, do; J. BRAGDON, Bragdon, do; GEN. JONES, Harding, frt or ch; L. MARIA, Rich from Providence, arrived 4th; CHAS. HENRY, Wilson, frt or ch; G. W. BRINKERHOFF, Crocker, disg; arrived 5th ZUYDER ZEE, Fossett, disg; MARCIA, Smith, do; A. PARSON, McFarland, do; ROSCOE, McCrillis, do; J. D. PENNELL, Given, do; L. R. PALMER, Park, do; (?)

LOUD, Pendleton, for Cardenas, sail same day; CHEROKEE, Smith, disg.

Arrived at Matanzas 2d inst, KEOKA, Carver, Searsport, and sailed 3d for Jucaro; R. INGERSOLL, Plummer, Machias; sailed 4d SEA BIRD, Curtis, Boston; sailed 5th, MAGNOLIA, Haskell, Havana.

Sailed from Cardenas 4th, CATHERINE NICHOLS, Nichols, Boston.

1 February
Page 1.

The Sailor in Trouble. – The boat of a whaler was once knocked several feet in the air by a blow from the tail of a fish to which it was fast. Upon coming down the steersman fell into the whales mouth and the teeth of the animal closed upon his leg. After being in this terrible position for some time, he was released, picked up by another boat and carried on board, where, while preparations were making to amputate his crushed limb, he was asked what he “thought of while in the mouth of the whale? With the utmost simplicity he replied:

“Why I thought she would yield about sixty barrels?”

* * * * *

Description of a Waterspout, as seen by Dr. R. M. Stansbury, on board the ship SOUTH CAROLINA, in February 1849. Among the sights and wonders of the tropical regions, we have been favored with an opportunity to see two waterspouts, one was very complete, the other was dissipated before it reached the last stage of formation. With the first there was a phenomenon which I have not seen noticed in the accounts of such objects. Around the base there rose a cylinder of mist, strait and smooth, like a perpendicular rainstorm, not off level at half the height of the spout. It looked as if it had rained upward from the ocean, and the drops evaporated at the same level. The cloud sent down a tapering spire of dense mist, while the ocean boiled from below; presently a stem of water rose to meet the cloudy spire, and the union was completed; you saw a dark tube, with a light case, as if a pale light resided in a thick shell of the darkest cloud matter. Presently there was a confused motion in the mass, and the light and the dark became mingled, and then the lightest part seemed to shoot upwards outside in spiral strands into the cloud above. In a moment afterwards the upper part of the column vanished, and the lower part fell, and we were happily too far off to have practical evidence of the commotion which must have ensued in the ocean surface round about. Some conjectured that we were two or three miles off.

Page 2.

The Ice Trade. – According to the Newburyport Herald, the ice trade between the United States and England, once opened under favorable auspices, has been entirely superseded by the ice from Sweden and Norway. This ice is delivered in London for the same price which ice is sold for in Boston. Norway ice, in immense blocks, of great thickness, is sold in the Thames for 15 sterling a ton, while American ice costs, delivered there, 40s a ton – 25s freight, and 15s cost of the ice.

* * * * *

A Disastrous and Eventful Voyage. – British ship BRANDT, Capt. Robinson, which arrived at Liverpool after a long and tedious passage of 64 days, brigs 339 steerage passengers. When a few days at sea, the ship encountered a severe storm, which so disabled her that it was found necessary to put back into Cork for repairs. On the passage she lost twenty-one persons from ship fever, &c. A female passenger

mysteriously disappeared supposed to have jumped overboard. There were four births on the voyage. – N. Y. Express.

Page 3.

A MAINE ENTERPRISE FOR CALIFORNIA.

Such an undertaking as we have now to record illustrates what Yankees can do if they “try”. After the news reached the States of the gold discoveries in California, Mr. George Kimball, of Frankfort, Maine, started a project, which, by perseverance and hard labor, he has partly accomplished. It was this: He drew up articles of agreement for a company to leave their native shores of Maine, and emigrate to California or Oregon, and settle a township. In the circular that we have before us, it is agreed that the Company shall build a packet of 600 tons burthen; the shares being put at the low price of \$100 each, to be paid at different times, when called for; the ship to make one voyage per annum from Maine to California, taking out passengers, etc. and return with the exports of the Pacific. The company are to take out their families, farming utensils, tools, apparatus for a saw mill and a grist mill. On their arrival the first object will be to select a township, build a saw mill, erect a public depot for the families until a dwelling can be erected. When the packet sails a school is to commence, in reading, writing, navigation, surveying, &c.

Mr. Kimball has set forth many reasons for leaving his native shores; he says, “The timber business, the fisheries, and agriculture, have nearly failed; lands have passed into the hands of speculators, &c., the summers are short, &c., Providence has now opened a door of mercy and hope to us, and we gladly accept the proffered offer.”

Mr. Kimball on first getting out his circular met with little sympathy; he was told that he could never succeed; he was laughed at by men of wealth, &c; but he always said: “I’ll try;” and at last he made sale of all his furniture, &c., and raised a little money; ten other persons joined him, and they took their axes and other tools, went into the woods, and commenced getting out the timber for the ship; and, on the 1st of April last, the keel was laid on the shore of the small village of Cutler, Maine. Soon after a number of others joined the company, and the work went bravely on, but, owing to the small amount of money which they could raise, many obstacles were thrown in their way; the hull was sometimes attached for iron furnished, etc., and some of the shareholders, feeling discouraged, would leave, but Mr. Kimball and a few of his party persevered; and, with hard labor, night and day, the hull was at length furnished and completed, on the 29th of November launched from the stocks where no other vessel was ever built, towed round to Machiasport, where the company rigged her, took in a lower hold full of lumber, and their families, sailed for Boston, and arrived here last week. She is now lying at the north side of Central wharf.

The Company have named the ship the “CALIFORNIA PACKET” of Cutler, Maine. She is 602 tons and 29/95ths of a ton burthen; 144 feet in length, 30 in breadth, 15 ½ depth of lower hold, and 6 ½ between decks. She has a house on deck 42 feet in length with 12 state-rooms, besides the officers’ rooms, all plainly fitted up; also a house forward, 25 feet in length, for cooking, washing, etc. There are also 36 tiers of berths on each side of the ship, between decks, very wide and comfortable, for two persons each, well lighted and ventilated by patent side lights. Those of the company who will act as seamen have a nice cabin forward.

She was coppered on the stocks, and

built in a very strong substantial manner, more for safety and comfort, however, than for beauty. The bow and cutwater is very sharp, and she sailed well on her passage up from Machias. She has a very pretty figurehead, and her stern is adorned with plain carved work, representing a locomotive, a steamer, a ship, &c, with two doves on each side. She looks rather rough just now, the masts or spars not being painted and the rigging, with some other “fixins,” being yet to put in order, Messrs. Sewall, Day & Co., of this city, kindly furnished the rigging, and Snow & Lombard the ship-chandlery.

The members, now numbering about 100, are the hardy sons and daughters of Maine and vicinity – most every trade is represented, and they do their own work, not paying out one cent. We paid them a visit today, and found the men very busy – some painting, others carpentering &c &c. A rough blacksmith’s shop was put up on deck, where one man was making some iron “fixins” for the ship.

The wives and daughters of the shareholders were in the after part of the ship, very much engaged in knitting, washing, sewing, &c; and appeared perfectly at home in their floating colony. The impression made on our minds that the “Yankee” girls (as many are single on board) from Maine were the right sort to people California with; and that the old “Dirigo” state would outdo all others in this California Packet enterprise. Capt. Kimball says he intends to carry out partly what Mrs. Farnham failed to do. He is willing that any respectable female should take a share in the ship. Besides those from Maine, many females have engaged a passage from this city, two or three from Dorchester, and elsewhere. The company is not yet full, and a little more capital is wanted to purchase provisions, etc., and the shares are put at the low price of \$150, which includes a share in the ship, and all articles found. We are disposed to regard this as the best expedition, in many respects, that has yet been fitted out, and we advise such of our readers as have any thought of going out to California to pay the ship and her interesting company a visit. The barque lies on the north side of Central wharf. – Boston Traveller.

* * * * *

There were eight persons belonging at Searsport, left this place the 31st, for California via the Isthmus. Their names are as follows: C. Matthews, E. Whitcomb, J. F. Patterson, E. Patterson, M. B. Patterson, R. Dyer, D. Deshon. And of Prospect, T. Shute, R. L. Mudgett.

* * * * *

Mr. Meredith’s Tariff. – In twenty-four years (says the editor of the N. Y. Journal of Commerce,) that we have been connected with the public press of this city, we have never known the importing merchants, without distinction of party, so generally, and we may say unanimously, dissatisfied with the administration of the customs department as at present. It is not merely that in enforcing the revenue laws not the least regard is paid to the convenience of the merchants; that many new and perplexing formalities are introduced, of no possible use to any body, and adding not a particle to the security of the revenue; but is especially, that the secretary of the treasury, under an act of congress which requires him to bring the expenses of collecting the revenue within \$1,560,000 per annum, has taken upon himself the power which is vested only in the two houses of congress, with the concurrency of the executive, of increasing the tariff, and that, on some articles, to an enormous extent. – Boston Post.

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POWER



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



17' SCOUT 175 SPORTFISH, 2023. With 2023 Yamaha F90LB & '23 Venture trailer. Midnight blue hull color upgrade, reversible pilot seat with underseat cooler and sport package: trolling motor plug, bow cushion and bimini top. Call for pricing and more details. Casco Bay Yacht Sales, (207) 865-4103.



17' SCOUT 175 2023 SPORT DORADO, 2023. With 2023 Yamaha F90LB & '23 Venture trailer. Midnight blue hull color upgrade and bimini top. Call for pricing and details. Casco Bay Yacht Sales, (207) 865-4103.



18' LUND OPEN FISHERMAN,

POWER

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



19' SCOUT 195 SPORT DORADO, 2023. With Yamaha F115XB & '23 Venture trailer. Midnight blue hull color, bimini top, powder coated ski tow, stern seat and backrest. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103. www.cascobayyacht.com



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

POWER



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



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



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

POWER



21' ZODIAC PRO 650, 2017. With Yamaha F150XB - 170 hours and 2019 EZ Loader trailer. Clean and loaded. Asking price \$58,500. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com.



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



24' SCOUT 240 XSF, 2023. With Yamaha F300XSB DES Outboard. Shark gray hull color upgrade, Garmin 8610 upgrade, Garmin VHF 315, JL audio speaker upgrade, Grigio cushion package, upgraded leaning post, rocket launchers, diaphragm overboard discharge, fresh water washdown, self-contained porcelain head, removable teak bow table, Seadeck helm footrest and helm pad. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103.



24' SCOUT 245 DORADO, 2002. With Mercury 300XXXL Verado V8 AMS factory pearl fusion white o/b, full black hull color, Garmin VHF radio, fiberglass hardtop, bow cover, cockpit cover, 2022 Venture tandem axle trailer. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103.

POWER



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



27' BLACKFIN COMBI 27, 1988. With twin 2002 Yamaha F225TXRB - 257 hours. Ready to fish. Asking price \$39,900. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com.



27' SCOUT 277 DORADO, 2023. With twin Mercury 225VL V6 DTS factory pearl fusion white outboards, Midnight blue hull color upgrade, Garmin 8612XSV upgrade, Garmin 24XHD radar, Garmin VHF 315, deluxe stereo upgrade, Grigio cushion package, hardtop full canvas enclosure with aft curtain, rocket launchers, Lumitec light bar, 12v drawer fridge, inverter system, diaphragm overboard discharge and removable teak bow table. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com.



30' SCOUT 305 LXF, 2023. With twin Mercury 300XXI Verado V8 AMS factory pearl fusion white outboards. Midnight blue hull color upgrade, 2 Garmin 8312XSV upgrade, Garmin B175H transducer, GMR 24XHD



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3.5 hp '16 Mercury. In great condition.	\$799
6 hp '00 Johnson. Just replaced fuel pump.	\$750
6 hp '15 Suzuki	\$1,495
9.9 hp '01 Johnson. Rebuilt motor.	\$1,495
15 hp '19 Suzuki. Only 3 hours on it.	\$2,999
50 hp Evinrude E-tec. 453 hours.	\$4,500
90 hp '04 Mercury 2 -stroke, x.l.s.	\$1,800
90 hp '03 Mercury. With all controls.	\$2,700
115 hp '18 Evinrude E-tec. 1722 hours.	\$6,500
115 hp '98 Johnson	\$2,500
150 hp '01 Johnson. With all controls.	\$3,500
MinnKota Ultrex Mounted Trolling Motor	\$3,100
Twin Honda 130s. Around 840 hours. Pair	-\$2,500

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