

Maine Coastal News

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FREE

Lobster Boat Racing Season Ends in Portland



Jeff Eaton's LA BELLA VITA [Northern Bay 38; 815-hp FPT] trying stay bow to bow with Jeremy Beal's MARIE'S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta] in the Diesel Free-for-All at the Portland Lobster Boat Races on 20 August.

LONG ISLAND: The early forecast for the weekend for the last two lobster boat races of the year was a wet Friday with clearing for Saturday and Sunday. There was fog that only shut in around Owl's Head Friday morning, but then opened up as we passed into the Mussel Ridges. Once we cleared the Mussel Ridge Channel the wind began to pick up as did the waves. We docked at Johnson's Boat Yard on Long Island just after 1600 and headed for the ferry dock where there was quite a gathering for T-shirts and hoodies and a cookout.

In the morning we were back at the ferry dock for signups. Some of the racers that came from the east'ard that morning still found the wind and waves a factor. Randy Durkee of AUDREY MAY [Holland 32; 425-hp Cummins] said it was wild and added that he did his best to get in behind Jeff Eaton's LA BELLA VITA [Northern Bay 38; 815-hp FPT] for a smoother ride and that helped a bit. Matt Shepard of ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] had a great post on Facebook showing what he went through to get there. When registration was closed, we had 41 racers entered. There were plenty of racers in the Work Boat (skiffs) Classes, but just three boats in two of the five Gasoline Classes and no entrants in four Diesel Classes so I combined several races to make it more interesting.

There was still a good breeze blowing

from the sou'west and that was a small factor in the skiff races. Even though a few went airborne, fortunately, everyone stayed on their bottom. In the first races of the day, Work Boats Class A, Cameron Murphy's NUGGET [Holland 14; 30-hp Honda] with J. P. Thornton at the helm got the win with a speed of 22.8 mph. Work Boat Class B had nine boats on the line and it was going to be a great battle between the top three, since they all can do about 40 mph. As they came up, they were bouncing, some even coming right out of the water. The real battle was between Andy Correa's Boston Whaler 15 [90-hp Yamaha] and Mason Vintinner's SCREEN TIME [Corson 16; 90-hp Mercury] and it was Andy Correa at the line by maybe a boat length. Third went to Jacob Noyes' ZIPPIN' TOO [Corson 15; 90-hp Nissan]. The early favourite in Work Boat Class C was Dave Johnston's CASCO MISS [Eastern 22, 250-hp Honda], but there was an unknown, David Noyes' ZIPPAH [Corson 17; 150-hp Evinrude]. As they neared the finish it was ZIPPAH in the lead with CASCO MISS back a couple of boat lengths.

For the first time this year, Jon Johansen's CINDY JEN [34' Clinton Beal, 1964; 292 Chevrolet], skipped by Al Strout, had competition, Tim Day's ALL DAY LONG [Johnson 28; V-6 Gas]. There was no real competition as ALL DAY LONG jumped right into the lead and never looked back.

However, all the eyes were on Steve Johnson's LYNN MARIE [Sisu 26; 632 Chevrolet] in Gasoline Class E. She was way out in front and when Steve hit the throttle near the finish line she roared, but was breaking up, the timing being off slightly. Unfortunately, Steve did not have much fuel and only competed in this race.

It was now onto the Diesel Classes. There were no entrants in Classes A, C and D and the one entered in B, Josh Kimball's DAUNTLESS [34' Arno Day, 1970, 100-hp 453 Detroit], did not show for the start. Class E had three boats on the line and of course AUDREY MAY was the favourite and he did not disappoint. The unknown was Trisha Sawyer's WILBUR [Holland 32; 425-hp Cummins], which held her own with AUDREY MAY, but was back a couple of boat lengths in second at the finish. Third went to Jake Dugas' GUILTY PLEASURE [Mitchell Cove 32; 380-hp Cummins]. What I failed to notice was that WILBUR should have been disqualified as there was someone standing on the rail during the race. The rule is that everyone on the boat must be inside the cockpit. There were three boats on the line for Class F and it was Josh Audet's KARAMEL [Crowley 34; 410-hp Hyundai] leading the way to the finish line with Craig Stewart's CARL & CO [Wayne Beal 36; 405-hp Cummins] in second and Cameron Murphy's BLUE DOLPHIN II [Crowley

36; 402-hp 3406 Caterpillar] in third. There was just one entrant, Travis Otis' FIRST TEAM [Northern Bay 36; 410-hp Sisu 645] in Class H, so he ran down with the two racers in Class G. The favourite had to be Tucker Johnson's RIJO [Mussel Ridge 28; 550-hp Cummins], even though he developed an engine issue after Winter Harbor. He was running against an unknown, Ari Meehan's SEMPER FI [Wayne Beal 28; 500-hp Cummins], which has raced in the past and done well. As they made their way to the finish RIJO was leading by two boat lengths and that is how they finished. There were no entrants in Class I and Classes J, K and L were combined as one had two entrants and two and one entrant. As the four boats headed for the finish Jeremy Beal's MARIA'S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta] was well out in front with LA BELLA VITA back several boat lengths. MARIA'S NIGHTMARE II got the win in Class L and LABELLA VITA the win in Class K. Sean Clemons' MEAN KATHLEEN [Wayne Beal 36; 700-hp Scania] led Alan Dugas' DELUSIONAL [38' John's Bay Boat, 600-hp Cummins] to the finish for the win in Class J. Three boats were on the line for Class M(A) and Chris Pope's OLD SCHOOL [Holland 41; 380-hp Cummins] slid over for the win. The real battle was for

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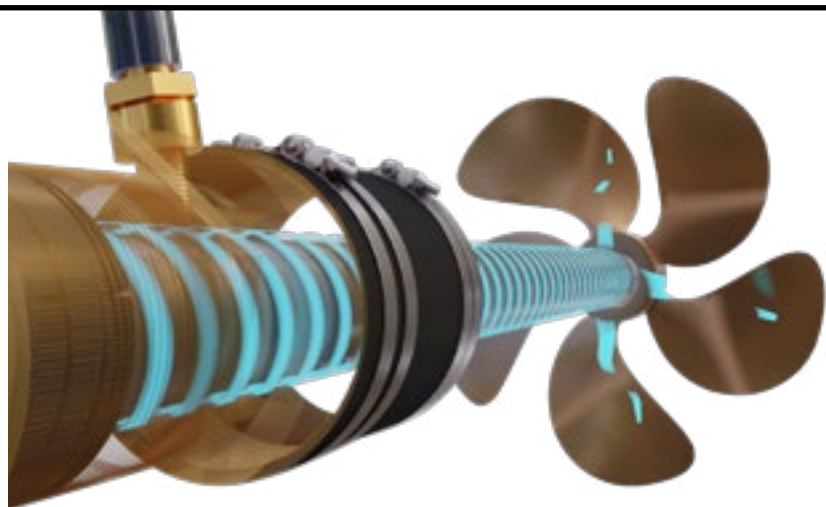
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Maine Coastal News is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news and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

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Advertising Deadlines: The deadline for the November issue is October 6.
The deadline for the December issue is November 3.

Publisher's Note

I hope the last issue was not too hard to read. Normally, I start putting an issue together the Friday before the Wednesday noon deadline. The last issue I could not do that. Saturday (12 August) I was making my way to Winter Harbor on board Travis Otis' FIRST TEAM for the races there. Alonzo Alley brought SARI ANN I up from Jonesport and ran in the wooden boat race. I jumped on board after the races and followed FIRST TEAM back to Searsport. The next morning I drove down to Pemaquid to run those races and did not get back to the office until late that afternoon. I was way behind the eight ball, but fortunately I did have some of the writing done. I wanted to get the paper to press Tuesday afternoon so I could get it Thursday before heading to Long Island/Portland for the last two races of the year. This meant I had two days to put the entire paper together. Well, that did not happen. I finally finished late Wednesday morning, which meant that I was not picking up until Tuesday and that meant I was two days behind in distribution. I felt the issue needed more editing, but the time just was not there.

FIRST TEAM and SARI ANN I left Searsport for Long Island Friday (18 August) for the last two races of the season. What a run that was! Once we got out of the Mussel Ridge Channel the fog cleared, some rain fell, but the wind and waves continued to build. SARI ANN I was not really ready for this. I had not yet replaced the windshield wipers so I was standing outside with an open window making sure I did not run over any buoys. I had removed the cage and did not put cutters on. After a six hour plus run, we made the passage between Peaks and Long Islands and headed for Johnson's Boat Yard on Long Island. Fortunately, besides looking like a drowned rat, the boat had no issues and handled the conditions well. After the Portland races that Sunday, we left Casco Bay and headed for Boothbay where we spent the night at Brown's Wharf. Early the next morning we were back on the water heading for Searsport. Just after getting in the Mussel Ridge Channel I lost the power steering, but fortunately I could still steer albeit a bit sloppy. We docked at the Searsport Town Dock early in the afternoon and it was evident that I needed to have SARI ANN I better prepared.

* * * * *

I have been covering the coast of Maine for more than 40 years and over those years there have been a lot of changes. People come and go, companies come and go, old owners are replaced by younger ones, but it never seemed drastic until you think about how it used to be more than four decades ago. There is no question things cannot remain the same and like the second law of thermodynamics states, everything moves towards entropy. What is becoming obvious is that the problem of finding workers may be more serious than just not being able to get the work done in a timely fashion. If you cannot bill enough hours, covering the bottom line might be impossible. This could mean boat yards will start disappearing since they cannot financially make a go of it and they are worth a lot more as something else. Some of the owners are very conscience of a

yard's importance to the community and try to make sure that it will stay servicing the boating public. Others see the dollar signs and cash in. Why would you work a massive amount of hours just to keep the yard open and hardly eke out a living?

We all know that there is a lot of money floating around and some of those with huge amounts of disposable income think nothing of buying a piece of property, especially waterfront, and changing its usage to a home because it has a great view. On Beals Island some out-of-stater purchased Osmond's Boat Shop, cleared out the boats, installed a gate and locked the public out. This was a place where the fisherman could rent the shop and do a major project. Unfortunately, places like this are getting harder to find.

What about investor groups that are buying up marinas and boat yards? It can be very difficult if they do not have the knowledge of running a marine business or the diplomacy to deal with the customers. I have always said the marine business, especially boatbuilding, can be one of the most dangerous businesses to get involved in. Boatbuilding is challenging if you do not have a business sense. You can have all the talent needed, but if you do not know how to run a business, and do not learn quickly, you could easily fail. Many protect themselves by building on time and materials, not a contract and that is becoming the norm. They just have to stay ahead of the curve as to raising costs and the labor rate has to be able to cover the overhead. Boat yards are a safer bet because it is all time and materials, but there are still pitfalls. The easy part is making sure you store enough boats with enough work to cover expenses. Major restoration projects can be an issue as they can grow into a massive project eating up hours that were needed to get the storage customers ready for the next season.

There is no question that the educational system failed businesses working in the trades and now we, as a whole, have a real problem, which goes well beyond the marine industry. It seems that there is some realization that there is nothing wrong with working in the trades. For many who do not want to sit in an office day in day out and do not mind getting their hands dirty this is a perfect alternative. There are all sorts of specialty workers needed in a boat yard. Some of the smaller yards need their employees to be well rounded and do all sorts of things, whereas in the big yards many stay within one discipline. Due to the shortage of workers, you can make a very good living doing something you like doing.

Hopefully we do not see more yards disappear, but unless the labor issue is solved it may happen. There are more and more recreational boaters and thus we need more yards to take care of them especially the bigger boats, not the centre consoles on a trailer. The yards to the west'ard of us, especially south of Kittery, are full and there is very limited land available to build more storage facilities. Fortunately, most commercial fishermen do their own work and that is a major help to a yard with limited help. This is an interesting problem and hopefully the industry finds a way to solve it.

MCN's Calendar

On-going Exhibits

Penobscot Marine Museum

Rusticators on the Water
Working the Sea
In Extremis: Historic Ships in America (to 5 August)
Sam Murfitt, Maine' Working Waterfront (6 August to 15 October)
Searsport's V-ALT Students Present
At Home, At Sea: Searsport's Maritime Stories
Searsport
Info: penobscotmarinemuseum.org/

Maine Maritime Museum

Women Behind the Lens
SeaChange: Darkness and Light in the Gulf of Maine
Featured Finds
Bath
Info: mainemaritimemuseum.org

Cape Ann Museum

Native Waters, Native Lands
Our Place, Our Stories
A View From My Window
This Unique Place: Paintings & Drawings by Jeff Weaver
Fitz Henry Lane Gallery Re-Envisioned
Gloucester, MA
Info: capeannmuseum.org

New Bedford Whaling Museum

Re/Framing the View: Nineteenth Century American Landscapes
Common Ground: Community Stories
Local Artist Showcase
New Bedford, MA
Info: (508) 997-0046

Mystic Seaport Museum

Fish & Forest
Global Foundation for Ocean Exploration
The Sea Connects Us
Temperance and Trade
Mystic, CT
Info: mysticseaport.org

2023

SEPTEMBER

14-17 Newport International Boat Show
Newport, Rhode Island
Info: (800) 582-7846

16-17 Maine Rocks Race
Rockland Yacht Club
Rockland
Info: rocklandyachtclub.org

OCTOBER

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

2024

FEBRUARY

29-Mar. 2 Maine Fisherman's Forum
Samoset Resort
Rockport, ME
Info: mainefishermensforum.org

JUNE

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



Paul Rollins talks about Bud McIntosh

YORK – When you talk with certain people you realize that they have accumulated a wealth of information on a specific subject, or numerous ones. The last time I stopped and talked to Paul Rollins, a boatbuilder in York, I realized he was probably one of the best sources of information on boatbuilder and designer Bud McIntosh of Dover, New Hampshire. What he was able to recall I found totally interesting, giving me a glimpse into Bud, the veteran wooden boatbuilder and Paul, a new wooden boatbuilder just starting out.

When asked when he first meet Bud, he said, “Early 70s. I grew up on the river, on the same estuary as him, and always heard about him. When I went to high school it was up on the hill and in study hall you could look down the hill and in the spring when the tide was coming in the boats on his moorings would swing into view. I had no idea what a cruising sailboat was in 1968, but I was fascinated by it. When people figured out I wasn’t going to make much of an academic impact they said, you should go down and visit that guy. I heard about him all my life, he was famous in the neighborhood. The first time I visited, he was building a varnish mahogany ketch, ADALINA, “Oh, is this a lobster boat?” But he was very patient and he explained what was going on. I worked doing construction for a couple years; reinforced concrete and building houses. I liked building stuff and I visited him again and then I went to the Apprenticeshop in Bath.”

I asked if Arno Day was there at the time and Paul said, “No, but Arno Day had a big impact on Bud. They were pals because Bud used to cruise, go up there every summer and he knew Joel [White] and Arno and when Bud started designing power boats and lobster boats, Arno helped him out a lot.”

While attending the Apprenticeshop, Paul went and visited Bud and told him, “Oh, I am going to learn to be a boatbuilder,” and he said, “You are going to school to build a dory?” What kind of a lame brain needs to go to school to build a dory, because of course he had been building dories since he was 6 years old. So, I set up in my parent’s back yard. I built a plastic shed and I built some wherries and a couple of peapods. I sold them right away, it was shocking, I was making pretty good money building these little lapstrake boats and Bud started shifting work my way. I started with a flag pole, then a set of oars to be repaired and then a glued mast. He said, “Well, I have got a guy that needs a 36-foot lobster boat. He wants a Bruno & Stillman, but he can’t afford it.” He said, “You do it,” and it was wonderful. He drew it and it was a lot like a Bruno 36. He said, “I will help you, don’t worry.” I didn’t know anything about it. The

owners were very patient and generous, the Anderson’s. They are still fishing out of Rye Harbor. I built the hull and it came out good, copper riveted cedar and then they finished it off. I started getting more work from that. Then Ned, Bud’s brother, called me up one time and said there are some people in American Samoa with a sailboat that needs to be rebuilt.”

Paul headed for American Samoa and spent a year rebuilding the old Alden schooner SVAAP made famous by William Albert Robinson’s voyage around the world. “I did that job,” said Paul, “and as soon as I got home there was a guy that wanted a lobster boat built, a bigger one, like a mini-dragger. Then I started on cruising sailboats. But getting back to Bud, he was building real simple, not highly finished boats. He was doing it on a fixed price and trying to compete. I think he was the budget guy for guys like Waldo Howland and Sam Crocker. He built a lot of sailboats for them. Somewhere in the 50s, he decided he wasn’t going to build anybody else’s design, he wanted his own. Gordon Swift built a lot of boats and ran Great Bay Marina for years. He was working with Bud at the time and this guy came in with a roll of plans for this gold-plated Rhodes centerboard yawl. It would have been big money back then and Bud said, “No, not interested, I don’t want to do that.” That boat I just rebuilt, he would say, “Oh, those Concordia Yawls, they are pretty but I got a much better boat, so he built a couple like, MERRYWING that was a nice hull, it was really a successful hull.”

Bud’s father ran McIntosh College in Dover, New Hampshire, but Bud went to Dartmouth and maybe a year at Harvard. Paul thought he studied literature adding, “He was very well-read. There wasn’t a book that you could mention that he didn’t know about.

“Bud built a string of sloops,” continued Paul, “very simple, competitively priced sloops. They had a little gingerbread on them, just to show some varnish. He had steady work, but he wasn’t making much money at it. Swift left to go to Great Bay Marina, where he could get a more steady check. After that Bud worked kind of by himself. He built AUDACITY, which is sitting at Belmont Boat Works, a 50-foot schooner pretty much by himself. He had methods that worked and he could do it without thinking and really poured out the work. Bill Shuman worked with him and Jeff Foggman and Ellis Rowe. I house sat his home one summer, while he was off cruising and there was some hurricane damage to one of his boats and I got a great job out of that. That was fun. Elmer Dion, who ran the yard at Kittery Point, when he was in a



This boat was designed and built by Ned McIntosh, Bud's Brother and is over 80 years old.

pickle he would go up to Bud’s with a fifth of bourbon. But I remember him saying, “Oh, McIntosh he is rough because he’d push it through the planer and on the boat it would go. These days people just can’t imagine, but that is why wooden boats cost hundreds of thousands of dollars instead of tens of thousands.”

Paul said that Bud would drop in periodically and ask what he was doing. He added, “He was so generous with his time. A lot of things I am doing now, that at the time when he would say them, “You know do it this way.” This old guy doesn’t know what he is doing, he must be getting old. Now, look how that lasted and see how durable his ideas were. BUFFLEHEAD out of Rockland is pine planked, plywood decks with no fiberglass on them, really as basic as you can get. She is 55 years old now and they are still making money with it taking

out charters every day.”

Bud spent hours designing boats. Paul added, “He had this drafting table down in the basement and some friends and I would go down there and he would teach us how to manipulate lines and what a hull should look like. His name was David Chalmers McIntosh, D. C. McIntosh but Michael Robertson said it doesn’t stand for D. C. it stands for ‘down cellar’. There would be rolls of drawings of the boats he’d be designing for people. Little variations on a 32-foot cutter, a 34-foot cutter, a little lighter, a little heavier. Daysailers just a slew of them. I thought APPLIEDORE I was an awfully pretty boat and you know they sailed that without an engine for years down to the Caribbean and back, they did chartering out of Boothbay with no engine, so it is a handy sailer.”

Continued on Page 6

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Scott Worcester of H&H Marine of Steuben

STEUBEN – There is no question that one of the most challenging businesses to be in is boatbuilding. You are at the whim of the economy. If the economy has a significant drop so does recreational boat sales, but commercial sales usually will remain steady. However, let a government agency say that they are going to introduce rules that will severely impact a fishery and this results in the fishermen stopping their plans for any major expenditure like building a new boat. Another factor is a poor year financially, like last year when the price of lobsters dropped.

Back almost two years ago, Scott Worcester purchased 25 percent of H & H Marine in Steuben. When asked what prompted him to do it, he was not sure why. Scott has worked at H & H since 2014. He began in the layup shop, stayed there three or four months and moved over to the finish shop. He added, “Eric, Harold, Billy McKenny, Kenny Ryan, and Ken Robinson out in the layup shop is who I first started with and those were the main guys that I learned from. I can do everything, except a little fuzzy on electrical, but I can get the job done.”

When Bruce Grindle, a part owner, retired, the company bought Bruce out. Not long after, Scott purchased his portion of the company saying, “I like what I do, so I figured I’d take a stab at it, maybe I’d be good at it.”

Scott sees more potential, adding, “I’d like to find more people wanting to work. Maybe a little different style of boats. We are going to head that way anyway, either bigger or smaller.”

H & H offers a lot of different models, which include: 20, 25, 27, 29, 32, 34, 36, 38, 40, 42, 46, and a 47. Now the 47 can be lengthened to a 50 or 51. Scott added, “A lot of calls we have had lately are for smaller boats and most of it is all pleasure. We haven’t had anything commercial. The fall usually picks up a little bit commercially. Maybe they will have a good year fishing

and somebody will want to buy a boat. Right now, it is all small stuff.”

Another request has been for hard chines. He thought he would first test them on an existing boat to see how they worked. In fact, a local fisherman has talked about adding them to his 42 to see if it made his boat faster.

Scott is originally from Harrington, but spent most of his childhood in Fitchburg, Massachusetts. The family moved back up here when he was 14. He added, “I got into fishing I think I was 18 and got a job down at Garbo in Hancock. I worked there for a year or so and then I hopped on a scallop boat. The boat was owned by a guy from Franklin. We fished out of Long Island for a little bit and then went down to Nantucket and fished the summer. Then I came back and hopped on a lobster boat owned by Sheldon Crowley, a 37 Repco that had been refurbished here. That is how I ended up over here because he was friends with Eric and I came over here in the wintertime looking for a job and I didn’t leave.”

Scott lobstered for six years, adding that he does miss it once in a while. He liked the quiet, but especially the fresh air.

Presently, they are finishing off a 50-foot ferry boat for Conanicut Marine Services of Narragansett Bay, Rhode Island, who will use it as the Jamestown ferry. They also have a 29 that will be powered with an outboard; a 27 kit going to Bermuda and the Dixon 53 that sunk off Cape Cod a couple of years ago, which they are refurbishing. They have replaced all the wiring, hydraulics, plumbing and electronics and should be wrapped up soon. Another boat has just arrived, a Young Brothers 42 lobster boat, which hit a ledge damaging her keel. Scott said that they are probably going to lay up a section in one of their moulds and fit it.

Like every other business they need more crew. In the fall they will get a few guys back, who go lobstering during the summer.



Scott Worcester, part owner of H&H Marine in Steuben.

Many of their employees have been there for a number of years. On the average, they have about 10 employees, but would love to expand it to 15.

The phone has been ringing and they are currently working on a proposal for a

race committee boat for a yacht club on Long Island. This is usually a slow time, but once the lobster season nears it end in the fall fishermen will order their new boat and then the rush is on to get them done before lobster season begins.

Rollins Talks About Bud McIntosh

Continued from Page 5

When asked about lobster boat designs, Paul said he did not do a lot after the one he designed for the Anderson's. He added, “He did one just for the heck of it, 27-footer on spec and sold that right away, that was a good boat. Then he did a little bigger one, a 32-footer. The little dragger that we did, that 38-footer, I think that was the biggest power boat that he designed. They weren’t that fast, but like the Anderson’s would tell you, that boat would come home in any weather. She had a little tummy in her and she would lift to the waves. She was a good sea boat.”

One of the best things Bud did was compile a book on wooden boatbuilding. Paul said that this was his reference. He explained, “He might have written it in the 70s but then when WoodenBoat magazine got wind that he had done some writing they encouraged him to pull it together and finish the chapters that he had outlined. I remember him bringing over chapters and saying here, try this out and if I would be repairing something there was all those Sam Manning sketches and Bud’s good description of how to do it. Yeah, it was priceless. There were a couple of things that I think the editor’s refined. A lot of people still spile planks the way it is describe in the book, but it wasn’t the way Bud did it and it wasn’t the way I was taught to do it. They use a pair of pencil dividers. I use a stick rule and that is the way Bud did it.”

Ned McIntosh was Bud’s younger brother. Paul said, “He just died last year at 104, I think. Yeah, he didn’t smoke. They grew up on the Bellamy River and they built themselves dories when they were little kids and they would go down to Great Bay duck

hunting. Then they would build something with a sail rig. They taught themselves how to build boats. I don’t know, there might have been some old timers that guided them. Pretty soon they tried to build boats commercially and they got into yachts. Ned worked at the shipyard in Kittery on Seavey’s Island before the war. During the war they were looking for people to work in the boat shops in Panama so he shipped out and went down there. There was a whole group of really talented boatbuilders that were working together at that boat shop from all over the country. Ned had some great ideas about how to build a boat simply and quickly. He came back here and built spars. He’d put a 50-foot spar on the top of his Chevy, no problem and deliver it. He built like 200 Merrimacs, which was a plywood hard chined V-bottom daysailer, which was a very successful boat around here, a lot of the clubs owned them. His brother was getting into the larger cruising boats, but Ned stayed with smaller boats. He had an Atkins cutter [STAR CREST] that he and his wife, Alice, would sail to the Bahamas in the wintertime, down and back. It went to Nova Scotia to be rebuilt, but I don’t think it is getting rebuilt, it was pretty far gone. She was iron fastened. Ned also ran the Shoals Marine Lab research boat for years. He took the kids out and showed them oceanography.”

Paul has two boats that Ned designed and built. One is an ultralight yacht tender, which he built a lot of. The other is a lapstrake daysailer, which is in amazing shape for an 80-year old boat.

Both Bud and Ned did what they loved, designed and built boats. How good they were at is proved by how revered the designs and the boats are still perceived today.



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National Transportation Safety Board News

NTSB Determines Cause of Fire Aboard Towing Vessel in Texas 6/29/2023

Cracks in a muffler and the substantial use of combustible materials in accommodation spaces led to a fire aboard a towing vessel last year on the Gulf Intracoastal Waterway near Freeport, Texas, the National Transportation Safety Board said Thursday.

On June 25, 2022, the four-person crew aboard the towing vessel Mary Dupre departed Port Comfort, Texas, for Houston, pushing a single barge loaded with bio-diesel fuel. The following day, a fire broke out, leading to a total loss of the vessel, which was estimated at \$1 million. Nearby Good Samaritan towing vessels retrieved the barge, extinguished the fire and evacuated the crewmembers. No injuries were reported.

The fire started behind the wood-paneled bulkheads in the pilot's stateroom, which was located between the vessel's two stacks. The stacks contained engine exhaust mufflers and piping. Investigators found cracks in the welds of the muffler located inside the starboard stack. The cracks allowed hot exhaust gases from the starboard main engine to escape from the muffler into the stack area.

Investigators also found the muffler's exhaust blanket was disconnected. The disconnected blanket left a section of the muffler uninsulated, allowing heat to radiate into the stack area. It is likely the leaking exhaust gases from the crack in the muffler and the radiated heat from the uninsulated portion of the muffler raised the temperature in the stack area.

The crew was not aware of the cracks or disconnected blanket as the size of the stack prevented personnel from entering the space.

NTSB determined the fire aboard the Mary Dupre was caused by undetected cracks in the starboard muffler that allowed exhaust gases from an operating engine to escape and ignite wooden structures affixed to the common bulkhead of an accommodation space. Contributing to the fire damage was the substantial use of combustible materials in the joinery, outfitting and furnishings in the accommodation spaces.

"Engine and other machinery exhaust systems generate heat—which can radiate from exhaust components—and are potential ignition sources," the report said. "These systems often run through tight spaces that are difficult to access and inspect and are often located near materials or equipment that obstruct entry and direct observation. It is good practice to include these areas in periodic fire safety inspections. When conducting inspections of these systems, vessel owners and operators should consider using handheld equipment—such as inspection mirrors, video equipment, or thermal imaging equipment—to detect deficiencies."

NTSB to Investigate Titan Submersible NTSB part of U.S. Coast Guard Marine Board of Investigation 6/30/2023

The National Transportation Safety Board will investigate the loss of the Titan submersible and is part of the U.S. Coast Guard's Marine Board of Investigation. The U.S. Coast Guard is the lead federal agency for the investigation.

"We appreciate the dedication and hard work of all involved in the recovery operations of the Titan and for their efforts recovering evidence critical to the investigation," said NTSB Chair Jennifer Homendy. "We look forward to working with our safety partners during the investigation. The NTSB's mission is to determine how this tragedy occurred and issue safety recommendations to prevent a similar loss in the future."

The crew of the research vessel Polar Prince lost contact with the Titan submersible on June 18. Five people were onboard the submersible.

The NTSB will gather information, analyze the facts, determine a probable cause and issue any necessary safety recommendations. An NTSB investigator was on scene in St. John's, Newfoundland and Labrador, Canada during recovery efforts. The NTSB will issue a final report in 12 to 24 months.

The NTSB is working closely with other federal and international agencies, including the U.S. Coast Guard, the U.S. Navy Supervisor of Salvage and Diving and the Transportation Safety Board of Canada, as part of the investigation.

Failure of Doubler-Plated Hull Likely Cause of Sinking of Fishing Vessel 7/11/2023

The failure of the doubler-plated hull under the engine room likely caused the flooding and sinking of a fishing vessel near Gloucester, Massachusetts last year, the National Transportation Safety Board said Tuesday.

The fishing vessel Grace Marie was transiting to fishing grounds on July 8, 2022, when the engine room began flooding. The seven-person crew was unable to remove the water with the vessel's bilge pumping system. The crew abandoned the vessel in a life raft and was rescued by a Good Samaritan vessel. The vessel eventually sank and was a total loss valued at \$650,000. No injuries were reported.

The external area of the hull along the keel and under the engine room was covered with steel doubler plating to cover and reinforce areas of deteriorated steel. It was installed 8-10 years before the vessel sank.

It is common for uninspected commercial fishing vessels such as the Grace Marie to use doubler plating to repair and reinforce damaged or wasted underwater hull sections. Doubler plate repairs can lead to increased stress concentrated in the area of the repair. Doubler plating also inhibits the ability to assess the true condition of the hull.

The NTSB determined the probable cause of the flooding and sinking of the Grace Marie was uncontrolled flooding of the engine room from an undetermined source, likely a failure of the doubler-plated

hull below the engine room.

"Although doubler plating can be used as a temporary repair solution, it is not generally suitable as a permanent repair for a vessel's hull," the report said. "Vessel owners should crop out wasted steel on the hull and replace it by inserting new plating instead of covering it up with doubler plating."

Excessive Speed Leads to Tugboat Collision with Container Ship 7/26/2023

WASHINGTON (July 26, 2023) — Excessive speed during an advanced harbor-assist maneuver led to a tugboat colliding with a container ship in the Houston Ship Channel last year, the National Transportation Safety Board said Wednesday.

The tugboat George M and container ship MSC Aquarius collided on April 14, 2022, while the tugboat was positioning for a ship-assist maneuver and the container ship was transiting north in the Houston Ship Channel. No injuries were reported. About 1,000 gallons of gear oil were released from the damaged George M's port propulsion unit. Damages to both vessels totaled more than \$900,000.

The George M and another tugboat were performing a harbor-assist operation to dock the MSC Aquarius at the terminal. The George M was assigned the "center lead forward" position on the bow of the container ship. To make up to the bow of the MSC Aquarius, the tugboat had to maneuver into position ahead of the container ship, bow-to-bow. The mate on the George M was operating the tugboat at the time of the collision. It was the mate's first rotation on board the George M's class of vessel.

In maneuvering the George M to the center forward position, the mate approached the container ship as it was transiting at 9.7 knots. While attempting to connect its line to the container ship, the tugboat moved out of centerline. The mate attempted to maneuver the tugboat back to the centerline, but was unable to regain position. The mate's attempt resulted in two collisions between the vessels.

The mate could have requested the pilot of the MSC Aquarius to slow, but the mate did not communicate with the pilot after being assigned to the center lead forward position. The pilot was unaware of the status of the tugboat or the need to slow.

The NTSB determined the probable cause of the collision was the George M mate's attempt to make up bow-to-bow while the tugboat and container ship transited at a speed that was excessive for the advanced harbor-assist maneuver. Contributing to the collision was the George

M mate's lack of experience operating the tugboat.

"The risk of a casualty during bow-to-bow harbor-assist operations with azimuthing stern drive (ASD) tugboats increases with increasing speed. Hydrodynamic forces around an assisted vessel's bow increase exponentially with speed, while the amount of reserve propulsion power available to the tugboat operator decreases," the report said. "Owners and operators of ASD tugboats that perform bow-to-bow harbor-assist operations should set speed limits for these maneuvers. These limits may vary for different classes of tugboats based on design. Tugboat operators should communicate these pre-determined speed limits to ship masters or pilots in command of the vessels that they are assisting before engaging in these maneuvers."

Inadequate Lookout Leads to Collision Between Coast Guard Cutter and Small Boat 8/1/2023

WASHINGTON — The fatal collision between the U.S. Coast Guard cutter Winslow Griesser and a small boat off the coast of Puerto Rico last year resulted from the failure of either vessel to maintain a proper lookout, the National Transportation Safety Board said Tuesday.

Maintaining a proper lookout, by sight and sound, is a fundamental rule of the Convention on the International Regulations for Preventing Collision at Sea for vessels. NTSB investigators found that the bridge crew on the Winslow Griesser was not aware they had hit anything until a crewmember saw the center-console boat's wreckage floating down the side of the cutter.

"The NTSB continues to investigate tragedies like this collision in which vessels are not maintaining proper lookout," said NTSB Chair Jennifer Homendy. "Early detection of a vessel is critical to avoiding a collision. While technology does not remove the need to maintain a proper lookout, it can aid in early detection, which is why we are issuing a safety alert for small vessels to encourage installing a radar reflector and/or an automatic identification system transponder to improve their detectability."

As a result of the investigation, the NTSB recommended the Coast Guard install voyage data recorders or equivalent capabilities on its cutter fleet. Electronic vessel data and bridge audio would have given investigators additional information on the collision. The NTSB also issued a safety alert encouraging owners of recreational boats and small commercial fishing vessels

Continued on Page 10

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U. S. NAVY NEWS

Keel Authenticated for Future USNS Lucy Stone

From Team Ships Public Affairs

08 August 2023

SAN DIEGO, CA – The keel for the future USNS Lucy Stone (T-AO 209), the Navy’s 5th John Lewis-class fleet replenishment oiler, was laid at General Dynamics National Steel and Shipbuilding Company’s (GD NASSCO) shipyard in San Diego, August 8.

A keel laying is the recognition of the start of a ship’s construction. It is the union of a ship’s modular components and the authentication or etching of an honoree’s initials into a ceremonial keel plate. In recognition of their steadfast spirit and patriotic devotion over the past two decades to unite approximately 100 ships with ship sponsors, ship introduction specialists and ship sponsors Alicia Aadnesen and Debbie Simmons etched their initials into the keel plate of the future USNS Lucy Stone.

The ship is named for American suffragist Lucy Stone, who joined other notable advocates such as Elizabeth Cady Stanton, Susan B. Anthony, Ernestine Rose, and Antoinette Brown Blackwell to petition for suffrage and abolition in the 19th century. Her efforts as a founder of the Women’s National Loyal League were essential to the passage of the Thirteenth Amendment abolishing slavery.

“The future Lucy Stone’s keel laying is a significant milestone, and we are excited to mark the beginning of great achievements to come for this ship,” said John Lighthammer, program manager, Auxiliary and Special Mission Shipbuilding Program Office. “The fifth John Lewis-class oiler will enhance the fleet’s ability to refuel ships at sea.”

The oilers feature substantial volume for oil, a significant dry cargo capacity and

aviation capability. The vessels have double hulls to protect against oil spills and strengthened cargo and ballast tanks. T-AOs will add capacity to the Navy’s Combat Logistics Force and become the cornerstone of the fuel delivery system.

GD NASSCO is also in production on future T-AOs, USNS Earl Warren (T-AO 207), USNS Robert F. Kennedy (T-AO 208) and USNS Sojourner Truth (T-AO 210). They are also under contract on future USNS Thurgood Marshall (T-AO 211), USNS Ruth Bader Ginsburg (T-AO 212) and T-AO 213.

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

End of an Era: The Navy’s Last Special Warfare-Dedicated Helicopter Squadron Holds Deactivation Ceremony

From Chief Mass Communication Specialist Chelsea Milburn

08 August 2023

NAVAL BASE CORONADO, CA - The Navy’s last special warfare-dedicated helicopter squadron, the Navy Reserve’s “Firehawks” of Helicopter Sea Combat Squadron (HSC) 85, held a deactivation ceremony in the squadron’s hangar, June 30.

The squadron was joined by friends and family, as well as Sailors and veterans formerly assigned to HSC-85 and previously deactivated squadrons from the community. The ceremony honored not only HSC-85, but also its heritage from its forebears specializing in Naval Special Warfare (NSW) and Combat Search and Rescue (CSAR), dating back to the Vietnam War with the Helicopter Attack Squadron (Light) (HAL)

3 Seawolves, established April 1, 1967.

HSC-85 Commanding Officer Cmdr. Nick “Snowflake” Ryan addressed those in attendance.

“We gather today to commemorate the many accomplishments of HSC-85,” said Ryan before pausing to recognize the Firehawks and their predecessors in attendance.

“We are humbled to be joined today by all the members of the storied squadrons that paved the way for the many accomplishments of the Firehawks and have shared in our success every day,” said Ryan. “May I ask you to stand as I speak, so that we can acknowledge your service and sacrifice from you and your shipmates.”

The “Seawolves” of HAL-3, “Protectors” of Helicopter Combat Support Squadron (HC) 9, “Red Wolves” of HAL-4, “Bluehawks” of HAL-5, “Red Wolves” of Helicopter Combat Support Squadron (HCS) 4 and HSC-84, and “Firehawks” of HCS-5 and HSC-85 stood in turn, being thanked and applauded by the crowd around them.

“Thank you all for your service and sacrifice to our nation,” said Ryan.

Commander, Naval Air Force Reserve (CNAFR) Rear Adm. Brad “Gunny” Dunham then took the podium.

“Personally, when I think of the legacy of the Firehawks in naval aviation, the list is truly endless,” said Dunham. “Your approach to mission planning, innovation, and most importantly, ruthless execution, are just a few examples that are critical to success in combat.”

Dunham spoke to the squadron’s heritage, accomplishments and culture, emphasizing the incredible value of today’s Firehawks’ knowledge and experience to naval aviation as they move on to new squadrons and commands.

“Firehawks, we ask all of you to bring your leadership, your training and your skills with you throughout the naval aviation enterprise as we move forward to enhance naval aviation across the fleet,” said Dunham. “Your unique experience brings indescribable value. In our enterprise, we can’t afford to relearn the lessons of the past. Thank you for your courageous service and dedicated preservation of our national defense. Fair winds and following seas, and we’ll see you in the fleet.”

Chief of the Navy Reserve (CNR) Vice Adm. John Mustin stood to speak to the legacy of the squadron and its predecessors from the Vietnam War, to Operation Desert Storm and beyond.

“Over decades, the HSC-85 ‘Firehawks’ and their predecessors have adapted to the many demands of our national security challenges,” said Mustin. “There are few in the Navy with the vast legacy that you Firehawks have. Your service, your achievements and your sacrifice are both exemplary and legendary.”

The ceremony’s guest speaker, Executive Assistant to CNR Capt. Quinton “QP” Packard, has a long history with the squadron and its community, having served both as commanding officer of HSC-84 and commodore of the wing to which both HSC-84 and HSC-85 belonged, the Navy Reserve’s Maritime Support Wing (MSW).

“So, here we are,” said Packard. “Seven years, three months, 10 days ago, I stood on a similar stage in Norfolk, Virginia in front of a similarly large crowd, some of whom are here today, and disestablished the Firehawk’s sister squadron, the ‘Red Wolves’ of HSC-84. In my list of favorite days, that might be the bottom, and this one won’t be far behind.”

Packard shared stories from his time serving with HSC-84 and as commodore of MSW, emphasizing that anything he could

say about the community would only be a short and simple version of an extraordinary history.

After Packard departed the podium, the ceremony ended bittersweetly. Firehawks and attendees reminisced proudly as they shared in refreshments, veterans of the deactivated squadrons gathered for group photos, and a strong sense of community filled the hangar.

Though the Firehawks are preparing to close their doors in Fall of 2023, their legacy will live on in the expertly-cultivated skill of their Sailors as they move on to new squadrons, as well as in the memory of every Firehawk, those who served before them, and those who have worked alongside them.

In Honor of 56 Years of Dedicated NSW and CSAR Support (1967-2023)

Active Component Squadrons: “Seawolves” of HAL-3 (April 1967 - March 1972); and “Sea Devils” of HC-7 (September 1967 - June 1975).

Reserve Component Squadrons: “Protectors” of HC-9 (August 1975 - July 1990); “Red Wolves” of HAL-4/HCS-4/HSC-84 (July 1976 to March 2016); “Bluehawks” of HAL-5 (March 1977 - October 1989); “Firehawks” of HCS-5 (October 1989 - December 2006); and “Firehawks” of HSC-85 (September 2010 - September 2023).

CNAFR mans, trains and equips the Naval Air Force Reserve in order to provide enduring operational support and strategic depth to Navy forces that win in combat.

USS Mobile Bay Decommissions, Honors 36 Years of Service

From by Julie Ann Ripley, Commander, Naval Surface Forces Pacific

11 August 2023

SAN DIEGO -- USS Mobile Bay (CG 53) honored more than three decades of naval service during a decommissioning ceremony at Naval Base San Diego, Aug. 10.

Vice Adm. Roy Kitchener, commander, Naval Surface Forces served as the ceremony’s guest speaker and wished the current crew fair winds and following seas as they bid farewell to their ship.

“The Sailors of USS Mobile Bay demonstrated time and time again the resolve and readiness the Surface Force provides around the clock in support of our nation’s interests,” said Kitchener. “Everywhere this ship and crew deployed, Mobile Bay Sailors served their nation well, and lived up to the valor enshrined in the Battle of Mobile Bay.”

Commanded by Capt. Brandon J. Burkett, Mobile Bay maintained a crew of 30 officers and 300 enlisted members.

“It’s been an honor to be Mobile Bay’s last commanding officer,” said Burkett. “It has been a distinct privilege to work alongside some of the finest Sailors our Navy and our nation have to offer. Their persistence through adversity is commendable and truly represents the spirit of Mobile Bay’s motto, ‘Full speed ahead.’ They truly embody what it means to be a ‘MOBster.’ It is now my solemn responsibility as the ship’s final captain to order hauling down the colors and disembarking the crew. Though to many of us ‘MOBsters’ past and present, the feeling is deeper than that. Those who’ve gone to sea know that a ship is more than a machine that floats. When you are away from home for months on end your ship becomes your home and your protection. We take care of her and she takes care of us. Simply put, she becomes family. It has been an honor to serve with my crew on this exemplary warship.”

Mobile Bay was built by Ingalls Shipbuilding in Pascagoula, Mississippi and commissioned Feb. 21, 1987, Alabama State Docks in Mobile, Alabama.

The ship’s operational history includes the 1989 evacuation of U.S. Embassy in

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U. S. NAVY NEWS

Beirut, Lebanon; launching 22 Tomahawk Land Attack Missiles (TLAMs) in support of Operation Desert Storm and evacuation of thousands of people displaced by the volcanic eruption of Mt. Pinatubo in the vicinity of Subic Bay, Republic of the Philippines during Operation Fiery Vigil in 1991; U.S. Coast Guard Law Enforcement Detachment (CGLED) seizure of 10.5 metric tons of cocaine approximately 800 miles southwest of Acapulco, Mexico, and launching Tomahawk Land Attack Missiles (TLAMs) in support of Operation Iraqi Freedom in 2003.

The ship's sponsor, Kathryn Jane Maury helped organize the National League of Families of American Prisoners and Missing in Southeast Asia in the 1960s after her Navy pilot husband was shot down and captured in 1965. She was married to U.S. Sen. Jeremiah Denton, a Vietnam War veteran who was awarded the Navy Cross for his heroism while a prisoner of war. USS Jeremiah Denton (DDG 129), a Flight III Arleigh-Burke class destroyer is named for him. Mrs. Denton passed away on Nov. 22, 2007, at the age of 81.

The ship was the first named after and in honor of the Battle of Mobile Bay in August 1864. During the famous American Civil War naval battle between Union forces under the command of Adm. David Farragut and Confederate forces under Adm. Franklin Buchanan.

The ship's motto, "Full speed ahead," is based on Adm. Farragut's famous command issued during the battle and typifies the Admiral's key to success in war, straight thinking and determined action. Mobile Bay proudly carried on the tradition of patriotism and courage displayed by the ships and Sailors in the historic battle which concluded when Farragut's Union ships converged upon the Confederate ironclad CSS Tennessee firing broadsides and ramming it at full speed with their prows. After two hours, Tennessee was dead in the water, it's steering gone and stack shot away, filling the gun deck with suffocating heat and flames. Only then did the wounded Buchanan give the order to surrender. Tennessee's colors came down, concluding one of the most important battles in the Civil War.

Mobile Bay will be inactivated and towed to the Navy's Inactive Ship's facility in Bremerton, Washington where they will be in a Logistic Support Asset (LSA) status.

Construction Begins on Future USNS Hector A. Cafferata Jr.

From Team Ships Public Affairs

11 August 2023

SAN DIEGO – Construction started on the sixth Expeditionary Sea Base (ESB), the

future USNS Hector A. Cafferata Jr. (ESB 8), at General Dynamics National Steel and Shipbuilding Company (GD NASSCO), Aug. 8.

The ESB ship class is highly flexible and used across a broad range of military operations supporting multiple operational phases, similar to the Expeditionary Transfer Dock class. Acting as a mobile sea base, they are part of the critical access infrastructure that supports the deployment of forces and supplies to provide prepositioned equipment and sustainment with flexible distribution.

"The ESB platform has demonstrated they have not only the flexibility, but the capability the fleet needs while protecting our warfighting advantage," said Tim Roberts, Strategic and Theater Sealift program manager, Program Executive Office (PEO) Ships. "The ship will support a variety of mission sets while focusing on its core capabilities of aviation facilities, berthing, special operations, equipment staging support, and command and control operations."

In July 2023 the ship was named by Secretary of the Navy Carlos Del Toro in honor of Medal of Honor recipient and Korean War veteran Hector A. Cafferata and is the first ship to carry his name.

GD NASSCO is also currently under construction on the future USNS Robert E. Simanek (ESB 7) as well as John Lewis-class Fleet Replenishment Oilers, USNS Earl Warren (T-AO 207), Robert F. Kennedy (T-AO 208), Lucy Stone (T-209) and Sojourner Truth (T-AO 210) with Thurgood Marshall (T-AO 211), Ruth Bader Ginsburg (T-ASO 212) and T-AO 213 under contract.

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

Franchetti Takes the Helm After Gilday's Relinquishment of Office

Adm. Mike Gilday relinquished the office of the Chief of Naval Operations after successfully concluding his four-year tenure as the Navy's top military leader in a ceremony at the United States Naval Academy, Aug. 14, 14 August 2023

WASHINGTON – Adm. Mike Gilday relinquished the office of the Chief of Naval Operations after successfully concluding his four-year tenure as the Navy's top military leader in a ceremony at the United States Naval Academy, Aug. 14.

Vice Chief of Naval Operations Adm. Lisa Franchetti, who has been nominated by President Biden to be the next CNO, will perform the duties of the CNO until someone is formally appointed to that role in accordance with law.

Gilday became the 32nd CNO in August 2019. As a member of the Joint Chiefs of Staff, the CNO acts as an advisor to the President of the United States, the National Security Council, the Homeland Security Council, and the Secretary of Defense. Under direction of the Secretary of the Navy, the CNO is responsible for the command, utilization of resources, and operating efficiency of naval forces and shore activities.

Secretary of Defense Lloyd Austin spoke at the ceremony highlighting the importance of the Navy, and the increasingly critical role the service plays in strategic competition.

"To tackle the national security challenges of the 21st century, we need our Navy more than ever," said Austin. "We rely on our Navy to project American power, to protect American interests; we rely on our Navy to bolster our unmatched network of allies and partners, from the South China Sea to the Caribbean; and we rely on our Navy to deter conflict and keep the peace."

Secretary of the Navy Carlos Del Toro acted as the presiding officer and keynote speaker of the ceremony. Similar to Austin, Del Toro emphasized Gilday's "transformational leadership" and prioritization of readiness during an era of strategic competition.

"Admiral Gilday boldly charged for-

Continued on Page 23



32nd CNO Relinquishment of Office Ceremony ANNAPOLIS, Md. (Aug. 14, 2023) Chief of Naval Operations (CNO) Adm. Mike Gilday is relieved by Vice Chief of Naval Operations Adm. Lisa Franchetti, during the relinquishment of office ceremony held at the United States Naval Academy, Aug. 14. In accordance with Title 10 of United States Code 8035, the Franchetti will perform the duties of the CNO until a 33rd Chief of Naval Operations is appointed. (U.S. Navy photo by Mass Communication Specialist 1st Class Michael Zingaro/Released)



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In the Blink of An Eye

By Sheila Dassat

Once again, I find myself writing this on the twenty second anniversary of September 11th. This was a day for most of us that we will never forget. Since that infamous day, a whole new generation has been born. When it comes to preserving history, we don't want this day to go my unnoticed. Today, we remember where we were and what we were doing when we heard the news.

We honor those that were lost due to the terrorist attacks that day. They are our heroes and we will never forget them. We thank the heroes that didn't hesitate to stand up for their country and the American people in the aftermath of the attacks when they heard the call to serve. We are grateful to each and every one.

I have written an article a few years ago stating where we were and what we were doing on that day. It still seems like it was just yesterday. When I say "in the blink of an eye," this seems to be how this all happens. One day, you are getting up to start a normal day and before you know it, life has changed forever.

During that time, people joined together to help one another and look at life a little differently. We joined hands, gathered with our families, shared meals together and helped those in need. Since that time, society has

changed so much. How soon we forget.

We have experienced such a strange and mysterious virus known as Covid-19. What a difference in the end result of how people react. We lost a lot of people all over the world with this virus and instilled fear in just about everyone for almost two years. The end result is people staying home out of fear, of catching the virus, being around other people and even afraid to eat food in public places. Now we have curb side delivery, you never have to leave your vehicle. You can have food brought to your home and can stay isolated by working on a computer from your home. Students were kept home and classes were meant to be taught on a home computer. This was very difficult for some students due to the environment at home. I'm sure there were a lot of students that had their grades lowered due to this or didn't pass at all. There was a big drop-out rate involved with this scare. This is how the world has become.

In the marine sector of all of this change that has evolved over the last twenty two years, we have faced the whale rules and environmental changes and expectations on us. We have had to re-write the way that we prepare the rope on our lobster traps so it doesn't hurt the endangered whale, which we don't want to hurt either. There are now

plastic breakaway pieces and knots in specific places in the rope for each trap. When this was all in the making, one of our big concerns was for the safety of the fisherman and his crew. I am on the boat with Mike on Saving Grace and we have seen how some of these breakaways and knots go through the hauler. They are dangerous and can "fetch up" and then jump out of the hauler or on the side rail, making it like a "crack the whip" affect with whoever is standing there. In the blink of an eye, damage can happen in a hurry.

I feel I must share how quickly things could've changed for us on Labor Day of this past week. I was on the boat and our nephew, Gavin was helping us that day. With this sinking rope that is required and the breakaways, quite often we break our own ropes just hauling it up if it gets snagged in a rock. The results of that is to grapple the traps back, which is a heavy chain with snagging hooks in the links. This is what happened with us that day. Mike snagged our traps by the main line with the grapple and brought the grapple up with the hauler, leaving the gap of rope that was tied to the triples that were hanging. The grapple accidentally let go and when it started to fall into the water, it caught Mike's leg and was taking him over the side. Gavin held onto the rope that was holding the traps trying to keep the tension off of his leg. I grabbed him with a bear hug hold and wouldn't let go. We gave the boat a

little more throttle and she moved enough to break the tension and it let go. This is how quickly things can happen. In the blink of an eye, life can change very quickly and there is no automatic reverse.

Gavin and I are very grateful that we were able to prevent such a tragedy from happening. I think we are still recovering from what Gavin called "a horrific moment." Mike is recovering with a big bruise and rope burn on his leg, but very grateful for not being dragged to the bottom that day.

We were very fortunate, but I can't help but feel for the guys that we have already lost overboard this year due to rope snags. We now have a good idea of what they were thinking when that rope went out and they went over the rail. We truly hope that these rope modifications can be made so it is a little more safe for our fishermen and their crew. It is very dangerous to go out on a lobster boat to haul by yourself, please don't go alone. But that isn't always the case. In our circumstance, we were all on the boat when this happened and the rope still caught Mike's leg but we were there to help him from that moment.

We still have more of this season to go, but please, be very careful and "focus, focus, focus" the entire time that you are out on the water. I was told this when I was dealing with large vessels and still take that advice when I'm out on the water. Take care and have a safe rest of the season!

National Transportation Safety Board News

Continued from Page 7

to install radar reflectors and use simplified automatic identification system transponders to improve their vessels' detectability.

On Aug. 8, 2022, the cutter Winslow Griesser and the center-console boat Desakata collided about four miles off the northern coast of Puerto Rico. The cutter, with a crew of 21, was traveling westward along the coast. The 23-foot boat, with two aboard, was heading northbound. As a result of the collision, one Desakata crewmember was killed and the other seriously injured. The boat was declared a total loss of \$58,800.

Leading up to the collision, neither vessel's crew saw the other vessel, despite having the opportunity to do so. Neither crewmember on the Desakata was main-

taining a lookout, as both were focused on fishing. And no crewmember aboard the cutter was designated solely as a lookout with no other duties. Coast Guard practice is that all members of the bridge watch are responsible for shared lookout duties. Investigators determined no one was maintaining a lookout at the time of the collision.

Contributing factors, investigators said, included the failure of the Winslow Griesser's commanding officer and officer of the deck to take sufficient measures to increase situational awareness while the cutter was traveling at a high speed.

During the investigation, several crewmembers of the Winslow Griesser declined to speak with NTSB investigators. If the Winslow Griesser had been equipped with a voyage data recorder, or VDR, the additional data and audio could help identify safety issues, resulting in safety improvements.

"As the only independent investigator of U.S. Coast Guard casualties, it is vital that NTSB investigators have information from voyage data recorders or equivalent capabilities to ensure a complete, timely and thorough investigation," said Chair Homendy. "Voyage data recorders, like black boxes in airplanes, are one of the most valuable sources of information following a marine casualty and it is imperative that Coast Guard cutters be equipped with this technology."

False Alarm, Loss of Propulsion Leads to Cargo Ships Colliding 8/17/2023

WASHINGTON — A loss of propulsion due to a false alarm led to cargo vessels colliding near Port Arthur, Texas last year, the National Transportation Safety Board said Thursday.

While transiting the Sabine Pass on Aug. 21, 2022, the cargo ship Damgracht lost propulsion when the vessel's main engine shut down due to "high oil mist density" sensed by its oil mist detector (OMD). Due to the abrupt loss of propulsion, the

Continued on Page 18

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Commercial Fishing News

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

As I sit here and get ready to give another report, I realized that I have been doing this for seventeen years now, nineteen years counting the two years that I was secretary treasurer. Time sure flies, and we have had quite a track record with the D.E.L.A. during that time. I have always been honored to represent and hope that I have done my part to represent such an industry as the Maine Lobster Industry.

The last thing that I want to do is to have our association fade into the woodwork, as we serve on the same boards that the other major associations serve on, boards such as the Maine Fishermen's Forum, the Lobster Institute, University of Maine, Orono, the R.E.D. Board, which is the Maine Lobster plate fund which represents Research, Education and Development. We have served with the Alewife Harvesters Association in the effort and support to restore the run of the Alewives. This has been a very successful effort, with the test of time. When we were in danger of passing the bill, twice, at the Maine Legislature for allowing dragger caught lobster by-catch, we fought that and won, twice. When we were in need of a D.M.R. Commissioner that was not in favor of the dragged by-catch, we were there along with a lengthy petition from our membership and concerned fishermen to assign someone with our best interest in mind. We won that challenge as well, which a lot of people thought we were taking on more of a challenge than we could chew. But we won that round, too. We have had our present commissioner now through two different governors, which usually when the governor changes, they appoint a different commissioner, but he has stayed due to popular demand of the industry and both governors. Both governors were elected for a second term, so this has been quite a popular run for Commissioner Patrick Keliher.

Thank you for your service!

We have all fought the Whale Rule for many years now, and we are not strangers to this challenge. It will rise and fall, just like the coming and going of the tide. As it rises it escalates, then when it all comes to a head, it simmers down again. This is not our first rodeo with this. All of the funds in the world will not change the fact that it will escalate once again in 2028. These things happen to raise funds, make changes and provide jobs for those involved. The same thing is going on with the wind mills, which is also a lot of political promises, lots of money at stake and people finding themselves on both sides of the coin. They support green energy but want to save everything that has to do with saving the endangered animals and the earth. They can't have it both ways. We will continue to fight these issues as we always have, rest assured.

D.E.L.A. has helped in many ways that do not hit the newspapers. We are not equipped with publicity people, but do the best that we can. We have been very concerned with safety for our human lives, besides saving whales. Our focus is to help establish safety classes along with our Associate members such as the Island Fishermen's Wives Association and the Maine Center for Coastal Fisheries, McMillan Offshore Safety and the Eastern Maine Skipper's Program. This is one of our many concerns. We have lost too many fishermen that are going alone on their boats because it is too expensive to have a stern man, which are also hard to find these days. If we lose one fisherman due to these issues, it is one too many.

At this point in time, since the Covid virus has hit, a lot has changed for meetings and participation. Please stop and think about getting involved once again. We can meet these challenges if we work together

and start participating again. I have seen the change in our society in just a few short years and hope that we can restore the interest in getting involved and caring once again for our fellow men, women and families. Please think about joining if you're in the Downeast sector or re-joining if you're a member that dropped out over time. We really need to fill a couple of seats on the Board of Directors.

Think about what I am asking, because since I have been involved, we have a whole new generation that was born and grown up and able to join and participate. Let's keep it going for the next generation! There is a membership form in this paper for membership. You can also contact me if you are interested in joining the Board of Directors. This isn't just happening with D.E.L.A., a lot of associations are in need of Board members. This seems to be a new trend. So please help and get involved once again.

We would like to extend our sincere condolences to the Family of Ted Hoskins who has been a major part of our industry for many years. I had the pleasure of working with him at the U.S./Canadian Town Meeting when he was the moderator. He always had a way with audience participation. He was also the Island Pastor for Isle au Haut for many years. Rest in peace, Ted.

A lot of us have been wondering about the Funding for Gear Modification. This has taken so long that this year's gear modification has gone by. Hopefully we will see the funds in September. At this point, the DMR

has been researching the appeal process for those that did not meet the over fifty trip ruling. They have had to do a review for each appeal, so this is what part of the delay is. We (DELA) started this process back in December of 2022 with the recommendation to move as quickly as possible because a lot will need the funding to help get their gear started for the season. I am sorry if you were misled by the time frame, we tried. Please don't lose faith, hopefully things will move forward with a little more concern for the needs of the fishermen.

We are still working on the windmill issues at this time. The Fishermen's Forum is beginning to get underway for the next planning sessions. Rich Wahle of the Lobster Institute is retiring as the Director and the search for a new director is in the making. We wish Rick the best in his retirement. He has contributed a lot to our industry!

We are talking about having a meeting in November at the Stonecutter's Kitchen in Stonington, in person. We can have provisions for those that may want to sit in online. Please let me know, if you can, for a good date for this. Do you like Sunday afternoons or an evening time? We can accommodate whatever works the best for you.

My e-mail is dassatt711@yahoo.com and my phone is 207 322-1924. Please contact me any time and I will get back to you if I can't answer.

Take care and I hope to see you soon, Sheila

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

NOAA Fisheries Releases National Seafood Strategy

The strategy highlights the vital services we provide to support the seafood sector and outlines ways we can enhance its resilience in the face of climate change and other stressors.

August 09, 2023

NOAA Fisheries has released its first-ever National Seafood Strategy (PDF, 8 pages) after several rounds of stakeholder input and a public comment period earlier this year. The strategy underscores NOAA's strong commitment to seafood sector resilience and 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, significant labor shortages, and aging infrastructure.

Our Vision for Resilience

The National Seafood Strategy outlines NOAA Fisheries' 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; and Opportunities are expanded for a diverse and growing seafood workforce.

We plan to achieve our vision by focusing on four goals: Maintain 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; and Strengthen the entire U.S. seafood sector.

Public Input was Critical

Public comments and stakeholder input were integral to finalizing the strategy and helping guide the direction of our work to support the seafood sector. We received more than 150 separate comments, about

a quarter of which were from organizations, including fishing, aquaculture, and seafood associations, non-profits, NGOs, aquariums, and state agencies. In addition, five regional fishery management councils provided comment letters. Many of the comments were used to strengthen and improve the strategy, particularly to clarify phrases or context, such as adding descriptions of other agency strategies and policies. One significant change from the draft is the addition of an Equity and Environmental Justice objective under Goal 4.

The National Seafood Strategy will reinforce NOAA Fisheries' critical science and management support to the seafood sector. Stakeholders recognize that the science conducted by the agency to support management of wild capture fisheries and seafood farming is essential for the well-being of the U.S. seafood sector. The industry needs NOAA Fisheries and other federal agencies to provide more support for and attention to adaptation to climate change, changing markets, and new ocean uses; new domestic sources of seafood supply (wild capture and aquaculture); fair trade; workforce development; and recapitalizing and modernizing seafood infrastructure.

Some comments were beyond the scope of this strategy or more relevant to implementation actions for specific programs or regions. These types of comments will be considered as we develop the implementation plan, which is being developed by an internal working group comprising staff from headquarters, regional offices, and science centers.

Restoring Atlantic Salmon and Reviving Tribal Connections in the Penobscot River Watershed

NOAA and its partners aim to connect Atlantic salmon to cold water spawning grounds and revive the once-vital human connections to the river.

August 24, 2023

For the last 20 years, NOAA Fisheries and its partners have strived to restore endangered Atlantic salmon to Maine's Penobscot River, a NOAA Habitat Focus Area. The Penobscot River watershed, and several other waterways in Maine, support the last remaining wild Atlantic salmon in the United States. Through the removal of dams and other barriers, access to high-quality habitat in the Penobscot River is improving.

Now, our long-term partners—the Atlantic Salmon Federation and the Penobscot Nation—received more than \$10.5 million



Atlantic salmon. (Photo: Atlantic Salmon Federation)

dollars in funding from NOAA under the Bipartisan Infrastructure Law and Inflation Reduction Act. They are working to: Connect Atlantic salmon and other sea-run fish with the cold, clean streams and lakes off of the mainstem Penobscot River, where juvenile fish can thrive; and Revive the once vital human connections to the river.

A Loss of Fisheries and Culture

The Penobscot River once brought millions of migratory fish from the Gulf of Maine to distant spawning grounds in the lakes and small streams of the Appalachian Mountains. "The watershed once saw up to 100,000 Atlantic salmon, tens of millions of river herring, and 3 to 5 million American shad," says Matthew Bernier, a NOAA engineer who reviews project designs for Penobscot restoration efforts.

It was also the lifeline of the Penobscot people who have lived alongside the river for thousands of years. "The river was our highway and our food source," says Chuck Loring, Jr., Director of Natural Resources for the Penobscot Nation. "Fish was a third of our diet and we also used alewife [a type of river herring] to fertilize our gardens."

Two hundred years ago, a wave of industrialization permanently altered the Penobscot watershed. More than 100 dams were built and pollution entered the water, causing fish populations to crash. The Penobscot Nation last harvested Atlantic salmon in 1988 for ceremonial purposes.

"We have to be careful about eating

other types of fish because of the level of contamination," says Loring. "Now we eat more processed food and there is a high occurrence of diabetes in the community." Loss of ancestral traditions has had major psychological effects on the Nation as well. "I think in losing pieces of our culture, we've also lost pieces of ourselves," says Loring.

Restoration Success

In 2009, NOAA Fisheries and the U.S. Fish and Wildlife Service listed the Gulf of Maine distinct population segment of Atlantic salmon as endangered. The 2020 Recovery Plan (PDF, 90 pages) outlines a path to achieve the long-term goal to recover and delist the species. So far, restoration efforts supported by NOAA and led by our partners have resulted in the removal of 17 dams and dozens of other barriers in the Penobscot watershed. This year, the Maine Department of Marine Resources reported a count of 1,520 Atlantic salmon on Penobscot. This is the highest number reported in more than a decade!

The work to bring back Atlantic salmon has also allowed the population of river herring to soar, benefiting the health of the entire ecosystem. "In 20 years, we've gone from a population of essentially zero river herring upstream of the old Veazie Dam to more than 6 million migrating through the restored section of river on their migration to lakes and ponds where they spawn," says John Burrows, Executive Director of U.S. Operations for the Atlantic Salmon Federa-

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tion.

“River herring are a keystone species for the Gulf of Maine,” Burrows explains. “Virtually everything out there will eat a river herring, from otters and osprey 200 miles up the river to whales and ground fish like cod and haddock in the Gulf of Maine.” Critically, masses of river herring help prevent juvenile salmon from being picked off by predators like bald eagles, striped bass, seals, and other species.

Connecting Salmon to Cold Water Spawning Grounds

New projects funded by NOAA under the Bipartisan Infrastructure Law and Inflation Reduction Act will connect Atlantic salmon, river herring, and nine other sea-run fish species to ideal spawning and rearing grounds deeper in the watershed. “Atlantic salmon evolved as cold-water fish,” says Dan McCaw, Fisheries Biologist for the Penobscot Nation. “They need these small streams with heavily forested canopy to protect them from solar radiation. Once temperatures get above 70°F, they start to shut down.”

Projects managed by the Atlantic Salmon Federation and the Penobscot Nation will further improve access to 450 miles of stream habitat and more than 13,000 acres of lakes and ponds. These improvements will support spawning Atlantic salmon, river herring, and American shad. Both groups will also survey and design solutions for future fish passage projects.

Atlantic Salmon Federation Projects

Much of the Federation’s work is occurring in the watershed of the Piscataquis River, the first major tributary to branch off the Penobscot. “This area is the top priority watershed for salmon restoration because it has the highest quality cold water habitat,” says Bernier. “As we have an increasingly warmer world, places like this will be the refuges where salmon will still exist.”

In partnership with The Nature Conservancy in Maine, the Federation plans to remove the Guilford Dam. It’s also making plans for future fish passage improvements at the downstream Moosehead Manufacturing Dam. The Appalachian Mountain Club, another project partner, is improving fish passage at 26 road-stream crossings through culvert replacements in the Pleasant River Headwaters Forest. This will allow salmon to traverse remote streams on densely forested lands that are permanently conserved.

On the eastern side of Penobscot watershed, the Atlantic Salmon Federation is currently constructing a fishway on Baskahegan Stream. It’s also developing plans to provide fish passage into Eskutassis Pond. This work will benefit alewife, a type of river herring that coevolved with Atlantic salmon. The Baskahegan project (PDF, 1 page) will provide access to nearly 9,000 acres of alewife spawning habitat in Baskahegan Lake and the Crooked Brook Flowage. It has the potential to produce more than 2 million alewives swimming to the upper reaches of the watershed.

Penobscot Nation Projects

The Penobscot Nation is also carrying out fish passage projects on the Birch and Mattamiscontis streams to benefit river herring. Opening up the Mattamiscontis Stream will connect river herring to lakes with the potential to support almost 800,000 fish.

NOAA and the Penobscot Nation have partnered together for many years. This new round of funding will allow the tribe to expand its ability to manage current and future projects and to hire a technician. The Penobscot Nation will also bring on a project manager who will reach out to the tribal community to ensure their input is considered throughout the restoration process.

“I think it’s very important to develop two-eyed seeing—looking at the world through both the Western scientific lens and the tribal lens,” says McCaw. “The tribal people stewarded these rivers for 12,000 years and had some of the most robust fish runs in the world. They managed forests very conservatively. There’s a huge benefit of bringing in traditional ecological knowledge and weaving it with modern science in a very respectful way.”

The Penobscot Nation is partnering with the Matagamom Lake Association, U.S. Fish and Wildlife Service, Maine Sea Grant, and the University of Maine to study challenges facing Atlantic salmon on the East Branch of the Penobscot and its headwaters at the Grand Lake Matagamom. The most northerly portion of the Penobscot watershed, this area could provide excellent habitat for Atlantic salmon. With funding from NOAA, scientists and engineers are studying solutions to overcome fish passage problems at the Matagamom Lake Dam and flow issues on the heavily modified East Branch. “We’re hoping that by year two or three of this project we’ll have the information we need to look for more funding to do some really big restoration projects in the coming 5 to 10 years,” says McCaw.

A Commitment to Future Generations of Fish and People

Much work remains to bring Atlantic salmon back from the edge of extinction. However, NOAA is continuing to support habitat restoration projects that reopen migratory pathways and restore access to healthy habitat for fish. Two new fish passage funding opportunities are now open: Restoring Fish Passage through Barrier Removal, open through October 16, 2023; and Restoring Tribal Priority Fish Passage through Barrier Removal, open through November 8, 2023.

“The tribe takes a seven-generation approach to conservation,” says Loring. “That’s our motivation to work hard now. I might not be able to see the results, but my descendants might.”

“Most of my life you walked by the river and saw rocks,” says McCaw. “But now I’ve seen little kids with their hands in the water chasing alewives . . . thousands and thousands of them. It’s a mind blowing and wonderful thing.”

Partners

Partners for Penobscot restoration include: American Rivers; Atlantic Salmon Federation; Maine Audubon; Natural Resources Council of Maine; The Nature Conservancy; Penobscot Nation; State of Maine; Trout Unlimited; and U.S. Fish and Wildlife Service.

NOAA Fisheries Announces Large-scale Study on its Recreational Fishing Effort Survey

NOAA Fisheries has conducted a pilot study on our recreational Fishing Effort Survey. Preliminary results suggest the order of the questions in the survey may lead to overestimation of fishing effort, though a more robust study is necessary to confirm.

August 29, 2023

NOAA Fisheries has conducted a pilot study on our recreational Fishing Effort Survey. The study is part of our commitment to continuous improvement and to producing quality recreational fishing data. These preliminary results suggest that the order of the questions in the survey may lead to overestimation of fishing effort, though a more robust study is necessary to confirm findings. It will be implemented in 2024.

The survey is a household mail survey administered from Maine to Mississippi and

in Hawaii. It collects recreational fishing trip information for boat and shore fishing from private anglers. It’s part of a group of NOAA Fisheries’ surveys used to estimate total recreational catch. This information provides one piece of critical data that helps inform stock assessments and fisheries management decisions.

“We listened to the concerns of our recreational fishing community, and we took action to investigate their concerns further as part of our ongoing research process,” said Dr. Evan Howell, director of NOAA Fisheries’ Office of Science and Technology.

Evaluating and Improving the Current Survey

The Fishing Effort Survey was designed through an extensive research and peer-re-

view process. The sequence of questions is based on a well-researched and standard survey practice to ask easier questions prior to more challenging questions. However, findings from our 6-month pilot study suggest this may not always be optimal. Changing the order of questions in the pilot study led to fewer observed reporting errors and illogical responses uncovered during our standard data review process. The resulting effort estimates were lower for shore and private boat fishing than estimates produced from the current design. However, results varied by type of fishing and state.

“The findings from this limited pilot study should not be taken as a final answer,

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Boat And Ship Yard News



Andrew Taylor's BLUE EYED GIRL, 1 Northern Bay 38, powered with an 900-hp Scania, grounded out at Robinson's Wharf on Southport Island. She has been one of the most dominate boats on the racing scene, having won Diesel Class L, Diesel Free-for-All and Fastest Lobster Boats numerous times.



Riley Johnson of Long Island traded in the LYNN MARIE [Sisu 26] and purchased this Young Brothers "Slippery" 38 the end of last summer. Over the last several months he has been getting her ready for fishing at Johnson's Boat Yard on the Island.



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Friendship Boat Friendship, ME

The local fishing boat WAIT AND SEA, RP 42, is in the shop for some extensive work. They modified the transom, which was fitted with an aluminum structure. This was all cut out and lowered. She was originally an open wheelhouse, but that was enclosed to create a split wheelhouse with a new helm and sliding door. They also added an inverter, shore power, new forward windows, holding tank, pumps, new hatches and some new electronics. She was scheduled to be in the shop for a month, but the work ended up taking them an additional two months to complete.

Before this they finished off a Calvin Beal 38 hull for a fisherman out of Providence, RI, which was launched early this summer.

Next, they will be finishing out a Calvin Beal 36 for a New Jersey yacht club. She will be powered with a 600-hp Cummins with a 150-gallon fuel tank and bow thruster. For accommodations, she will be well appointed with a berth, galley with refrigerator, microwave and head and a large electronics package. This hull had been sold to another customer and the new owners want to change the hull colour, so she will be Awlgrippied.

They have a couple of other smaller projects lined up. A local fisherman will be hauling out at Journey's End Marina in Rockland and they will be going over there

to do some work on her.

Rockport Marine Rockport, ME

There are two major projects underway, one a new build and the other a repair on a boat that went up on the rocks in Narragansett Bay last year.

Sam Chamberlin, yacht designer at Rockport Marine, was busy working on PROJECT OUZEL. He was taking the designs from Langan Design Partners of Newport, Rhode Island and creating the details needed to construct the hull and deck for this 95-foot sailing yacht. He added, "Essentially almost none of the designer drawings will go to the floor. There is a lot of work of just taking the designer's drawings and setup for the way we work. I am just getting ready to figure out how the cabin sole is going to be framed out."

This boat is designed with classic lines of a pilothouse cutter, but will sport a high-performance rig and up-to-date rudder and keel. She will draw 12 feet of water. Her hull will be cold moulded, which at present is upside down and being faired. The hope is for a mid-summer launch in 2025.

The repair is on NARWHAL, which is a replica of a L. Francis Herreshoff design, built by Legendary Yachts in the Pacific Northwest in the 1990s. Following the grounding, she was trucked to Rockport Marine to be repaired. Sam Chamberlin added, "There were about half a dozen very large



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Boat And Ship Yard News



An updated photograph of the Wheeler 55 under construction at Brooklin Boat Yard in Brooklin. They are now beginning to work on her interior and systems.



Peter Buxton of Buxton Boats in Sunset is progressing quickly on this 31-foot wooden pleasure boat. Keep up-to-date on this project by following him on Facebook.

holes in the cold moulded hull and what we decided was that it was easier to turn half a dozen holes into one really big hole and then re-plank as opposed to re-planking each hole individually. There were numerous holes that you could climb right through. That cold molded hull layout has a lot of metal fasteners in it and so cleaning up all the holes and cutting back the scarfs and the various layers was just a nightmare with blades.”

Even though the damage to the port side of the hull was extensive the interior was not as bad as you would have thought. Sam said it was fairly localized to the port side, but they did have to remove much of the interior on that side to make the repairs.

They have started putting in the inner layer of planking. This will be followed by two layers of diagonal planking and an outer fore and aft layer.

They hope to have this project complet-

ed by next summer.

HURRICANE was a major project the last two years as she was converted from a charter/work boat running out to the Isle of Shoals into a very comfortable liveaboard. She spent most of the summer sailing out of Rockport, but will soon head to her homeport in the Boston area. The work included bottom framing and planking, followed by the interior.

Washburn & Doughty East Boothbay, ME

Presently there are five tugboats under construction. Hull number #135 is a 93-foot Washburn & Doughty designed 6,700-hp Z-drive tug, which they are building for McAllister. Her sister, hull number #136, is on the ways and will launch the end of September. There is still quite a bit of work to do on her. This includes: electrical and

joiner work, outfitting and system hook ups. They do not expect to deliver her until the end of the year.

They like having about 90 percent of the tug finish before she goes over. There are certain aspects of the build that they have to have the vessel in the water, loaded to certain capacities, so the vessel takes its final shape and they can lock in the drive shaft and do the alignment procedures.

They also have two Jensen designed 86-foot tugs under construction for Moran Towing. These will probably be delivered mid-next year and then fall of next year.

The final tug is #137, which is another sistership to McAllister’s boats and that is scheduled for delivery the end of next year.

When asked if they have had to deal with Tier 4 compliance, they said they had and that there were a lot of challenges. They said that the first couple of boats were dif-

ficult to design around the SCR. The SCR burns about 1000 degrees It can make the engine room really hot and the insulation needs to be really tight and the SCR’s take up a lot of room. They built the state ferry SPEAR, which had a hybrid system and did not bid on the next ones as they were not sure what the hybrid plan consisted of.

They would like more orders, but they think the interest rates are making the buyers reluctant to place an order unless they really need to.

York Marine Rockland, ME

At their Warren facility they were working on several boats. One was a Whisper Jet 36, which was having her jets completely rebuilt, drive trains, re-bedding the windows,

Continued on Page 18



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Boat And Ship Yard News



The 42-foot RP WAIT-N-SEA is in for major modifications at Friendship Boat Works in Friendship. They changed the transom and added a split wheelhouse.



At York Marine in West Rockport they are doing several upgrades, including cosmetics, on this Whisper Jet 36 before it goes up for sale at Yachting Solutions in Rockport.



This L. Francis Herreshoff cold moulded hull grounded in Rhode Island last fall. She pounded a number of sizeable holes in her side before being rescued. She was then trucked to Rockport Marine where she is under going extensive repairs. Many of the numerous holes were combined into one big hole as it was much easier to repair.



This 95-foot sailing yacht is now under construction at Rockport Marine in Rockport. The hull was built upside down and they are now fairing before she is rolled over. This boat is expected to be completed the summer of 2025.

Continued from Page 15.

making it ready for sale. This boat was built in 1998 and is powered with twin Cummins diesels. If you are interested, she is for sale through Yachting Solutions.

A Hinckley 36 picnic boat is in for a complete tear down and rebuild. She has sat for quite a while so they will soda blast the bottom, Awlgrip the hull, pull the engine, completely rebuild jet, add a new control system for docking, then strip all the varnish and redo.

A lobster boat style hull, about a 24-footer, is in from Long Island, New York and the customer wants to turn her into a day yacht. They will install the engine, shape the house to make as pretty as possible, add an interior, and then Awlgrip from top to bottom.

A daysailer is in storage and the owner has ordered an York 18 sailboat, which is

under construction at the Rockland facility. The one in storage will be completely restored and then Awlgripped.

An Able Whistler 32 is getting a new bow platform, having her interior redone and some rig upgrades. She is scheduled to be launched next spring.

The major project the last couple of years was on an York 42, which is owned by a customer from Northeast Harbor at the Rockland facility. She has undergone a major facelift, including repowering and Awlgrip. Mike York, owner of the yard, said, "We are finishing the electrical for the most part right now. We will launch it in three or four weeks and then do sea trials. We will then put it over here for the winter.

The next big project will be finishing the Young Brothers 40 as a pleasure cruiser.

For other new builds they have two York 18s and a Crosby 26, which will be built this winter.

National Transportation Safety Board News

Continued from Page 10

Damgracht began veering into the path of the cargo ship AP Revelin. The pilot aboard the Damgracht took steps to notify and avoid the AP Revelin, but without the means to maneuver the vessel, the Damgracht and the AP Revelin collided. No injuries were reported. The collision resulted in \$3.4 million in damages to the AP Revelin.

The day before the collision, the Damgracht's main engine alarmed and shortly later shut down due to a high cooling water temperature. That evening, the engine crew cooled down the main engine and repaired a failed cylinder head gasket. The gasket failure likely allowed cooling water to leak into the cylinder and contaminate the engine's lube oil system, and the work to repair it resulted in the interior sections of the engine being exposed to humid conditions. That evening the humidity averaged about 90%. It is likely that higher levels of water entered the crankcase than could be removed overnight by the lube oil purifier or evaporate from the heat of the running engine in the short time it was tested post-repair. While

the Damgracht was underway the following morning, the OMD triggered a false alarm after sensing water vapor that had condensed in the sample.

The NTSB determined the probable cause of the collision was the Damgracht's loss of propulsion caused by an automatic shutdown of the main engine due to a false alarm, likely triggered by water vapor sensed by the oil mist detector shortly after engine maintenance was completed to replace a failed cylinder head gasket during high-humidity conditions.

"When certain engine components, such as cylinder head gaskets, fail, cooling water can be introduced into engine lube oil systems. Ambient air conditions, such as high humidity or extreme cold temperatures, can also increase the water content within engine lube oil sumps," the report said. "The elevated quantity of water in lube oil systems can trigger false alarms in engine crankcase oil mist detectors (and lead to an engine shutdown), due to water droplets passing through the measuring track or the filter glass detecting condensation (mistaking it for oil mist). After an engine's crankcase is opened and exposed to these conditions during maintenance and repair, it is good practice for engine crews to inspect and test the lubricating oil system for water intrusion and ensure lube oil purifying equipment is functioning properly to remove any water or other contamination in the lube oil."

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2023 MLBRA End of Year Results

GAS POWERED WORK BOATS 24 FEET AND UP

Gasoline Class A – 4 & 6 cylinder 24 feet and over:

- 1) *Cindy Jen*, Jon Johansen

Gasoline Class C - V8, 376 to 525 cid, 28 feet and over:

- 1) *Black Diamond*, L. Durkee

Gasoline Class D - V-8, 376 to 540 cid, 28 feet and over.

- 1) *Foolish Pleasure*, Mark Freeman

Gasoline Class E - V-8, Over 525 cid, 28 feet and over, superchargers/Turbos

- 1) *Lynn Marie*, Steve Johnson

DIESEL POWERED WORK BOATS 24 FEET AND UP

Diesel Class A - Up to 235 hp, 24 to 31 feet:

- 1) *Bare Bottom*, Jacob Kirby

Diesel Class C - 236 to 335 hp, 24 to 33 feet:

- 1) *Last Design*, Roy Fagonde

Diesel Class D - 236 to 335 hp, 34 feet over:

- 1) *Rich Endeavor*, Colyn Rich

Diesel Class E - 336 to 435 hp, 24 to 33 feet:

- 1) *Audrey May*, Randy Durkee
- 2) *Guilty Pleasure*, Jake Dugas

Diesel Class F - 336 to 435 hp, 34 feet and over:

- 1) *Faith Melle*, Winfred Alley

Diesel Class G - 436 to 550 hp, 28 to 35 feet:

- 1) *Split Second*, David Osgood

Diesel Class H - 436 to 550 hp, 36 feet and over:

- 1) *Melynda M.*, William Coombs
- 2) *First Team*, Travis Otis

Diesel Class I - 551 to 700 hp, 28 to 35 feet:

- 1) *Lil' Lisa Marie*, Gary Genthner
- 2) *Misty*, Chris Smith

Diesel Class J – 551 to 700 hp, 36 feet and over:

- 1) *Mean Kathleen*, Shawn Clemons

Diesel Class K – 701 to 900 hp, 28 feet and over:

- 1) *La Bella Vita*, Jeff Eaton

Diesel Class L – 901 hp, 28 feet and over:

- 1) *Maria's Nightmare II*, J. Beal

Diesel Class M(A) – 40 feet and over, up to 500 hp:

- 1) *Old School*, Chris Pope
- 2) *Sea Urchin*, Alan Knowlton
- 3) *Pull 'n Pray*, Justin Papkee

Diesel Class M(B) – 40 feet and over, 501 to 750 hp:

- 1) *Kimberly Ann*, Eric Beal
- 2) *Alexsa Rose*, Matt Shepard

Diesel Class N – 40 feet and over; 751hp and over:

- 1) *Natalie E.*, Dana Beal
- 2) *Obsession*, Ryan Lemieux
- 2) *4 Ladies*, Tom Clemons

Wooden Boats (A) Any hp, up to 35 feet 11 inches)

- 1) *Cindy Jen*, Jon Johansen

Wooden Boats (B) Any hp, 36 feet and over)

- 1) *Sari Ann I*, Ann Johansen

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Lobster Boat Racing Season Ends in Portland



In Work Boat Class C there was a great battle between David Noyes' ZIPPAH [Corson 17; 150-hp Evinrude] and Dave Johnston's CASCO MISS [Eastern 22, 250-hp Honda] with the win going to ZIPPAH and CASCO MISS sliding over in second.



Steve Johnson's LYNN MARIE [Sisu 26; 632 Chevrolet] came out and easily won Gasoline Class E. With not much fuel he decided that this would be his only race of the day.



One of the best races of the day was between Marshall Spear's JACALWA and Matt Shepard's ALEXSA ROSE in a combined race of Diesel Class M(B) and N.

second between Justin Papkee's PULL N' PRAY [Wayne Beal 40; 500-hp Hyundai] and Alan Knowlton's SEA URCHIN [Young Brothers 45, 425-hp John Deere], which went to PULL N' PRAY. The last two diesel classes, M(B) and N, were combined. This created a great battle between the two top boats in each class, Matt Shepard's ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] in M(B) and Marshall Spear's JACALWA [Wesmac 46; 1000-hp Caterpillar] in Class N. They came up the course bow to bow and as they neared the finish JACALWA surged into the lead to cross first. Both got the win in their respective classes. Second in Class N went to Tom Clemons' 4 LADIES [Wesmac SW46; 1,000-hp Caterpillar].

There was only one wooden boat in Wooden Boat A and two in Wooden Boat B so they all ran down together. The two boats in Wooden Boat B were DELUSIONAL and Jon and Ann Johansen's SARI ANN I [40' Johns Bay Boat, 375-hp 3208 Caterpillar], skippered by Travis Otis. DELUSIONAL led the three with SARI ANN I back a few boat lengths for a one two finish. CINDY JEN was the only entrant in Wooden Boat A and she was back a ways when the other two had finished.

Two boats were on the line for the Johnson Boat Yard Race and the easy winner was CASCO MISS followed by PULL N' PRAY.

Next came the Royal River Boat Yard Race with seven boats on the line. First went to JACALWA, followed by CARL & CO and then SHADY LADY. There was a great battle in this race between Rusty Parmenter's PATRICIA ANN [42' Novi] and BIG DIPPER for last place. BIG DIPPER slipped over first, but there was a big prize for last.

The only gasoline boat to show for the Gasoline Free-for-All and that was CINDY JEN.

There were seven boats on the line for the Diesel Free-for-All. Unless there was a major engine issue we all knew that

MARIA'S NIGHTMARE II would be the winner and she was. The big question was who would be next? It was close, but at the line it was LABELLA VITA with third going to MEAN KATHLEEN.

In the final race of the day, Fastest Lobster Boat, the top three came down the course with the exact same finish.

PORTLAND: Sunday morning we headed out to the committee boat for the Portland races off the Eastern Promenade from Long Island. The committee boat was PATIENCE, owned by Tom and Katie Werner, Katie being the head of the Portland race committee, and together they also own and operate The Lobster Company on Peak's Island. I had done a majority of the signups when I signed up the racers at Long Island, but there were several new entries and when done I had 41 boats entered. It should be noted that this race is a fund raiser for scholarships for fishermen's children, which is also the main fundraiser of the Maine Fishermen's Forum in March.

The skiffs were challenged again as it was a bumpy ride for them down the course. There were no entrants in Work Boat Class A and many realized that there would be a real battle in Work Boat B, being a rematch of the day before between Andy Correa's Boston Whaler and Mason Vintinner's SCREEN TIME. With the drop of the flag these two jumped into the lead, bow to bow up the course and at times in the air. As they closed in on the finish Andy Correa had the lead with SCREEN TIME right on his transom. Third went to Jacob Noyes' ZIPPIN' TOO. The next race, Work Boat Class C, was another rematch between Dave Johnston's CASCO MISS and David Noyes' ZIPPAH. Right from the start ZIPPAH had the lead with CASCO MISS right behind and they finished one-two. Third went to Ron Pottle's 4 WINNS [4 Winns; 115-hp].

There were only three boats signed up

in the five Gasoline Classes so they were combined into one race, each would win their respective class. The winner of Class A was CINDY JEN, skippered by Al Strout; Class C Jim Koehling's BROWN EYED GIRL [Duffy 26; 454-hp Chevrolet]; and Class E Steve Johnson's LYNN MARIE.

In the Diesel Classes there were no entrants in Class C, D, I and O and there were a few classes with just one entrant so we did some combining. The first race was a combination of Class A and B as there was just one boat in each. The winner of Class A was Scott Dyer's RELENTLESS [BHM 28; 200-hp Yanmar]; and in Class B it was Curt Brown's LIL' MORE TAIL [Calvin Beal 33; 225-hp John Deere]. Class E was another rematch from the day before between AUDREY MAY and WILBUR. AUDREY MAY jumped right into the lead and held that lead all the way to the finish line. WILBUR came over three boat lengths back with Jake Dugas' GUILTY PLEASURE just behind her. Josh Audet's KARAMEL was the only entrant in Class F so she came down with the three boats in Class G. Leading the way was Tucker Johnson's RIJO, which easily took first in Class G with a speed of 43.3 mph. Second in Class G was Ari Meehan's SEMPER FI followed by Kris Koerbert's IVA JEAN [Mitchell Cove 32; 500-hp John Deere]. Of course, the winner of Class F was KARAMEL. In Class H Nick Martinez's PRETTY WOMAN [Calvin Beal 36; 510-hp Caterpillar] took the top spot with Travis Otis' FIRST TEAM in second. Two boats were on the line for Class J and the winner was Sean Clemons' MEAN KATHLEEN, who continued his domination of this class with a speed of 36.4 mph. Second over the line was Alan Dugas' DELUSIONAL. There were two racers in Class K and one in Class L, so they came down together. It was no surprise to see Jeremy Beal's MARIA'S NIGHTMARE II leading the others and getting the win in Class L. Just behind him was Jeff Eaton's LA BELLA VITA who got the win in Class K with second going to Zack Donnell's REGENCY [Calvin Beal 38; 800-hp Scania]. Three boats came to the line in Class M(A) and they all came up together until about halfway and Chris Pope gave OLD SCHOOL a little more throttle and took the lead. However, the real battle was for second again between Justin Papkee's PULL N' PRAY and Alan Knowlton's SEA URCHIN. They had battled the day before at Long Island with PULL N' PRAY just getting by SEA URCHIN for second. Today it was SEA URCHIN slipping by for second and PULL N' PRAY third. Four boats came to the line in Diesel Class M(B) and the winner was Matt Shepard's ALEXSA ROSE. Second went to Wayne Clemons' TEMPTATION [Young Brothers 40; 730-hp MAN] and third was Alan Dugas' ROLLING STONE [John's Bay Boat 44; 700-hp Lugger]. The final

diesel race was Class N and Andy Johnson's WHISTLIN' DIXIE [Holland 40; 1,000-hp Caterpillar] showed she still had what it takes to win. Tom Clemons' 4 LADIES was the second place finisher.

Portland is one of the only places left that has tugboat races and once they are out and ready to run we stop the lobster boat races and let them come down the course. Unfortunately, earlier this summer David Winslow, owner of the Winslow tugs, passed away and these tugs did not participate. Still, it was an impressive sight to see the four McAllister tugs make two runs down the course.

Next up was the wooden boat races, CINDY JEN was the only boat in A and there were three in B so they all came down together. Two of the three in Class B were close as they made their way to the finish line. Just before crossing Scott Dugas' SAND DOLLARS III [41' Johns Bay Boat; 700-hp Caterpillar] slipped into the lead and got the win with DELUSIONAL second, followed by ROLLING STONE.

Three boats were on the line for the Gasoline Free-for-All and one of them was LYNN MARIE. Steve Johnson had enough fuel for another race and was going to open her up and see just how fast she would go. Before they dropped the flag they were not lined up quite right and a false start was called. They lined up again and this time the flag dropped and their engines screamed as they headed up the course. LYNN MARIE had the lead and got the win with BROWN EYED GIRL taking second. A very distant third was CINDY JEN.

Seven boats were ready for the Diesel Free-for-All and again it was no surprise to see MARIA'S NIGHTMARE II out in front for the win with LA BELLA VITA just behind her in second. Third went to WHISTLIN' DIXIE.

Three boats from the Diesel Free-for-All decided not enter the Fastest Lobster Boat Race as did any of the gasoline boats. With the drop of the flag the last race of the day and year was on its way to the finish line. As they made their way to the finish it was obvious that the finish would be the same as in the Diesel Free-for-All. The real story here was that MARIA'S NIGHTMARE II had a great run at 63 mph according to their GPS.

With the final race in the books that concluded the 2023 Maine Lobster Boat Racing Association's season. It was a good year, but Mother Nature could have been kinder and not made it so wet and foggy. Still, we had about the same number of participants as last year, less six. The Association is already gearing up for next year: the calendar has tentatively been created and we are looking at the classes to see if they need to be tweaked. Now, get ready for the Annual Meeting and Banquet at Robinson's Wharf on Southport Island 14 October.

Lobster Boat Racing Results



Another great battle of the day was in the Royal River Boat Race between Rusty Parmenter's PATRICIA ANN [42' Novj] and BIG DIPPER for last place. BIG DIPPER slipped over first.



David Noyes' ZIPPAH [Corson 17; 150-hp Evinrude] getting a little air as he led the rest of Work Boat Class C to the finish line for his second win of the weekend.

LONG ISLAND LOBSTER BOAT RACE 19 August 2023 WORK BOATS UNDER 24 FEET.

Race 1 –Class A, Skiffs 16 feet and under, Outboards up to 30 hp, operators up to 18 years old: 1) *Nugget*, J. P. Thornton (22.8 mph); and 2) *Sea Ox Express*, Max Byers (19 mph). **Race 2 –Class B, Inboard, Outboard or Outdrive, 31 to 90 hp:** 1) ---, Andy Correa (44.5 mph); 2) *Screen Time*, Mason Vintinner; 3) *Zippin Too*, Jacob Noyes; 4) *Miss Diane*, Jay Lane. **No position given:** *Nugget*, Cameron Murphy; *Rock Fisher*, Antonio Camden; *Shaggy*, Regan Anderson; and *Trouble*, Kelsey Anderson. **Race 3 –Class C, Inboard, Outboard or Outdrive, 90 hp and over:** 1) *Zippah*, David Noyes (32.4 mph); 2) *Casco Miss*, Dave Johnston; 3) *Contentious*, Matt Byers; 4) *4Winns*, Ron Pottle; and 5) *Fulmar*, Jake Spear.

GAS POWERED WORK BOATS 24 FEET AND OVER.

Race 4 –Class A, Four and Six Cylinder, 24 feet and over: 1) *All Day Long*, Tim Day (20 mph); and 2) *Cindy Jen*, Jon Johansen. **Race 5 –Class B, V8, Up to 375 cid, 24 feet and over:** *No Entrants*. **Race 6 –Class C, V8, 376 to 525 cid, 24 feet and over:** *No Entrants*. **Race 7 –Class D, V8, 376 to 540 cid, 24 feet and over (Non-working racer):** *No Entrants*. **Race 8 –Class E, V8, Over 525 cid, 28 feet and over, Turbos/superchargers:** 1) *Lynn Marie*, Steven Johnson (24.5 mph).

DIESEL POWERED WORK BOATS 24 FEET AND OVER.

Race 9 –Class A, Up to 235 hp, 24 to 31 feet: *No Entrants*. **Race 10 –Class B, Up to 235 hp, 32 feet to 40 feet:** DNS) *Dauntless*, Josh Kimball. **Race 11 –Class C, 236 to 335**

hp, 24 to 33 feet; No Entrants. **Race 12 –Class D, 236 to 335 hp, 34 feet to 40 feet:** *No Entrants*. **Race 13 –Class E, 336 to 435 hp, 24 to 33 feet:** 1) *Audrey May*, Randy Durkee (36.7 mph); 2) *Wilbur*, Trisha Sawyer; and 3) *Guilty Pleasure*, Jake Dugas. **Race 14 –Class F, 336 to 435 hp, 34 feet to 40 feet:** 1) *Karamel*, Josh Audet (20.2 mph); 2) *Carl & Co.*, Craig Stewart; and 3) *Blue Dolphin II*, Cameron Murphy. **Race 15 –Class G, 436 to 550 hp, 28 to 35 feet:** 1) *Rijo*, Tucker Johnson (42.5 mph); and 2) *Semper Fi*, Ari Meehan. **Race 16 –Class H, 436 to 550 hp, 36 feet to 40 feet:** 1) *First Team*, Travis Otis. **Race 17 –Class I, 551 to 700 hp, 28 to 35 feet:** *No Entrants*. **Race 18 –Class J, 551 to 700 hp, 36 feet to 40 feet:** 1) *Mean Kathleen*, Sean Clemons; and 2) *Delusional*, Allan Dugas. **Race 19 –Class K, 701 to 900 hp, 28 feet to 40 feet:** 1) *La Bella Vita*, Jeff Eaton. **Race 20 –Class L, 901 hp and over, 28 feet to 40 feet:** 1) *Maria's Nightmare II*, Jeremy Beal (51.8 mph). **Race 21 –Class M(A), 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope (27.1 mph); 2) *Pull n' Pray*, Justin Papkee; and 3) *Sea Urchin*, Alan Knowlton. **Race 22 – Class M(B), 40 feet and over, 501 to 750 hp:** 1) *Alexsa Rose*, Matt Shepard (33.3 mph). **Race 23 –Class N, 40 feet and over, 751 hp and over:** 1) *Jacalwa*, Marshall Spear (34.3 mph); and 2) *4 Ladies*, Tom Clemons. **Race 24. Class O. Non-working boats, any length, any horsepower:** 1) *Tilly*, Jeff Croft (16.2 mph).

Race 25 –Wooden Boat Race, up to 35 feet 11 inches: 1) *Cindy Jen*, Jon Johansen. **Race 26 – Wooden Boat Race, 36 feet and over:** 1) *Delusional*, Allan Dugas (27.3 mph); and 2) *Sari Ann I*, Jon Johansen (20 mph).

Race 27 – Boats Built by Johnson's Boat Yard: 1) *Casco Miss*, Dave Johnston (23 mph); and 2) *Pull n' Pray*, Justin Papkee (18 mph).

International Maritime Library

Version 5

internationalmaritimelibrary.org

We now have a listing of over 138,000 vessels, mostly compiled from the "List of Merchant Vessels of the United States" (MVUS) for the years 1867 to 1885. Numerous other lists have been added to this.

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

Also Shipwreck Index and Chronological listing up online!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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

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

I want to join

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Dedicated to the Preservation of Maritime Writings

LOBSTER BOAT RACING RESULTS



Trisha Sawyer's WILBUR [Holland 32; 425-hp Cummins] slipped over the finish line right after AUDREY MAY [Holland 32; 425-hp Cummins] for second.



Second in Diesel Class G went to Ari Meehan's SEMPER FI [Wayne Beal 28; 500-hp Cummins].

Race 28 – Royal River Boat Yard Race: 1) *Jacalwa*, Marshall Spear (33.9 mph); 2) *Carl & Co.*, Craig Stewart (30 mph); 3) *Shady Lady*; 4) *Guilty Pleasure*, Jake Dugas; 5) *Delusional*, Alan Dugas; 6) *Cindy Jen*, Jon Johansen (13.9 mph); 7) *Big Dipper*; and 8) *Patricia Ann*.

Race 29 – Gasoline Free-for-All: 1) *Cindy Jen*, Jon Johansen

Race 30 – Diesel Free-for-All: 1) *Maria's Nightmare II*, Jeremy Beal (57.7 mph); 2) *La Bella Vita*, Jeff Eaton; 3) *Mean Kathleen*, Sean Clemons; 4) *Jacalwa*, Marshall Spear; 5) *Alexsa Rose*, Matt Shepard; 6) *4 Ladies*, Tom Clemons; and 7) *Wilbur*, Trisha Sawyer.

Race 32 – Fastest Lobster Boat: 1) *Maria's Nightmare II*, Jeremy Beal (57.1 mph); 2) *La Bella Vita*, Jeff Eaton (36 mph); and 3) *Mean Kathleen*, Sean Clemons (34 mph).

PORTLAND LOBSTER BOAT RACES 20 August 2023

WORK BOATS UNDER 24 FEET

Race 1 - CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger: No Entrants. **Race 2 – CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) ---, Andy Correa (45.3 mph); 2) *Screen Time*, Mason Vintinner (42 mph); 3) *Zippin' Too*, Jacob Noyes; 4) *Miss Diane*, Ron Barrett; 5) *Shaggy*, Reagan Anderson; 6)



The tugs IONA MCALLISTER trying to get the lead from RODERICK MCALLISTER in the first tugboat race of the day.

PENOBSCOT MARINE MUSEUM

Penobscot Marine Museum's National Fisherman photography collection is the definitive resource for seeing and understanding the commercial fisheries in 20th century North America.

See the images online:
penobscotmarinemuseum.org/national-fisherman/

7) ---, Devin Johnson; and 8) *Simpleman*, Jeff Patterson. **Race 3 – Class C, Inboard, Outboard or Outdrive, 90 hp and over:** 1) *Zippah'*, David Noyes (40.2 mph); 2) *Casco Miss*, Dave Johnston; and 3) *4Winns*, Ron Pottle.

GAS POWERED WORK BOATS 24 FEET AND OVER

Race 4 – Class A, Four and Six Cylinder, 24 feet and over: 1) *Cindy Jen*, Jon Johansen. **Race 5 – Class B, V8, Up to 375 cid, 24 feet and over: No Entrants.** **Race 6 – Class C, V8, 376 to 525 cid, 24 feet and over:** 1) *Brown Eyed Girl*, Jim Koehling (38 mph). **Race 7 – Class D, V8, 376 to 540 cid, 24 feet and over (Non-working racer): No Entrants.** **Race 8 – Class E, V8, Over 525 cid, 28 feet and over, Turbos/superchargers:** 1) *Lynn Marie*, Steven Johnson (43.6 mph).

DIESEL POWERED WORK BOATS 24 FEET AND OVER

Race 9 – Class A, Up to 235 hp, 24 to 31 feet: 1) *Relentless*, The Dyers (16.1 mph). **Race 10 – Class B, Up to 235 hp, 32 feet to 40 feet:** 1) *Lil' More Tail*, Curt Brown (11.1 mph). **Race 11 – Class C, 236 to 335 hp, 24 to 33 feet: No entrants.** **Race 12 – Class D, 236 to 335 hp, 34 feet to 40 feet: No entrants.** **Race 13 – Class E, 336 to 435 hp, 24 to 33 feet:** 1) *Audrey May*, Randy Durkee (34.3 mph); 2) *Wilbur*, Trisha Sawyer (32 mph); and 3) *Guilty Pleasure*, Jake Dugas (29 mph). **Race 14 – Class F, 336 to 435 hp, 34 feet to 40 feet:** 1) *Karamel*, Josh Audet (25.8 mph); and DNS) *Blue Dolphin II*, Cameron Murphy. **Race 15 – Class G, 436 to 550 hp, 28 to 35 feet:** 1) *Rijo*, Tucker Johnson (43.3 mph); 2) *Semper Fi*, Ari Meehan (37 mph); and 3) *Iva Jean*, Kris Koerber. **Race 16 – Class H, 436 to 550 hp, 36 feet to 40 feet:** 1) *Pretty Woman*, Nick Martinez (29.1 mph); and 2) *First Team*, Travis Otis (19 mph). **Race 17 – Class I, 551 to 700 hp, 28 to 35 feet: No Entrants.** **Race 18 – Class J, 551 to 700 hp, 36 feet to 40 feet:** 1) *Mean Kathleen*, Sean Clemons (36.4 mph); and 2) *Delusional*, Alan Dugas (24.2 mph). **Race 19 – Class K, 701 to 900 hp, 28 feet to 40 feet:** 1) *La Bella Vita*, Jeff Eaton (49 mph); and 2) *Regency*, Zach Donnell (28 mph). **Race 20 – Class L, 901 hp and over, 28 feet to 40 feet:** 1) *Maria's Nightmare II*, Jeremy Beal (58.4 mph). **Race 21 – Class M(A), 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope (24.6 mph); 2) *Sea Urchin*, Allan Knowlton (20.7 mph); and 3) *Pull n' Pray*, Justin Papkee. **Race 22 – Class M(B), 40 feet and over, 501 to 750 hp:** 1) *Alexsa Rose*, Matt Shepard (35.2 mph); 2) *Temptation*, Wayne Clemons; 3) *Rolling Stone*, Alan Dugas; and 4) *Sand Dollars III*, Scott Dugas. **Race 23 – Class N, 40 feet and over, 751hp and over:** 1) *Whistlin' Dixie*, Andy Johnson (37.5 mph); and 2) *4 Ladies*, Tom Clemons (33.6 mph). **Race 24. Class O. Non-working boats, any length, any horsepower: No entrants.**

Race 25 – Wooden Boat Race, up to 35 feet 11 inches: 1) *Cindy Jen*, Jon Johansen. **Race 26 – Wooden Boat Race, over 36 feet:** 1) *Sand Dollars III*, Scott Dugas (24.6 mph); 2) *Delusional*, Alan Dugas (20.1 mph); 3) *Rolling Stone*, Alan Dugas; and DNS) *Sari Ann I*, Jon Johansen.

Race 27 – Gasoline Free for All: 1) *Lynn Marie*, Steven Johnson (45.2 mph); 2) *Brown Eyed Girl*, Jim Koehling (36 mph); and 3) *Cindy Jen*, Jon Johansen (9 mph).

Race 28 – Diesel Free for All: 1) *Maria's Nightmare II*, Jeremy Beal (58 mph); 2) *La Bella Vita*, Jeff Eaton (45.1 mph); 3) *Whistlin' Dixie*, Andy Johnson; 4) *Mean Kathleen*, Sean Clemons; 5) *4 Ladies*, Tom Clemons; 6) *Alexsa Rose*, Matt Shepard; and 7) *Regency*, Zach Donnell.

Race 29 - Fastest Lobster Boat: 1) *Maria's Nightmare II*, Jeremy Beal (58.5 mph) (63.2 mph GPS); 2) *La Bella Vita*, Jeff Eaton (45.3 mph); 3) *Whistlin' Dixie*, Andy Johnson; and 4) *Brown Eyed Girl*, Jim Koehling.

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MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 13

and the results cannot be generally applied to all fisheries and fishing areas,” said Howell. “We have to do our due diligence in conducting a full-scale study prior to assessing the need for design changes or making large-scale changes to assessments or management measures.”

The planned follow-up study will be conducted over a longer duration with a larger sample size. This will help us gain a clearer understanding of the differences in effort estimates between the current design and a revised design that changes both the question order and increases the frequency of sampling. The revised design will be administered throughout all of 2024 alongside the current survey to compare the results.

“The switch to monthly sampling will have positive impacts to recreational fishing science and management, and is a very important piece to this study,” said Howell. “Monthly survey administration will produce more frequent effort and catch estimates, which is a priority of our regional partners. A shorter respondent recall period may also minimize reporting error in the survey.”

Supporting Informed Fisheries Management

Our staff and our partners at regional fishery management councils, marine fisheries commissions, and states use a combination of fisheries data to make informed fisheries management decisions.

“We won’t have all the answers regarding potential impacts to catch and effort estimates or stock assessments until we’ve completed the follow-up study,” said Howell. “We recognize that changes to a survey method can cause disruption to stock assessments and fisheries management decisions,

and are committed to working openly and transparently with our partners throughout this process.”

If the agency shifts to a revised design—based on the findings of the follow-up study—the magnitude of historical estimates may change, but critical catch and effort trend information are expected to remain similar. It’s important to note that stock status determinations are relatively consistent when trend information hasn’t changed.

We will work closely with our partners to make informed decisions on how to proceed in light of the pilot study findings. Until we have the full-scale study results in hand, data from the Fishing Effort Survey remains the best—and sometimes the only—available science for tracking relative year-to-year and long-term effort trends.

Gulf of Mexico Fisheries Management Council members recently initiated a collaborative approach for determining which stock assessments and fisheries management actions may be impacted by these study findings and for identifying potential solutions in the short, medium, and long term.

“We are pleased with the fisheries management councils’ actions to determine which decisions may be impacted, and we fully commit to working with them, our marine fisheries commissions, and our other partners moving forward,” said Dr. John Walter, NOAA Fisheries’ Southeast Fisheries Science Center, deputy director for Science and Council Services. “We are also pleased to work with our state partners to find effective solutions.”

Adapting to Survey Improvements

It is a standard practice for government agencies that produce statistics to evaluate their current survey methods and develop

new or improved methods. As with all of the surveys we administer, we have extensively tested the Fishing Effort Survey for various other common survey biases that can impact data accuracy. These include non-response and adequate coverage of the recreational fishing population.

The evolution of surveys through pilot studies is not uncommon. We are prepared to review and analyze the results of the 2024 follow-up study in our continuous effort to improve recreational data collection.

“We have initiated important discussions with our partners on how to become more adaptive in our fisheries assessment and management processes in light of continuous survey improvements and data uncertainty,” said Howell. “We will continue working collaboratively with our partners on programmatic improvements to the state-regional-federal partnership for recreational data collection, including leveraging recent Inflation Reduction Act investments.”

Shark Conservation Starts with Shark Science

NOAA Fisheries invests millions of dollars into shark research to base management decisions on the best available science.
August 30, 2023

NOAA Fisheries invests millions of dollars in shark (and skate and ray) research so that management decisions can be based on the best available science. In fact, we are one of the largest providers of funding for shark science in the world. This includes programs conducted by NOAA Fisheries scientists as well as grants for states, academic institutions, and other organizations.

Regional Research, Shared Globally

Sharks are found throughout all U.S. waters, so we study them in every region.

Each NOAA Fisheries Science Center conducts shark research to meet the needs of regional fishery managers.

For example, the Northeast Fisheries Science Center conducts surveys, sampling, and tagging programs for sharks, spiny dogfish, and skates along the east coast. The Southeast Fisheries Science Center does surveys, research, and stock assessments. These form the foundation for shark management in U.S. waters and international fisheries in the Atlantic Ocean.

Our shark research is peer-reviewed to ensure the science is high-caliber and suitable for management purposes. Since 2018, NOAA Fisheries scientists have contributed to more than 100 shark research publications on dozens of species. The research is submitted to journals or published in reports that are available to everyone through the NOAA Central Library.

Driving Research with Funding

Since 2018, NOAA and NOAA Fisheries have awarded more than \$7 million to outside organizations for shark-focused research projects. We do this through grant programs such as the Saltonstall-Kennedy Grant Program, Bycatch Reduction Engineering Program, Sea Grant, and Cooperative Research Program. The region-specific Species Recovery Grant Program supports research for sharks and rays listed as threatened or endangered under the Endangered Species Act. These investments in shark science allow us to continually improve our shark management.

We fund and conduct research, assess stocks, work with U.S. fishermen, and implement appropriate management measures on shark harvests. Through these efforts, we have made significant progress toward ending overfishing and rebuilding overfished shark stocks for long-term sustainability.

U. S. NAVY NEWS

Continued from Page 9

ward, leading and inspiring Sailors at every level, from the tactical, to the operational, to the strategic... he’s also championed our strategic relationships with allies and partners,” said Del Toro. “He served as our 32nd Chief of Naval Operations during a pivotal – and perhaps sometimes even a bit chaotic – time for our fleet, for our Nation, and for our friends around the world – many of whom are represented here today.”

For his part, Gilday reflected on the adaptation and change the Navy has undergone in adjusting to a new and challenging security environment, while also calling for the Department to “act with urgency and purpose” in order to maintain maritime superiority. He expressed confidence and optimism in the Navy’s direction, while praising Sailors and families around the Fleet for their resilience and service.

“We have the best Navy in the world,” said Gilday. “Every day, our people are standing the watch, operating globally and at the tip of the spear, strengthening our alliances and partnerships.”

As he departed he left the Fleet with a message of service, to be leaders and serve with a purpose.

“Embody humility; selflessness; complete transparency; acknowledge the value of every Sailor and civilian; and always do the right thing, especially when it is difficult,” said Gilday. “Have total ownership of your job and duty... because when you are called upon to sail into harm’s way, your mission is to fight and win for our nation.”

Gilday described Adm. Franchetti as exceptionally well-qualified to perform the duties of CNO during this uncertain and

unprecedented leadership transition.

“I am proud that she will be my CNO,” said Gilday. “She is a Fleet Sailor, an operator, a warfighter. She has already made the Navy better as our Vice Chief of Naval Operations, the Navy is in good hands with her at the helm.”

During the ceremony, Franchetti and Del Toro both thanked Gilday, his wife Linda Gilday, as well as their entire family for their service and leadership throughout the years.

“Admiral Gilday and his wife Linda have dedicated so much of themselves and their time over the past four years focusing on quality of life and quality of service issues to ensure our Sailors and their families have the resources they need to be resilient during their time in service to our Navy and our nation,” said Del Toro. “I especially want to highlight Linda’s significant accomplishments in supporting our Navy families and spouses. You have been a shining example for our service members and families of a remarkable professional and an extraordinary public servant; we express our deepest gratitude to you for your devotion to our Navy family.”

VCNO also stressed the importance of a seamless transition with Gilday’s departure.

“As we look to the horizon and prepare for the challenges that lie ahead, I will act with a sense of urgency to ensure our Sailors have everything they need to maintain our warfighting edge,” said Franchetti.

She added, “For the past 247 years, the U.S. Navy has stood the watch. We, along with the Marine Corps are America’s Away Team, around the world and around the clock. As we look to the future, our mission continues, undisrupted and unabated. We fly, sail, and operate wherever international law

allows so that others can too.”

In the absence of a confirmed 33rd Chief of Naval Operations, and in accordance with 10 U.S.C. 8035, Franchetti assumes the responsibilities of the CNO as the current Vice Chief of Naval Operations.

Adm. Franchetti was nominated by President Biden to be the 33rd Chief of Naval Operations this past July. If confirmed, she would be the first woman service chief and member of the Joint Chiefs of Staff.

USS Sioux City (LCS 11) Decommissions

From Lt. Ayifa Brooks

15 August 2023

NAVAL STATION MAYPORT, FL -- Freedom-variant littoral combat ship (LCS) USS Sioux City (LCS 11) was decommissioned in Mayport, Fla., August 14.

As an operational unit, Sioux City and its crew played an important role in the defense of our nation and maritime freedom. Sioux City and its Sailors were key to determine the operational success and deployment capabilities of today’s LCS platform.

During the ceremony guest speaker, Capt. Daniel Reiher, Commander, Littoral Combat Ship Training Facility Atlantic, wished the crew of Sioux City fair winds and following seas as they bid farewell to their ship.

“Though our ship’s service ends today, her legacy does not. For years to come the Sailors who served onboard will carry forth lessons learned and career experiences gained,” said Capt. Daniel Reiher, Commander, Littoral Combat Ship Training Facility Atlantic. “As those lessons and experiences are used to forge those that follow us, the legacy of SIOUX CITY will strengthen our Navy for generations to come.”

Sioux City and its Sailors contributed a tremendous amount of work and time to ensure success of the LCS program during the ship’s time in naval service. Sioux City completed four successful deployments in December 2020, July 2021, December 2021 and October 2022. The ship deployed to U.S. Fourth, Fifth and Sixth Fleet, integrated with a carrier strike group, performed exercises with partner navies and conducted joint maneuvers with other U.S. Navy warships. While deployed in 2022, Sioux City provided maritime security presence enabling the free flow of commerce in key corridors of trade. Sioux City was also the first LCS to operate in U.S. Fifth and Sixth fleets across the Atlantic where they participated in counter drug trafficking operations with the U.S. Coast Guard to seize over 10,000 kilograms of cocaine worth an estimated \$500 million.

“First off, it’s impressive and humbling to see the shipmates, past and present, and all the well-wishers gathered in attendance today. It’s easy to get locked into the day-to-day grind of running a ship and forget about those who came before you and those who hope and pray for your success,” said Cmdr. Michael Gossett, Sioux City’s commanding officer. “It’s tempting to engross oneself with the finality of the process. Let us not lose sight of the memories we have made, the culture we have built, successes we have had and will endure forever.”

Built by Fincantieri Marinette Marine in Marinette, Wisconsin, Sioux City was commissioned November 17, 2018, at the Naval Academy in Annapolis, Maryland. Mary Winnefeld, a longtime resident of Sioux City,

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U. S. NAVY NEWS

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served as the ship's sponsor.

USS Sioux City (LCS 11) is the first United States Navy Warship named after the city of Sioux City, Iowa. The ship represents the proud people of the Sioux Nation, a combination of the Dakota and Lakota Native American Tribes. Upon decommissioning, Sioux City will be placed into a Foreign Military Sale (FMS) disposition status, and its Sailors will receive follow-on orders to new assignments.

LCS are fast, agile, mission-focused platforms designed to operate in near-shore environments, winning against 21st-century coastal threats. LCS are versatile and are capable to support a broad spectrum of fleet missions and operate alongside regional navies and coast guards while supporting forward presence, maritime security, sea control, and deterrence missions around the globe.

Keel Authenticated for Future USS Tang (SSN 805)

From Team Submarine Public Affairs

18 August 2023

GROTON, Conn. – Senior Navy leaders and shipbuilders gathered at General Dynamics Electric Boat shipyard in Groton, Connecticut, to attend a keel-laying ceremony for the future Virginia-class submarine USS Tang (SSN 805), Aug. 17.

The keel laying ceremony signifies a major milestone in the life of a ship as the ship transitions to reality. The future USS Tang will be a Block V submarine and the 32nd Virginia Class submarine.

During his remarks, Vice Adm. William Houston, Commander, Submarine Forces addressed the industrial team stressing the importance of their work.

"I look at you, the workers, who build these magnificent submarines and I just cannot thank you enough," said Houston. "As a submarine force commander responsible

for 25,000 Submariners, you give us the best platform to operate in the world." Houston continued by underscoring the role shipyard workers hold in the defense industry. "You are contributing to an enterprise of defense of the greatest nation in the world in support of freedom and democracy throughout the world."

In a time-honored Navy tradition, the submarine's sponsor, Ms. Mimi Donnelly, in collaboration with a welder etched her initials onto a steel plate that will be installed on the submarine. The bond symbolizes the enduring relationship between the sponsor, the ship, and her crew.

Donnelly has a long history of volunteer service to the Navy community. She was awarded the Department of the Navy Distinguished Public Service Award for her leadership while serving as the President and Chairman of the Board of Directors for the Dolphin Scholarship Foundation and as a Senior Advisor to the Submarine Officer Spouse Association.

"I am honored to recognize Ms. Donnelly, as well as the shipbuilders who are here today, to celebrate Tang's keel laying as we look forward to a long life of service," said Capt. Mike Hollenbach, Virginia-class program manager. "This is a significant milestone as the submarine begins to take shape in preparation for future delivery to the Fleet where she will enforce our freedom by deterring enemies, protecting our interests and underscoring our nation's dominance of the seas."

Tang is the third Navy submarine to be named for the regal blue surgeonfish, chosen in honor of the success both previous namesakes endured in battle.

The first Navy ship to bear the name Tang, SS 306, was commissioned in 1943 and is one of the most storied American submarines in history, with more than 30 enemy ships hit or sunk during battles in the Pacific theater. Tang (SS 306) received four battle stars and two Presidential Unit Citations

for service during World War II, and its commanding officer received the Medal of Honor for the ship's final heroic actions.

The second Tang, SS 563, was commissioned in 1951 and earned four battle stars for service in Vietnamese waters.

Tang will be the 32nd Virginia-class submarine. Boats in this class are the most advanced attack submarines in the world, with superior stealth, firepower and maneuverability than previous classes. They can hit shore-based targets with highly accurate Tomahawk cruise missiles and are capable of long-term, stealth surveillance of sea forces, littoral waters or ground targets. Their design also provides for special operation forces delivery and support, mine delivery and minefield mapping, and anti-submarine and anti-ship warfare. These capabilities allow the submarine force to contribute to regional stability and preservation of future peace while operating everywhere international law allows.

USS Augusta to Commission in Eastport, Maine

From Courtesy Story

22 August 2023

SAN DIEGO - The future Independence-variant littoral combat ship USS Augusta (LCS 34) will join the active fleet with a commissioning ceremony at Eastport, Maine on September 30.

LCS are fast, agile, mission-focused platforms that operate in near-shore environments, winning against 21st-century coastal threats. These surface warfare combatants with mine warfare capabilities integrate with joint, combined, manned and unmanned teams to support forward-presence, maritime security, sea control and deterrence missions around the globe.

The selection of Augusta as the ship's namesake, the easternmost state capital in the U.S., recognizes the value of Maine's maritime history and landscape. The state's rugged Atlantic coast is home to fishermen, lobstermen, and a thriving maritime industry that is testament to Maine's enduring contributions to the nation.

Chief Justice Leigh Saufley, President and Dean of University of Maine School of Law, will be the sponsor, giving the order to "bring our ship to life."

USS Augusta is the second ship named in honor of the city of Augusta, Maine.

The Los Angeles-class submarine Augusta (SSN 710) was commissioned in January 1985, at Submarine Base, New London, Connecticut and served for 24 years. It was sponsored by Mrs. Diana D. Cohen, wife of Sen. William S. Cohen of Maine who later served as the Secretary of Defense from 1997-2001.

SSN 710 took part in Operations Enduring Freedom and Iraqi Freedom launching UGM-109 Tomahawk Land Attack Missiles (TLAM) against Iraqi military targets on March 21, 2003. Cmdr. Mike A. Haumer, Augusta's commanding officer, received the Bronze Star for his "extraordinary leadership

and operational skills" in command of the boat during the fight.

Following the commissioning, USS Augusta will transit to its homeport of San Diego.

SECNAV Del Toro Presents Posthumous Distinguished Flying Cross to WWII Hero

29 August 2023

Secretary of the Navy (SECNAV) Carlos Del Toro honored a World War II hero, presenting the Distinguished Flying Cross and Air Medal awards posthumously to Peter L. Smith, Aug. 16, 2023.

Smith's son, James, accepted the awards on his father's behalf during a ceremony aboard the Intrepid Sea, Air & Space Museum in New York.

"My father, like many thousands of his generation during the war, did his job - day in and day out. In less than four years, his dedication led to defeating the Nazis and the empire of Japan concurrently," said James Smith.

SECNAV Del Toro thanked James Smith for "his tireless work to ensure his father received the recognition he deserved, and for preserving his father's story of service during World War II."

Aviation Radioman Third Class Petty Officer Peter Smith, a Troy, New York native, enlisted in the Navy on Feb. 2, 1942, two months after the Japanese attacks on Pearl Harbor. First rated as a Storekeeper, Smith volunteered for flying duty, completing training as both an aviation radioman and an air gunner.

In June 1943, Smith was assigned to VC-28, a composite squadron based at Henderson Airfield on Guadalcanal. During his time there, Smith flew as a member of a three-man crew in a TBF Avenger torpedo bomber and conducted 15 combat missions in support of troops on the ground at New Georgia. After returning to the U.S., Smith later re-deployed to the Pacific in 1944 with the newly-designated Torpedo Squadron 28 (VT 28), operating as a carrier-based squadron off USS Monterey (CVL 26). During his time with VT-28, Smith flew in operations to retake Marianas, Saipan, Tinian, and Southern Palau from Japanese forces. He also supported the assaults on the Philippines and strikes against Okinawa. All told, Smith flew more than 150 combat and support missions during his 11 months with VT-28, before being honorably discharged in February 1946, after the conclusion of the war.

"I am humbled by the opportunity to honor Peter L. Smith - one of our Navy's hundreds of thousands of World War II Veterans - for his service to our nation during a defining period in world history," said SECNAV Del Toro. "After the war, Smith, like so many members of this greatest generation, returned to their civilian careers, but forever remained proud of their service."

James Smith thanked SECNAV Del Toro on behalf of his father, calling the award presentation "a great honor for which our



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U. S. NAVY NEWS

family is thankful.”

Congress established the Distinguished Flying Cross, July 2, 1926. It may be awarded to any Navy, Marine Corps, or Coast Guard personnel, while serving in the capacity of the Armed Forces, who distinguish themselves for heroism or outstanding achievement while participating in aerial flight.

The Air Medal is awarded for sustained performance while participating in aerial flight under combat conditions.

In receiving the Distinguished Flying Cross, Petty Officer Smith joins the ranks of Charles Lindbergh and the Wright Brothers, as well as fellow Navy recipients President George H.W. Bush and United States Senator John S. McCain.

“To Petty Officer Smith’s family, I am confident there is no doubt in your minds that his actions met the criteria above for these two awards. His devotion to duty in support of his fellow Sailors, Marines, Airmen, and Soldiers was indeed unwavering throughout his time in service, and I have no doubt you take pride in his accomplishments to keep our Nation free,” said Del Toro.

USS Lake Champlain Decommissions After 35 Years of Distinguished Service

From Julie Ann Ripley

01 September 2023

SAN DIEGO — Ticonderoga-class guided-missile cruiser USS Lake Champlain (CG 57), the 11th ship of its class, was recognized for more than 35 years of naval service during a decommissioning ceremony at Naval Base San Diego, Sept. 1.

Ticonderoga-class guided-missile cruiser USS Lake Champlain (CG 57), the 11th ship of its class, was recognized for more than 35 years of naval service during a decommissioning ceremony at Naval Base San Diego, Sept. 1.

During the ceremony guest speaker Vice Adm. Thomas H. Copeman III (Ret.) wished the current crew fair winds and following seas as they bid farewell to their ship. Copeman was a former Lake Champlain executive officer and the 17th Commander, Naval Surface Forces.

“Behind me is a machine of wondrous complexity and capability. It is truly a marvel of modern technology dedicated to decisive combat operations at sea,” said Copeman. “The fact that she is sitting here, still mission capable is a tribute to the surface Navy and all the people tasked to support the surface fleet. It is those Sailors who have literally given the primes of their lives to the United States Navy keeping this machine in fighting shape that we are really here to pay tribute to.”

The former commander concluded, “Without all these dedicated Sailors, officers and enlisted, the ship behind us would have been nothing but a monument to technology. For 35 years it was the home for thousands of Sailors.”

Lake Champlain’s Commanding Officer, Capt. Steven M. Foley reflected on the service of his crew and those who came before.

“It truly has been my honor and privilege to have served as Lake Champlain’s 19th and final commanding officer,” said Foley. “I served before on this fine warship as a chief and senior chief and was also selected as an officer. CHAMP built a reputation on the waterfront for bringing out the best in her Sailors, just like she did in me. To all the CHAMP Warriors - past and present – Fighting 57 will be eternally grateful and proud of your hard work, dedication, and commitment to excellence! As we bid farewell, we thank all those that stood the watch and give special thanks to the family and friends for their continued love and support over three and

half decades. CHAMP may be gone, but the memories we shared and the legacy we made will live forever in our hearts.”

Selected for the limited duty officer program while both were assigned to Lake Champlain, Foley credits Copeman’s guidance throughout his career for the opportunity to serve as the ship’s final commanding officer.

Lake Champlain maintained a crew of 40 officers, 31 chiefs and 300 enlisted Sailors, and never changed homeports from San Diego. The ship was built in Pascagoula, Mississippi, by Ingalls Shipyard Company and commissioned Aug. 12, 1988, in Manhattan, New York City, New York. Through the course of its distinguished service, Lake Champlain supported Operations Enduring Freedom and Southern Watch, Global War on Terrorism, Maritime Security Operations (MSO) in the North Arabian Gulf (NAG), and counter piracy operations and was awarded 11 Battle Effectiveness (Battle “E”) Awards, three Navy Unit Commendations, and two Meritorious Unit Commendations.

Lake Champlain’s rich deployment history spans three and a half decades. With its first deployment beginning in 1989, the ship completed 17 major deployments. In 1990 the ship responded to an SOS from the Chinese cargo ship M/V Huazhu which was in distress and taking on water. Upon arrival, Lake Champlain and four other ships joined other merchant vessels in the search but could find no sign of the stricken ship or its crew. In heavy seas and with the weather worsening through the day, they searched for the crew. Eventually, USNS Navasota (T-AO 1061) spotted logs and survivors clinging to debris. In ten-to-twelve-foot seas and darkening, overcast skies, the helicopter flight crews and rescue swimmers battled the elements and the added danger of Huazhu’s adrift cargo to pull survivors out of the frigid waters in the Northern Philippine seas. One of Lake Champlain’s petty officers spotted a survivor among a drift of logs that were being buffeted by the heavy seas. Disregarding his own personal safety, he jumped into the rough waters and pulled the man out. He was later awarded the Navy and Marine Corps Medal for his heroic actions. In worsening weather conditions and his body trapped in a particularly large drift of debris, only the Huazhu’s captain was not recovered.

In all, 14 survivors were rescued and five bodies were recovered. Taken onboard Lake Champlain for transport to Subic Bay, Philippines, the ship’s two-person medical

department treated the men. Two were severely injured and received immediate and intensive care that would later be credited with saving their lives. The rescued crewmen waved as they went ashore and the ship’s crew lining the rails waved back. One of the seriously injured was miraculously able to walk off the ship with some assistance and thanked the captain on the pier. Overcome with emotion, he hugged him before allowing himself to be led off to the ambulance. Lake Champlain departed Subic Bay 31 minutes after arriving.

The following year, CG 57 again stopped briefly in Subic Bay, Philippines to support Operation Fiery Vigil evacuations after the eruption of Mt. Pinatubo. The ship evacuated 844 personnel in three runs, covering 2,500 miles in five days.

In 1993 Lake Champlain seized over 7-tons of cocaine, after intercepting Mexican vessel Oso IV, during counter-drug Operation Tidal Wave in the eastern Pacific.

Lake Champlain lived up to the legacy of its predecessors.

CG 57 was the third U.S. Navy warship named to commemorate the victories during the War of 1812 in the waters of Lake Champlain and the lakeside town of Plattsburg, New York.

On Sept. 11, 1814, Brigadier General Alexander Macomb and his troops defended Plattsburg while Master Commandant

Thomas MacDonough and his ships defended Lake Champlain from the converging British forces. The defense of Plattsburg and Lake Champlain solidified the American advantage and withheld British territorial gains.

The first ship of the fleet to bear the name Lake Champlain (AC 7) was a cargo ship during World War II making three round trips to Europe, carrying various supplies such as coal, ammunitions, provisions, and soldiers. AC 7 was decommissioned on March 20, 1919.

The second ship of the fleet to bear the name was an Essex-class aircraft carrier, USS Lake Champlain (CV 39) commissioned on June 3, 1945, and was the last U.S. Naval aircraft carrier with an axial flight deck. Too late to see action in World War II, the ship was assigned to “Magic Carpet” duty repatriating US military personnel. Decommissioned briefly in the late 1940s, the ship again served in the combat zone off Korea providing air support, later served off the coast of Lebanon in 1957, and was active during the 1962 quarantine of Cuba. The ship was also part of both the Mercury and Gemini Programs prior to decommissioning on May 2, 1966. The decommissioning of CG 57 supports department-wide business process reform initiatives to free up time, resources, and manpower in support of increased lethality.

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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

3 May 1850
Page 2.

Ship News Port of Belfast

(Continued from Last Issue)

CORDELIA, Snow, Trinidad; L. BEAN, Noyes, Machias to load for Sagua; BOUNDARY, Haskell, Eastport; cleared 27th, IDA, Hallett, Baltimore; MAIL, Baker, Philadelphia; WM MCGILVERY, Hichborn, Bangor, to load for Cuba; T. H. THOMPSON, Wixon, Richmond, Virginia; WENTWORTH, Bangor; EUTAW, Mathews, Baltimore; W. PENN, Trefethen, Dover, arrived 29th, ELLEN, Nickerson, Richmond, Virginia; cleared J. BRAGDON, Blanchard, Mobile.

Arrived at New York 23d, ATLANTIC, Ponce, PR; TIMOLEON, Hutchings, Stueben; ATLANTIC, Ross, New Orleans; AMERICA, Ross, Charleston; MECHANIC, Bryant, Machias; TREMONT, Mitchel, Jacmel; MARSHAL DUTCH, McGilvery, Cardenas; MARTHA ROGERS, Boardman, St. Mary's, Georgia; SCIOTO, McFarland, Jacksonville; GEN. CASS, Kellar, Thomaston; G. HORTON, Colson, Cadiz; HYLOS, French, Philadelphia; arrived 24th, VANDALIA, Norton, New Orleans; CATHARINE, Wilson, Charleston; MARSARDIS, Bramhall, Belize; TAMPICO, Wilson, Franklin, Louisiana; THOMAS & EDWARDS, Smalley, Charleston; ARCUTURUS, Raynes, Mansanilla; INCREASE, Dyer, BARACOA, Rich, New Orleans; THALES, Pinkham, Cadiz; LUCY ATWOOD, Atwood, Philadelphia; arrived 25th, CHAS. HEATH, Lamphere, San de los Remedios; cleared CAROLINA, Sherwood, Charleston; arrived 26th, DELAWARE, Grover, Mayaguez; VANDALIA, Stout, Darien; ARVUM, Rankin, Havana; cleared 29th, HENRY CLAY, French, Liverpool; JEDDO STETSON, New Orleans; CHINA, Treat, San Francisco; ABBY MORTON, Wright, Plymouth; PTK HENRY, Chester, Mobile; cleared 27th, MARY GROVER, Chase, Liv-

erpool; AUTOLEON, Park, New Orleans; SEABELLE, Harriman, Aguadilla, P. R.; arrived 27th, IDA, Hallett, Lubec; SUAWNEE, Perry, St. Marks; cleared E. A. KINSMAN, Kinsman, Turks Island; SUSAN & MARY, Crockett, Castine; FRIEND, Hallett, Baltimore.

Arrived at Philadelphia 23d, VENEZUELA, Wilson, Porto Cabello; MARY, Whelden, Boston; ERIE, Ryder, and A. LAWRENCE, Crowell, do; NARRAGUAGUS, Hinckley, New York; cleared MERRIMACK, Bangs, Boston; MYRA, Studley, and MARY H. CROWELL, do; arrived 24th, JULIANA, Spates, Eastport; cleared CHICOPEE, Emery, Boston; EDNA C. KELY, do; arrived 25th, ELM, Taylor, do; KOSUTH, Allen, Cienfuegos; A. J. HORTON, Corson, Attakapas; cleared DELAWARE, Harding, Boston; EMMA, Baker, Boston; MARGARET, Boardman, do; arrived 26th, TIONESTA, Leland, Calais; MOUADNOCK, Colson, St. Johns, NB; cleared 25th, OCEAN QUEEN, Peachy, Boston; cleared 27th, MARY, Whelden, Boston; ABT LAWRENCE, Crowell, Boston; ERIE, Ryder, do; ACORN, Howes, do.

Arrived at Savannah 19th, TEXAS, McNair, New York; CASILDA, Grant, Baltimore; R. M. CHARITON, Gilkey, New Orleans; cleared PHILURA, Thatcher, New York; N. H. GAMBRILL, Baltimore; arrived 21st, J. BALCH, Melville, Matanzas, 5 days, for Boston, and cleared 24th; cleared AVON, Carver, Jacksonville.

Arrived at Norfolk 20th, EFFORT, Grant, Thomaston; arrived 22d, SARAH ANN, Gardner, Camden; arrived 23d, J. FRANCES, Gilchrist, do; EDITH, Crowell, Boston.

Arrived at St. Marks 12th, WARCALLER, Josselyn, New York; cleared SUWANEE, Perry, do; cleared 11th, CUSHNOCK, Dickman, do.

Cleared from Pensacola April 13th, A. VINAL, Fettyplace, New Orleans.

Arrived at New Orleans, April 19th,

S. LOUD, Pendleton, Savannah; cleared 15th, MILTIADES, Robinson, Cornna and a mkt; cleared 16th, PARTHENON, Woodbury, Boston; BOTHNIA, Farnum, New York; arrived 17th, J. CARVER, Carver, Wilmington, North Carolina; arrived 19th, MARCELLUS, Sleeper, Philadelphia.

At Havana 19th, OSMALDA, Gardner, for Trieste, £ 3 per tons; at do 20th, NORMA, Ellis, for New York next day; TARQUIN, Doughty, Cowes, loading; CAROLINE C. DAVIS, Blanchard, from Boston, just arrived; GLEANER, Hamlin, for Cones, loading; JUNIATA, Lawrence, for do; HYPERION, Perkins, for Brussels; ANTWERP, Crosby, Boston 19th; A. F. JEANNESS, Dennison, for Cronstadt, loading.

Arrived at Mobile, April 5th, JAS. N. COOPER, Flitner, Havre; 17th PACTOLUS, Moses, do; cleared SULTANA, Brown, Liverpool; cleared 18th, MAINE, Griffin, Philadelphia; PRES. Z. TAYLOR, Hinds, Havana; cleared 20th M. TRIBON, Eustis, Tampico.

California Vessels. - Arrived at Talabuanco January 10th, Mt. Vernon, Barnes, from Boston August 2, and sailed 17th; MARY AND MARTHA, from N. Bedford and sailed 13th; arrived January 22d, EAGLE, Perry, do, sailed February 2d; MIDAS, Jordan, Thomaston, and sailed February 2d; arrived 29th, HODGDON, from Bath, and sailed do, arrived 31st, MARTHA, from Nantucket, and sailed February 7th; 16th, GLENBOE, Abbott, Frankfort, November 8, via St. Catherines January 1st, and sailed February 20th; in port, HARVEST, Ewing, regg.

Sailed from Valparaiso previous to 11th ult, DANIEL WEBSTER, Higgins, from Boston for California.

Spoken January 9th, lat 13 S, lon 35, AMELIA, Clark, from Eastport November 6th, for California.

January 24th, lat 38 S, lon 59 30, QUADRATUS, 68 days from Blue Hill, for California.

By Steamboat this Morning.

Arrived at Boston 1st, RHODERICK DHU, Freeman, Sagua la Grand, April 2; left Alexioa, Burlingame for New York, unc; MARY H. KENDALL, Crocker, do do; COCHITA, Treat, for Baltimore, do; GRAND TURK, Merrithew, for New York; Q. ESTHER, Pendleton, for do. 6 days, ALISIA, Haskell, for Boston soon; SEA BEAU, Merrithew, from Boston; TALBOT, Johnson, for New York; also arrived (at Boston) 1st, APPLETON, Nickerson, and H. MARIA, Howes, Baltimore; SEPTEMBER, Nickerson, Omaso, 6th ult, LEGHORN, Pendleton, Cardenas, 19th ult, VIATOR, Park, Wilmington, North Carolina; DUDLEY, Yates, Potomac; MAZEPPA, Colson, Baltimore; CHICOPEE, Clifford, Philadelphia; EMPIRE, Crowell, do; UNITED STATES, Grant, Cardenas, 18th; DEMOCRAT, Berry, Wilmington, North Carolina; GLOBE, Nickerson, Baltimore; G. HORTON, Pendleton, New York.

Arrived at do 31st, OVANDO, Cozzens, April 16 - has on board remains of Augustus D. Cozzens, late 1st officer, who died February 21, on the outward passage to Havana; cleared 1st, ABEONA, Gerriot, St. Peters, via Castine; GEM, Nickerson, and OAK, Ryder, Philadelphia; LORETTA, Henderson, Mobile; L. H. NICKERSON, Nickerson, New York; SANOP, Sawyer, Bangor.

Left at Buenos Ayres, March 8th, FORRESTER, Parker, for New York 10 days; UNDINE, Dunbar for Boston next days; OCEANUS, Green, for do 10 days; CHOCKTAW, Flitner, for St. Thomas next day; NIAGARA, Harding, disg, sailed February 20th, XENOPHON, Wording, New

York; 24th, VENUS, Orr, do.

Sailed from Bahia, Honduras, April 18th, FLORA, Cole, Cardenas, to clear for Boston.

At Cardenas April 20th, S. B. HALE, Atkins, unc; GRAMPUS, Dyer, for Boston, loading; EMELINE, Clifford, for do 21st; A. MILLIKEN, Leighton, and ROAMER, Nichols, for do loading, ARIEL, Nichols, to load for do; TONQUIN, Sawyer, and ITASKA, Greenlaw, for New York loading; LYRA, Ross for Bristol, Rhode Island; SARAH, McGilvery, Portland; I. CARVER, Curtis, and R. INGERSOLL, Plummer, disg; CITIZEN, Brown, from Machias, do; HARRIET, Brown from New York, do.

Arrived at Havana April 22d, LYRA, Remington, from Vera Cruz, arrived 20th; ANNAWAN, Almy, from Wilmington, North Carolina.

Arrived at Matanzas April 24th, BRUNETTE, McGrath, New York; 20th, GALVESTON, Norton, do.

Arrived at Providence 30th, CALIFORNIA, Hichborn, Matanzas 18th ult; R. THOMAS, Heagan, Cardenas.

Arrived at New York 30th NORMA, Ellis, Havana; CREOLE, Johnson, New Orleans; DENCY, Mudgett, do; W. F. SAFFORD, Pierce, Havana; E. DUDLEY, Matanzas (see disasters); ORONOCO, Haskell, St. Johns, NF; LUCY, Hosmer, St. Marks and Key West; HY ATKINS, Colcord, Cardenas; cleared COMMERCE, Greenlaw, Philadelphia; BROTHERS, Hosmer, Sagua; TIOGA, Collins, Wilmington, North Carolina.

Arrived at Charleston 26th, BATAVIA, Celles, Camden; cleared Round Pond, Pierce, Georgetown, South Carolina.

Arrived at Key West, April 19th, R. H. GAMBLE, Hosmer, New York for St. Marks.

Extract from a letter date, Sag Harbor, L. I., April 28: -

"Brig TITUS, C. Mather, Capt. Nickerson, from Baltimore for Boston, came ashore opposite Sag Habor yesterday, at seven a.m. Officers and crew saved. She has a cargo of corn, leather, &c. At 5 p.m. her hatches had burst off, and her cargo was drifting ashore. This morning her cargo is strewed along the beach. The sea Makes a complete breach over the wreck. She is full of water and badly hogged."


Brig E. DUDLEY, Hopkins, at New York from Matanzas, reports night of 26th ult took a strong breeze from N E, which made a bad sea, stove long boat, and set everything adrift about decks.

10 May
Page 2.

Fires in Belfast for the Year Ending May 1st, 1850. - We are favored by the clerk of engine No. 2, with a carefully kept record of the fires which have occurred in Belfast for the past year, ending May 1st. We have been peculiarly fortunate in having but few fires for the year, but the amount of aggregate loss is sufficient to show the necessity of keeping up a carefully organized fire department. If we could come at an estimate of the amount saved by our two companies the past year, we do not doubt but it would much exceed the sum lost. We think the estimates of loss at each fire are very nearly correct. The following are the fires, with the time, place where they occurred, and amount of loss:

Time	Place	Loss
August 6, 1850	Shipyard of H. E. Carter	\$400
Oct. 27, 1850	House of Mr. Gordon of NY, vacant	\$000
Dec. 15, 1850	Ell part of American House	\$100
January 5, 1850	Store of Edwards & Lennan and others,	\$5,000
	Whole loss	
January 9, 1850	House occupied by	\$000

FOR SALE



1986 28' Howard Pickereell G/W Downeaster used mainly as a recreational lobster boat. 4 cyl Volvo gas B23 engine. Volvo Penta I/O SP. 2 poly fuel cells, 28 gals each. (I only use one) 2 new batteries. VHF, depth finder, radar (I removed from boat - dont need it) Sleeps 2, porta-potti, Boat is in good shape for year. Engine was rebuilt few years ago, have spare engine that ran ok when I repowered her. Plenty of spare parts, interior could use some attention but still solid. Keel has small leak but bilge pumps handle no problem. Reason for selling - start my 32ft Silverton project. NO trades. \$15000 OBO. Boat in water at Sorrento Harbor. 207-479-5061 serious calls only. Iv a msg and I will call you back. FCFS

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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

	Mr. Meek, slightly, Damaged \$000	
March 5, 1850	Store of G. W. Moulton, \$2,000 whole loss	
March 14, 1850	House owned by G. J. McDonald, ins. \$200	
April 19, 1850	Barn owned by Mrs. Cunningham \$100	
April 27, 1850	Farmers' Inn, total loss \$1,700	
Total		\$9,500

The estimates undoubtedly fall below the real amount of loss. But they are near enough to correctness to show that there is much property lost by fires in our town in the course of the year, and the necessity of being constantly prepared for them. A large proportion of the total amount falls upon our own citizens, the largest item in the column being altogether lost by a fraudulent office.

The steamboat T. F. SECOR has been placed on the route from Augusta to Bath, to connect with the cars.

Page 3.

Latest Intelligence.

We are indebted to the politeness of the express of Bryant & Spear, for Boston papers of Wednesday evening, containing full details of late and important news.

From California.

Arrival of Three Steamers at New York.

No less than three steamships arrived at New York yesterday, from Chagres, with passengers and gold dust from California, and the Pacific mails up to April 1st.

The first of these vessels was the EMPIRE CITY, Capt. Wilson, which arrived at about half-past 10 a.m. She left Chagres at 10 o'clock, p.m., of the 27th, arrived off Port Royal, Jamaica, at 12 o'clock night of the 29th, and left for New York at five o'clock p.m. on the 30th of April.

The EMPIRE CITY, on her passage from Chagres, met with an accident to her machinery by which became unnecessary to dispense with the use of one paddle wheel.

Her arrival was seriously delayed by this accident.

The GEORGIA arrived about noon, having made the passage from Chagres in 7 days and 8 hours running time. She left Havana on the 3d inst. As she came out, the OHIO was seen going in. She also left at Havana the steamer FALCON, with 260 passengers, bound to Chagres. The GEORGIA brings 146 passengers and gold dust to the amount of \$874,760.

All the southern passengers took passage in the ALABAMA for New Orleans.

The third steamship from Chagres was the CHEROKEE, which arrived up late in the afternoon. She brings about 100 passengers, and nearly two million of gold dust.

The news brought by these steamers is one month later than our precious accounts, it being up to April 1st. It was received by the steamship CALIFORNIA, which left San Francisco on the 1st ult., with 123 passengers, two million and a half in gold dust, and arrived at Panama on the 23d. Below we give full details of the news by these arrivals, made up from our files of California papers, and from the New York papers, and shall publish letters from our correspondents next week.

Brig JEANETTE arrived at San Francisco, 113 days from New York – shortest passage yet.

At San Francisco, from February 28th to March 27th inclusive, there have arrived in seventy-four American vessels (19,228 tons shipping) 1532 male and 55 female passenger. Foreign vessels, twenty-six (5814 tonnage) 2208 male and 150 female passengers. Total – vessels, 100 tonnage, 25,042; male passenger 2,028; female passengers 216.

We learn by a letter from Mazatlan, that on the morning of the 6th of March, midshipman Tabb, of the U. S. sloop-of-war FALMOUTH, was most foully murdered

in that city, by a party of Mexicans. Mr. Tabb was returning with two friends, about half-past one o'clock in the morning from a concert, and while standing upon the mole, waiting for a boat some Americans farther down the beach commenced an altercation, and finally a quarrel with the Mexican boatmen. M. T. left his friends to see the affray; the Americans retreated, and the Mexican party surrounded the unfortunate young officer, who, out of curiosity, was led to the spot, and literally beat out his brains.

From Europe. – The steamer NIAGARA arrived at Halifax at 6 o'clock on Tuesday morning. There is little news of interest. Cotton has advanced 1-8d, corn advances with quick sales. Beef and pork supported.

From Brazil. – The bark ISABELITA HYNE, Capt. Dewing arrived at New York on Sunday from Rio de Janeiro, whence she sailed on the 25th of March. Several Americans had fallen victims to the yellow fever. It raged the most amongst the shipping and lower classes. Many of the natives had died of fright. Several of the foreign mercantile houses were closed, owing to universal sickness among their inmates.

For news from California vessels by the late arrival from Rio de Janeiro, see

“shipnews.”

Lost overboard from schooner YANTIC, on the passage from New York to Machias, May 1st, Stephen Dowling, of East Machias, first officer.

Married.

In Etna, by A. T. C. Dodge, Esq., D. E. Sewett and Miss Rosaline W. Hibbard, both of Etna.

In Burnham, by D. C. Milliken, Mr. Joseph Haseltine to Mrs. Olive Cole, both of Burnham.

In East Thomaston, Mr. Alvin McLain to Miss Clementine Ulmer.

In Bangor, Mr. I. S. Bicknell of Stetson to Miss A. F. Poland of Prospect.

In Ellsworth, 1st inst., Luther Jewett, Esq., to Miss Charlotte P. Jones of Ellsworth.

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13' BOSTON WHALER 130 Super Sport, 2018. With Mercury 40 ELPT Outboard 86 Hours & 2018 Trailer. Asking \$17,500 Call or stop in for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103.



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



17' SCOUT 175 SPORTFISH, 2023.

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18' EDGEWATER CC, 1996. Purchased new in 1998; 115 Suzuki 4 stroke, purchased new Fall 2017, 69 hours; 1998 5 STAR roller trailer, replaced winch 2021, 2 speed with new strap, 2022 replaced axle; includes VHF radio, compass, etc., many extras included. \$19,000. Call Tom for more information and pictures. (603) 781-1408.



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19' SCOUT 195 SPORT DORADO, 2024 NEW. With Yamaha F115XB, Crystal Blue Hull Color, Bimini Top, Powder Coated Ski Tow - Center Stern Seat - Backrest & 2023 Venture Trailer Call or stop in for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103; cascobayyacht.com



19' SCOUT 195 SPORT DORADO, 2023. With Yamaha F115XB & '23 Venture trailer. Midnight blue hull color, bimini top, powder coated ski

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tow, stern seat and backrest. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103. www.cascobayyacht.com



20' GRADY WHITE ADVENTURE 208, 1997. With Yamaha 175hp Saltwater Series II Outboard, Bimini Top & 1997 Load Rite Trailer. Asking \$19,900. Call or stop in for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103; cascobayyacht.com



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21' ZODIAC PRO 650, 2017. With Yamaha F150XB - 170 hours and 2019 EZ Loader trailer. Clean and loaded. Asking price \$54,000. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com.



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