

Maine Coastal News

Volume 36 Issue 11

November 2023

FREE



A 29-foot Concordia being totally rebuilt at Newcastle Marine in Newcastle.

**Bath Iron Works
Bath, ME**

Julie Berry Joins General Dynamics Bath Iron Works as Vice President and Chief Information Officer

General Dynamics Bath Iron Works announced that Julie Berry is joining the organization as Vice President, Chief Information Officer. In that role, Berry is responsible for the Bath Iron Works Information Technology (IT) organization, cybersecurity and associated vendors and will be a member of the Senior Leadership Team.

Berry worked for Steward Healthcare System LLC from 2011–2021 serving as Chief Technology Officer and Chief Information Officer. Steward owns 33 community hospitals in nine states and has 30,000 employees. She worked at Maine's largest hospital system, MaineHealth, from 2021–2022. She then returned to Steward Healthcare in her most recent role as Senior Vice President where she oversaw Data Management and Predictive Analytics.

"Julie's focus on strengthening IT teams and capabilities to enable business optimization will modernize Bath Iron Works' IT infrastructure and processes to meet the demands of on-time delivery of our Navy ships," said President Chuck Krugh.

Berry has a bachelor's degree in Computer Information Systems from Suffolk University in Boston. She has served on

several boards and advisory committees; as chair of the Massachusetts Health Data Consortium, she led efforts to advance data standardization and interoperability.

"I am beyond excited to be joining BIW," stated Berry. "My family has a long lineage serving in various branches of the Armed Forces. I am honored for the opportunity to contribute to this valuable work that helps defend our nation by joining the BIW team and advancing information technology that will improve the infrastructure and processes in support of building ships for the US Navy."

General Dynamics Bath Iron Works, Maine's largest manufacturer, is responsible for new construction, maintenance and modernization of surface combatants for the U.S. Navy. General Dynamics is a global aerospace and defense company that offers a broad portfolio of products and services in business aviation; ship construction and repair; land combat vehicles, weapons systems and munitions; and technology products and services. More information about General Dynamics Bath Iron Works can be found at www.gdbiw.com.

**Holland Boat Shop
Belfast, ME**

There are two boats in the main shop. The first is a Holland 32, which is being finished out as a day boat for a customer from

Southern Maine. Her only accommodation will be a V-berth. Gavin Holland added, "Basically, we're putting the major pieces together right now. The top is on and we're working on the side panels, shelter top and getting that ready to put on. She is basically in the assembly stage right now. Hoping to have that ready for the spring.

The other boat in the main shop is a Holland 38, being finished out as a well-appointed pleasure cruiser for a customer from California. Her engine is in place as well as the running gear and her top should go on shortly.

As for 14s they have six or seven on order and they say as soon as they get a few done, another few are on order to be built. Four of those on order are for Crocker's Boat Yard in Manchester-by-the-Sea, Massachusetts. As soon as two are delivered they order another two. Most of the ones on order are with center consoles, with the exception of one steered by the tiller on the outboard.

The Holland 20 is still outside and just needs to be brought in and faired so they can take a mould off of it. Gavin said that it will not take much more fairing to have her ready, thinking that a month or so would do it. They have several of these on order even though the only thing they can show a customer is the plug.

What is next? They have two 38s on order, both kit boats. Another 38 is on order

and this one is probably a finish boat. As for 32s there are none on the books, but there is talk.

**Newcastle Marine
Newcastle, ME**

For those that run past Newcastle-Damariscotta on Route 1 you might have noted the changes at Newcastle Marine in Newcastle. There are a number of temporary buildings covered with shrink wrap and several wooden boats out in the yard. If the door is open on the main shop, you might have seen the Concordia 39, which is getting totally rebuilt for a New Hampshire customer. Rob Blood, owner of Newcastle Marine, explained, "Over the last five or six years we reframed her, put a new keel timber in her and we are finally getting around to planking her. We have got the ballast ready to go on, but we are waiting on the keel bolts to come in. Hopefully, another year or two we will have the hull done."

This boat was originally started in Arkansas, where the owner was living at the time. Rob was flown out there, where he added all new floors, frames, and keel. She was then stiff enough to be moved. They loaded her onto a truck with her keel flush to the trailer's deck and moved her to Maine.

In one of the temporary sheds is a 1959

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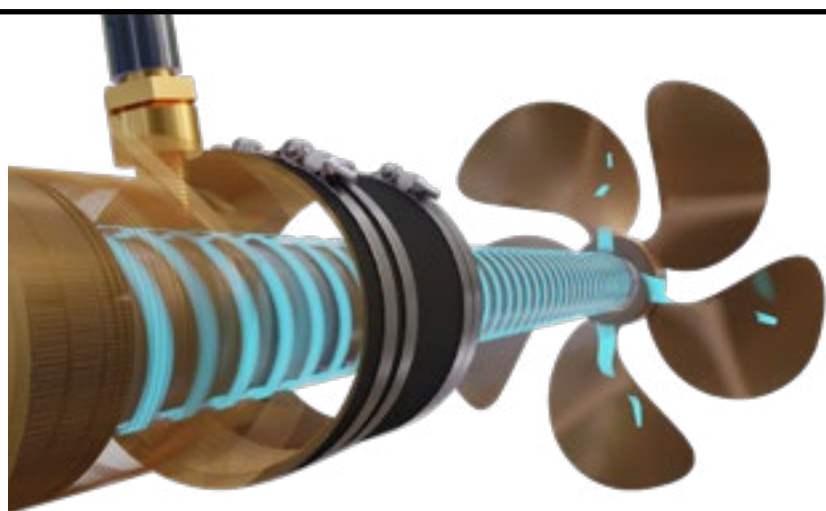
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Maine Coastal News is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news and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

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Advertising Deadlines: The deadline for the December issue is November 3.
The deadline for the January issue is December 1.

Publisher's Note

September was not a very fun month. There was way too much time spent on the road, more than I normally do. It was filled with runs from Eastport to Niantic, Connecticut with 15 nights in three different hotels and no weekends off. However, I am still on track to have fewer total miles this year than last. Last year the GMC did about 47,000 miles and I should be at about 45,000 miles this year.

Usually, there is a little free time with the conclusion of lobster boat racing, but that did not happen this year. I got involved with a big project, which cost me a number of days, but that was my own doing. Then the weekend after Labor Day was spent trying to get the new issue of MCN finished a day early so I could hit the road for Portsmouth, NH on my way to Newport for the Newport International Boat Show. But before I could hit the road that Tuesday, I needed to be at WERU to do 'Boat Talk', which was at 1600 hrs. So, it was a late run down I-95 to Portsmouth to stay the night and then onto Niantic in the morning so I could be at the used bookstore when it opened at 1100 hrs. I need more books!

I never mind going to the Newport boat show as I see people there that I do not usually see any other time during the year. Still, it was four days nailed down in a booth for Maine Built Boats. This year the weather was a major issue as Hurricane Lee made her way up the East Coast. Fortunately, the storm veered off and we hardly had any real effects from it, a little bit of rain and some gusty wind. The show this year seemed a little different. I thought there were less exhibitors and less attendees. I could not tell if it was due to the hurricane or a telltale sign that the economy was dipping. I am going to lean towards the hurricane. The first two days I talked with a number of people about building or repairing a boat in Maine. The last two days there were not as many serious inquiries, but one never knows who the real buyers are. Despite the slight downturn the last two days, I still think it is beneficial to be there representing Maine Built Boats and I am already signed up at the hotel for next year.

Newport has changed a lot in the 43 years I have been going there. My first trip to Newport was for the America's Cup, first as a spectator in 1980 and then as a writer for the Bangor Daily News (BDN) in 1982-83 when The Cup was lost to the Australians. I had been reading a lot of the history of The Cup and wanted to see it firsthand. I did a number of articles on the America's Cup for the BDN during my five years writing for them. I also covered some of the other major sailing events at Newport during that time. When I broke out and began publishing my own paper covering the coast of Maine I continued going to Newport as it was the sailing centre of New England, if not the entire East Coast. The first time I met Walter Greene of Yarmouth was just after he finished an OSTAR race across the Atlantic in a catamaran he had built at the dock on Goat Island. The information you could learn by walking the docks and talking to the sailors

was incredible. I would run down and write on many of the major yachting events and it shaped my early career especially towards the singlehanded races around the world.

Not only have the people of the waterfront of Newport changed, but so has the town. The boat show used to comprise several acres of the waterfront, but that has shrunk over the last couple of decades. In fact, where tent A was located it is now a huge hotel. Where Newport Shipyard was down Thames Street there are now condos and a hotel. Goat Island has been developed and the bar there hardly sees any sailors from all over the world. However, even though there have been a lot of changes some sections have remained basically the same. My time there is between the show, dinner out and then back to the hotel. But for those not familiar with Newport, it is a place to visit. There are great places to stay and dine at. Just touring the mansions alone is a must.

The following weekend after the Newport boat show Ann had me go to a play at the Ogunquit Playhouse. I do not mind going as she is dragged to a number of events that I am involved in without a complaint. The play was the Da Vinci Code and I was impressed by the actors and actresses, but the ending of the story left a little to be desired for me.

The following weekend it was a trip to Massachusetts as I had promised my sister that I would take her to her school reunion. It was interesting.

Right now, I am enjoying a weekend home having only driven four miles in two days. I have been putting this issue together and inputting ships into the database. I have the custom house records entered (~26,700) for New York City and before they can be dumped into the database, I am going back through them to make sure that everything is correct. As they are being corrected, I am back entering the vessels listed in the List of Merchant Vessels for 1960. There are only 48,000+ vessels in this volume and I have only 30,000 to go! Almost every one of these will be a new entry into the database.

I have been wondering if the new generation of boaters appreciate those notable people and what they did who came before them? If I mentioned Edward Burgess, W. Starling Burgess, Francis Chichester, Uffa Fox, Will Frost, Nathaneal G. Herreshoff, George Lawley, Wes Lash, Royal Lowell, Wilbur Morse, Ralph Stanley, or Joshua Slocum would I just get a blank stare? History is supposed to teach us about the past so we do not repeat our mistakes, but what about learning an appreciation for what people did? I am constantly reminded that many of the techniques developed decades and decades ago have been lost. However, there are classic boats built in the mid-1900s that were once the epitome of an era and now they are suffering from neglect due to a lack of appreciation. If you ask a new boater the first thing that will turn them off is that it was built of wood. I love nothing more than working on my wooden boats. I do not care if it is grinding the many coats of paint off her bottom or refinishing her brightwork. The history of boats is a very interesting topic, one that has not been adequately documented and probably cannot since much if it is lost. It is sad to see some of our classic boats head to Europe because they appreciate them more than we do. In some cases, I understand, it takes a lot of money to keep some of these classics in Bristol condition. There is still a strong love for wooden boats, both new and classic, commercial or yachts on our coast and that should keep the knowledge of wooden boats alive for the foreseeable future.

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

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Temperance and Trade
Mystic, CT
Info: mysticseaport.org

2023

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
16 Rockland Lobster Boat Races
Rockland Harbor @ Breakwater
Rockland
Info: Nick O'Hara (207) 542-4348
Mike Mayo (207) 542-1879
23 Bass Harbor Lobster Boat Races
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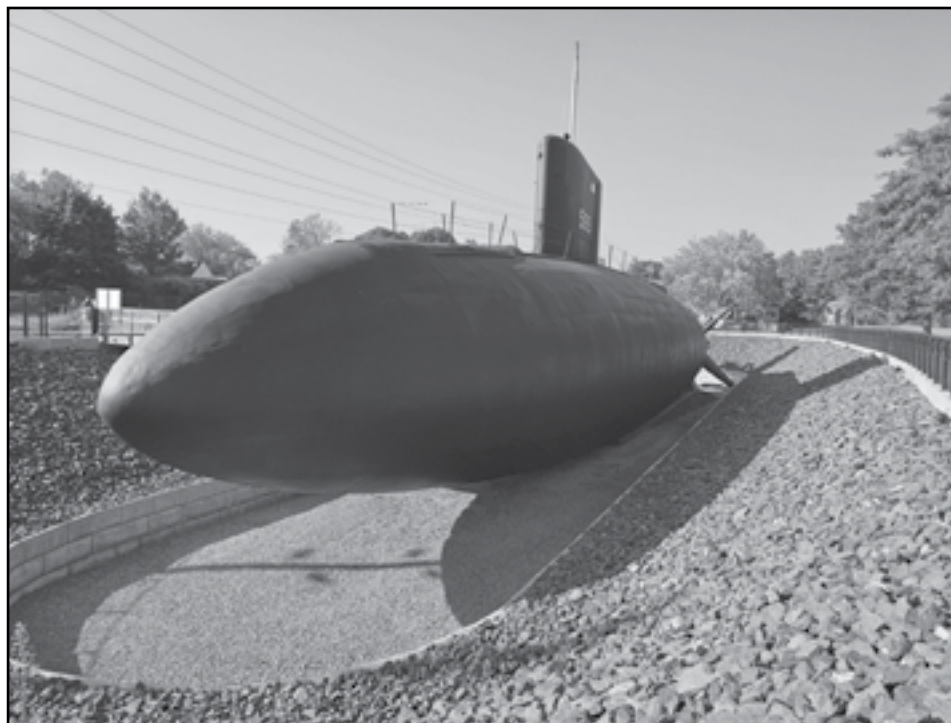
USS ALBACORE Celebrates 70 Years

PORTSMOUTH, NH- Many of us who head south for various reasons will cross over into New Hampshire via the I-95 bridge. Next time, exit in Kittery and head south over the middle bridge into New Hampshire. At the end of the bridge on the New Hampshire side you will note a submarine sitting in a ground berth. This is the final resting place of U.S.S. ALBACORE in Albacore Park at 569 Submarine Way, which is a museum dedicated to this unique submarine and opened to the public.

The first ALBACORE (SP 751) was a cabin cruiser built by Howard Brothers of San Diego, CA in 1900. Her dimensions were 14 tons with a length of 50-feet 8-inches, beam 9-feet 6-inches and draft of 4-feet 10-inches. Her top speed was 7 knots and she carried one 1-pounder and a machine gun. She was commissioned into the U. S. Navy on 17 May 1917 and was used as a patrol boat in Southern California. She was returned to her owner in January 1919.

The second ALBACORE (SS-218) was a Gato Class submarine and was built by the Electric Boat Co. of New London, CT and launched 17 February 1942. She displaced 1,526 tons; was 311-feet 9-inches in length, 27-feet 3-inches beam and 19-feet 3-inches draft. On the surface she could reach a speed of 20.25 knots and submerged 8.75 knots. For armament she carried a 3-inch gun, two 50 caliber machines guns, two 30 caliber machines and ten 21-inch torpedo tubes. Following sea trials, she headed for the Pacific Theater passing through the Panama Canal to Pearl Harbor where she arrived 28 August 1942. In September she saw her first action when she fired on two cargo vessels, possibly damaging one of them. In October she attacked a Japanese oil tanker, but failed to sink her. That same month she sighted a Japanese carrier and a heavy cruiser and was attacked with depth charges. The following day she fired torpedoes at a freighter scoring a hit, and after two additional explosions figured she had gone down. After another heavy barrage of depth charging she headed for Midway where she arrived 20 October. After a refit she departed 11 November 1942 for a patrol off New Guinea. She had several sightings of Japanese vessels, but did not score a hit and then she came under attack. The following month she attacked three destroyers, but did not score a hit. Later that month she scored a direct hit on the Japanese cruiser TENRYO, which exploded and sank. She then headed to Brisbane, Australia where she docked 30 December 1942. Twenty-one days later, after an engine overhaul, she was back to sea heading for New Guinea. She attacked a convoy and followed up with attacking several other vessels over the next several

days. She was credited with sinking a destroyer and a frigate on this patrol. She then went into a drydock for repairs and was back at sea in April 1943. She again patrolled off New Guinea and even though she sighted a number of vessels she had no recorded hits. In June she headed out on her fifth patrol off the Solomon Islands. She attacked three convoys, but no confirmed sinkings. After a refit in Brisbane, she headed back out on patrol in August. On this patrol she sank HEIJO MARU, before heading back to Brisbane the end of September. ALBACORE left on her seventh patrol 12 October 1943. While chasing a Japanese convoy she was attacked by friendly aircraft who fortunately did no damage, but lost contact with the convoy. Not long after she was again attacked by a friendly aircraft, which did a lot of damage. The damage caused her to dive and she did not check the dive until she reached the depth of 450 feet. Her crew managed to gain control by making the necessary repairs. She tried to attack the damaged light cruiser AGANO, but could not get near due to patrolling destroyers and their four hour attack with depth charges. She went back to Australia, but was back to sea on 26 December heading for the Bismarck Islands. On this patrol she sank the cargo vessel CHOKO MARU and the destroyer SAZANAMI. She then headed for the Mare Island Navy Yard for an overhaul. She left there in May 1944 and headed to Hawaii. With repairs complete she headed out on her ninth patrol, which took her off Palau. While the Americans began landing on Saipan, ALBACORE was ordered south to protect against a Japanese task force heading for Saipan. On 19 June she found herself in the middle of the task force. She fired six torpedoes and then found herself under attack by depth charges. They heard the explosions caused by the torpedoes. They had hit and damaged the 31,000-ton carrier TAIHO. The torpedo blast had caused a huge gasoline leak and after a time this gasoline ignited and fatally damaged the carrier, which went to the bottom. Those on board ALBACORE did not realize that they had sunk this carrier. It was not until the U. S. Navy had confirmation on the sinking that her captain was awarded the Navy Cross. Her next mission was to rescue pilots attacking Yap and Ulithi. After another refit she headed out on her tenth patrol where she sank a cargo ship and a sub chaser. ALBACORE departed Pearl Harbor on 28 October and was not heard from again. She was deemed lost by the Navy on 21 December 1944 and struck from the Navy list on 30 March 1945. Japanese records showed that she might have hit a mine off Hokkaido on 7 November and sunk. Dr. Tamaki Ura of the University of Tokyo confirmed that



USS ALBACORE sitting in her berth at Albacore Park in Portsmouth, NH.

ALBACORE was the submarine lost off Hokkaido on 7 November. Despite adverse conditions in the area of the loss, Dr. Ura was able to gain enough evidence to prove the submarine's identity.

The third ALBACORE (AGSS 569) (Auxiliary General Submarine) is the one sitting quietly on the side of the road in Portsmouth, NH. Her motto is Praenuntius Futuri, which means Forerunner of the Future. She was built at the Portsmouth Naval Shipyard (PNS) and launched from there on 1 August 1953. She displaces 1,242-tons on the surface; 203-feet 10-inches in length, 27-foot 4-inches beam, 18-feet 7-inches draft. Her given speed was 25 knots on the surface and 20+ knots submerged. One account

says that she reached a speed of 40 knots. It was known that submarines were going to play a significant role in the future of naval warfare. With the advent of nuclear power naval engineers were looking to increase the performance of a submarine underwater. Hydrodynamic studies took place to determine the best hull form. Several hull forms were tested at the David Taylor Model Basin and the top two were then tested in a wind tunnel at Langley Air Force Base in Virginia. One was single screw the other twin, and it was the single screw design that performed best. The winning design was then authorized for construction. Following accep-

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USS ALBACORE Celebrates 70 Years

Continued from Page 5

tance trails they began experimenting with her configuration, which gave the designers a better understanding of the best hull form for future submarines. During the summer the Navy made repairs and modifications with the input from the David Taylor Model Basin. That fall she sailed out of Key West, FL doing tests and a special operations cruise before returning to PNS in November. For the next several months they modified her stern with propeller aft of stern plane and rudder. After cruising until November of 1956 she returned to PNS to be repowered. In March 1957 she left New London for the Caribbean and then returned to Boston and operated out of there for a time. Then she was back to PNS for another overhaul. The Navy was now testing sound reduction measures, which included sound dampening plastic and decreasing the size of the bow planes. Her next test was the addition of a 14-foot propeller. She then headed south for a number of months conducting tests for a concave bow sonar dome. She was back at PNS in November 1960 for a major overhaul consisting of a new stern and bow shape, sonar system and a rudder on her sail. In August 1961 she was back to sea to learn how the modifications performed. In 1962 she received a new sonar system and underwent another major conversion. She received concentric contra rotating propellers, silver zinc batteries, a bigger engine and new electronics. She did not go back to sea until March 1965 and headed to Florida to do sea trials on these new changes. She was back at PNS in October 1965 to remove the batteries and modify the propellers. These modifications were completed in August 1967 and back to sea she went. On 1 January she was back in the Shipyard to have her engine system upgraded. She tested new systems in the Gulf of Maine before returning to PNS in 1967 when her operating status

was reduced. She went back active in 1970 after more modifications were performed. Following the sea trials she then headed out to do tests on her new equipment. She developed a number of engine issues and was dropped from Project SURPASS and she became deactivated. She was decommissioned 9 December 1972 and moved to Philadelphia. She was stricken from the Naval Register on 1 May 1980. Four years later she was towed to Portsmouth due to efforts of Portsmouth City Councilman Bill Keefe and was dedicated at a memorial on 3 May 1985. She was placed on the National Registered of Historic Places and then designated as a National Historic Landmark on 11 April 1989. ALBACORE was a platform for testing her hull shape, decreasing sound signatures and different systems that bettered the ability of the submarines in the U. S. Navy for many years.

If you get a chance visit this submarine you will not be sorry.

The Early History of Submarines

Mankind has always looked for a way to travel beneath the waters of the world. The first mention of this can be traced back to the works of Pliny, Aristotle and Herodotus. Maybe the first to go down beneath the surface was Alexander the Great who went down in a glass submarine in 333 BC. It would be safe to surmise that numerous others made attempts to travel beneath the surface of water, but their accounts have not survived.

In the thirteenth century Roger Bacon described a submarine that could be used for war. Leonardo da Vinci is also credited with working with submarines. However, da Vinci felt that they were a deplorable invention, saying, "I do not publish or divulge on account of the evil nature of men who practice assassination at the bottom of the seas." Then there was English prophetess Mother Shipton who envisioned the modern submarine by writing, "Underwater men

shall walk, shall ride, shall sleep, shall talk."

However, technology was slow in evolving. In 1578 the book "Inventions and Devices" written by William Bourne says that it is possible to create a vessel that works below the surface of the water. His idea was put forth and constructed of wood and had leather bags for ballast tanks. It also had a hollow mast for air.

In 1620 Dutch physician Cornelius Van Drebbel used a submarine powered by oars to traverse the river Thames from Westminster to Greenwich in England. Not long after, Monsieur de Son of Rotterdam was the first to design a mechanically propelled submarine and is also credited with creating the first submarine for warfare. He designed and built a 72-foot catamaran which proved ineffective. His biggest problem was propulsion, which is what remained a problem for quite some time.

On 20 June 1774 the first known submarine fatality occurred when Englishman John Day went to the bottom of Plymouth Sound. He had modified a sloop into a submarine that used stones as ballast. On his second dive she failed to surface sinking into the dark depths.

The first notable use of a submarine occurred during the American Revolution. David Bushnell of Connecticut conceived the idea of using a submarine to break the British blockade against the American colonies in New York. He built a plum-seed shaped vessel known as the Turtle that had an explosive charge that could be attached to another vessel. It was Ezra Lee in the Turtle that would be the first to use a submarine in war. Lee was towed down the Hudson River by two rowboats on 6 September 1776. He submerged under the 64-gun British flagship H. M. S. EAGLE, but was unable to attach the charge to the hull because she was copper plated. He was spotted as the sun began to rise and a crew was sent out to capture him. Lee let go of the explosive and set the charge. He escaped when the bomb exploded and distracted the British. It is thought that the Turtle made two other attempts on British ships, but neither were effective. After the conclusion of the war the Turtle was being transported by a ship that went aground and sank with the Turtle on board. George Washington thought Bushnell's Turtle was an "effort of genius" in a letter he had sent to Thomas Jefferson.

It is also reported that during the War of 1812 the Americans used another submarine to attack the 74-gun British warship RAMILLIES in July 1813. However, the charge failed to detonate.

Most developers of tools of warfare look at them as being the answer to end all aggression. The submarine is no different. Robert Fulton, who at the time was living in France, designed a submarine and took his idea to the French government, who was in the midst of the French Revolution. Fulton met with the Directory of France on 13 December 1797 and offered a way to rid the French coast of the British blockade. Fulton's proposal was to build the submarine at his expense, but be paid for every ship that it sank. The initial price of 4000 francs per gun was negotiated down, but they added that the crew would not be given naval status and if captured would be hung as pirates.

Fulton left France with no agreement and asked the Dutch if they were interested. They were not and he was back in France negotiating with Napoleon who gave him 10,000 francs to build a submarine two years later. This submarine was named NAUTILUS and was launched in 1801. She was scheduled for sea trials, but the Maritime Prefect of Brest said that he could not go along with the trials because he deemed

the vessel an inhumane instrument of war. This was followed by heated arguments from both sides and as peace seemed near Napoleon withdrew support for Fulton's submarine.

Fulton's next stop was England where he met Prime Minister William Pitt in 1804. Fulton demonstrated the use of the submarine by blowing up a Navy brig. However, the Royal Navy's response was negative and Fulton gave up on the submarine and left for America where he began work on steamships.

Denmark and Prussia went to war in 1850 and Wilhelm Bauer designed a submarine named BRANDTAUCHER to break the Danish blockade. Due to this submarine the Danish blockade was withdrawn. However, during a later dive, the stern of the submarine collapsed while down 50 feet. The submarine was allowed to flood and the crew became the first to escape from a damaged submarine.

Bauer went to the British during the Crimean War and after several meetings with British naval architect Scott Russell, Russell designed his own submarine. Prime Minister Henry Palmerston funded the project, but it was apparently not built.

Bauer next surfaced in Russia where he was commissioned to build a 52-foot submarine known as the SEETEUFEL (Sea Devil).

France looked to the submarine as a way to protect their coast, which has always been a problem for them. Charles Brun was contracted to develop their first submarine. She was the 140-foot PLONGEUR, which carried compressed air to expel water from the ballast tanks and also drive her four-cylinder engine. For armament she carried a spar torpedo.

During the American Civil War, the Confederates developed vessels that submerged for a short period of time named "Davids." On 5 October 1863 at Charleston, South Carolina a David rammed the Union warship NEW IRONSIDES with a spar torpedo. They damaged the Union ship, but also most of the crew of the David lost their lives.

During the war Horace L. Hunley designed a 40-foot submarine named for himself. She was swamped three times with the loss of 23 crew members. Lieutenant George E. Dixon took H. L. HUNLEY across Charleston Harbor to attack the Union fleet on the night of 17 February 1864. His target was the frigate HOUSATONIC, which spotted the submarine just as she neared the vessel. The crew was unable to get the vessel underway and the spar torpedo penetrated the hull and exploded. The HOUSATONIC filled by the stern and sank, becoming the first naval vessel sunk by a submarine. It should also be noted that the H. L. HUNLEY sank too from the explosion taking with her all hands.

The Union also looked into the use of submarines as a means of warfare. Frenchmen Brutus de Villeroi had been trying to interest the Union Navy in purchasing his submarine when she was discovered tied up to an island in the Delaware River. This brought the idea to the public and de Villeroi was awarded a contract and built the ALLIGATOR, which was launched 30 April 1862. While being towed she sank off Cape Hatteras on 2 April 1863.

Another Union submarine was designed by Oliver Halstead and was nicknamed the INTELLIGENT WHALE. During sea trials she sank with the loss of 39 men. This submarine's mishap caused a negative attitude to the submarine's development and use by

Continued on Page 21

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PASSED OVER THE BAR: ARNOLD BENNER OF FRIENDSHIP

FRIENDSHIP — Arnold Herbert Benner passed away at his home in Friendship on Thursday, 5 October, with his family at his side. Recently celebrating his 80th birthday, Arnold was born in Damariscotta on 8 April 1943, the son of Herbert and Anne Benner.

His father, and his father's brother, worked with local boatbuilder Kenneth Winchenbaugh, for a while when Arnold was very young, but his father mostly worked as a mason. However, Arnold started lobstering as a teenager and fished for more than 60 years. "I probably don't remember too much beyond when I started hauling in a skiff and outboard," continued Arnold. "When I first started down around here, I mowed this lady's lawn when I was 12. I think I did that one year. I used to walk from where I live up on top of the hill with my lawn mower and I would come down and mowed her lawn for a dollar and a quarter. The next year, I had a lapstrake skiff, a used outboard and 35 traps. I think my father went with me the first year. Days we didn't haul, he would paint buoys for me down cellar and build me new traps, until I got going. The next winter I built a few more. I went alone the following year and hauled them every day, one-nighters. When I was hauling by hand I would come down and haul traps and when you got done, you went home. You didn't hang around the shore. If you did you got a boot in the ass. When I was a kid, I played baseball in high school and after high school you could go to Legion ball. My father did not encourage me to do that. He said, 'you need to stick to your work.' My brother played some, but I never did. When I got out of high school, I had a 22-foot open boat with a spray hood on it and 400 traps."

The 22-footer was built by Harvey Simmons, who built a number of boats for the local fishermen. "Actually he built mine

up in where my brother's barn is," added Arnold. "After that I got a little more courageous, and I had one built by Richard and Clifford Alley, a 33-foot Jonesporter named MOBYDICK. I think she is still over around Port Clyde. She was built in '65 or '66. Used that a number of years and the next one I had, was a little bigger 34 or 35 feet built up in my father's barn, which is Henry Thompson's boat now. My father helped me and we had Arthur McFarland come in and get out the planks. My father would come home after work and we would go out and fastened them on. We put the engine in ourselves and put the top on."

This was the first BECKY JEAN and he had her for 16 or 18 years and then sold her. The next boat, and the one he fished out of until a few years ago, was BECKY JEAN II, which is a Wayne Beal 34 finished off by Wes Lash in 1994. She originally had a John Deere, but this was later switched to a 450-hp Scania. Arnold added, "I wax her every year. Do a little maintenance to fix anything that needs to be fixed before it breaks, hopefully."

Arnold fondly remembered the lobster smack MAYFLOWER (official number 239985, oil, screw, 24 tons, 46.0 x 14.7 x 6.3), which was built at Thomaston in 1940. He said, "I used to sell to a fella over here when I first got going, Ralph Simmons. He had the MAYFLOWER that had a wet well in it. She was used before they trucked lobsters and he and my father were buddies. I remember when I wasn't very old he got his boat grounded down by the steamboat landing, had it full of lobsters. He was going to Portland with them and he came up and got my father and he wanted him to go with him and I went along. We went down below the harbor, he tied the wheel over, and he and my father went down forward to warm up a

little bit. I was in the wheelhouse and I was supposed to be steering, but I really wasn't. I might have been 10 years old."

"I liked the idea that I was my own boss and I could go and come as I do," Arnold continued. "Whatever I make is mine. I don't have to hire somebody else. I might not make quite as much, but if I have to make another fella's living, I have got to work harder. If I come down in the morning and it's foggy and I don't feel like going, I don't go."

Over the years there have been a lot of changes: boats went from wood to fiberglass; the development of electronics and traps went from wood to wire. Arnold remembered, "We had wooden traps. When wire first come out my brother, Albert Simmons and I went down to Massachusetts and bought rolls of wire, brought them back, cut them off, bent them up and made our own wire traps. Probably would have been smart if we had decided to go into the trap building business, because a few years after that Friendship Trap started. We would go down and buy a couple of truckloads of wire, but it was inch by inch stuff rather than what they have got now. We fished them for a while and of course they got going. Now the young fellas they have to hire everything done. Probably most of them could not knit a pot head. They never learned. There might come a day when they wished they had learned."

Arnold won the title of the fastest lobster boat in Friendship three times. He bowled at DePatsy's Lanes in Waldoboro, and with his wife Alice was a member of the Coastal Clippers Square Dancing club. Arnold and Alice traveled around the country with family and took road trips to visit family and friends in Connecticut, Florida, Virginia and Alabama. Highlights for Arnold included a ride in a race car at Daytona and driving his truck around the Talladega



Superspeedway at 92 mph.

Arnold is survived by his wife of 57 years, Alice; children, Becky and Derek (Rebecca); grandchildren Alden, Elias and Jasper; siblings, Wayne (Diana), Elaine (Gene), Joan, Kathy (Marty), Nancy (David) and Toby (Ann); many nieces and nephews; and extended family. He was predeceased by a sister Patricia (Steve).

A funeral service was held on Monday, 9 October at Halls of Waldoboro, 949 Main St., Waldoboro.

In lieu of flowers, the family suggests donations in Arnold's memory to the Friendship Ambulance Auxiliary Foundation, PO Box 103, Friendship, ME 04547.

National Transportation Safety Board News

Submerged Rock Led to an Alaskan Fishing Vessel Grounding, Capsizing 8/30/2023

WASHINGTON — A captain's decision to navigate close to shore in an area with uncharted rocks led to the grounding and capsizing of a fishing vessel in Alaska last year, the National Transportation Safety Board said Wednesday.

The fishing vessel Challenger struck a submerged rock while fishing for salmon along the shore of Kodiak Island, Alaska on Aug. 7, 2022. The Challenger began taking on more water than the onboard pumps could handle. The captain and three crewmembers abandoned ship and were rescued by a nearby Good Samaritan fishing vessel, and the vessel capsized soon after. Another Good Samaritan vessel towed the fishing vessel to Larsen Bay. No injuries were reported. The Challenger was declared a total loss, with damages exceeding \$600,000.

The captain told NTSB investigators he knew there was an uncharted rock in the area he was navigating, but he believed it was closer to shore. He said on previous fishing trips, during a "really low-minus

tide," he saw the rock, but did not mark it on his charting software.

"In addition to marking hazards on their own charts and charting software, mariners can report issues (errors or omissions) with the National Oceanic and Atmospheric Administration's nautical charts and/or Coast Pilot through the Office of Coast Survey's ASSIST tool," the report said. "To report an issue such as an uncharted rock, a user can enter the rock's position manually or drop a pin on the electronic navigation chart incorporated into the ASSIST tool. Users can access ASSIST from a computer or mobile device. Coast Survey aims to follow up with all inquiries within 2 business days. Mariners should contact their regional navigation manager if they have questions about how to report a discrepancy. Contact information for regional navigation managers is posted here: <https://nauticalcharts.noaa.gov/customer-service/regional-managers/index.html>."

The Challenger was operating 220 yards from the shore, which is much closer than the at least 1-mile berth called for in the Coast Pilot for the area where the Challeng-

er grounded. According to the report, the captain assumed the risk of operating close to the shore so he could be in the area with better weather and fishing, which ultimately resulted in the grounding.

The NTSB also determined the lack of a watertight collision bulkhead and subdivision or compartmentalization below the main deck, which allowed for progressive flooding, contributed to the capsizing. Had the Challenger's access hatch between the forepeak and void below it been watertight, the flooding into the void would have been contained, and the resulting progressive flooding that led to the vessel's capsizing would likely have been prevented.

NTSB Renews Call for US Coast Guard to Strengthen Passenger Vessel Safety 8/31/2023

WASHINGTON — Four years after the fire aboard the Conception dive boat claimed 34 lives, the National Transportation Safety Board renewed its call for the U.S. Coast Guard to require safety management systems (SMS) for passenger vessels. The recommendation, which the NTSB reissued following its investigation of the Sept. 2, 2019, fire aboard the Conception, remains open.

NTSB Chair Jennifer Homendy sent a letter to the Coast Guard Commandant today emphasizing the need to issue the regulations within 30 days.

Continued on Page 20

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U. S. NAVY NEWS

USS Milwaukee (LCS 5) Decommissions 11 September 2023

NAVAL STATION MAYPORT (Sept. 8, 2023) – Freedom-variant littoral combat ship (LCS) USS Milwaukee (LCS 5) was decommissioned in Mayport, FL, September 8.

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

During the ceremony guest speaker, Vice Adm. Dirk Debbink (USN, Ret), former chairman of Milwaukee's commissioning committee wished the crew of Milwaukee fair winds and following seas as they bid farewell to their ship.

"We are all very proud of the way this ship served our Navy and our nation since that cold day in November 2015." said Vice Adm. Dirk Debbink (USN, Ret), former chairman of Milwaukee's commissioning committee. "She was the first true serial production ship of the Freedom Class, having incorporated literally hundreds of changes, lessons learned from Freedom and Fort Worth."

Milwaukee 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. Milwaukee completed two successful deployments in April 2022 and June 2023. The ship deployed to U.S. Fourth Fleet and integrated with the embarked US Coast Guard Law Enforcement Detachment (LEDET), other US warships, Department of Defense, Department of Justice, Department of Homeland Security, and SOUTHCOM/

JIATF-S. During their second deployment, Milwaukee and her embarked LEDETs, seized an estimated \$30 million in suspected cocaine and three detainees during interdictions as sea, preventing 954kgs of cocaine from entering the United States. She also transported six detainees and case packages on behalf of USCGC BEAR in support of the counter-narcotic/interdiction mission. While deployed, Milwaukee provided maritime security presence enabling the free flow of commerce in key corridors of trade.

"Throughout the life of the ship, the Sailors that sailed Milwaukee led the way in training and operations that led to fleet improvements and culminated with operational success that supported national security objectives and demonstrated U.S. commitment to our allies." said Cmdr. Jason Knox, Milwaukee's commanding officer. "Not only can her Sailors be proud of their distinctive accomplishments, but the City of Milwaukee, Wisconsin can be proud of their ship, too."

Milwaukee was designed by Lockheed Martin and constructed by Marinette Marine Corporation (Fincantieri) Marinette, Wisconsin, Milwaukee was commissioned November 21, 2015, in Lake Michigan at Milwaukee's Veteran's Park. Mrs. Sylvia Panetta, wife of former Secretary of Defense Leon Panetta, served as the ship's sponsor.

USS Milwaukee (LCS 5) is the fifth United States Navy Warship named after the city of Milwaukee, Wisconsin. The ship represents the proud people of the Milwaukee community. Upon decommissioning, Milwaukee's 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.

USS San Jacinto (CG-56) Decommissions

Honoring 35 Years of Service

16 September 2023

NORFOLK (Sept. 25, 2023) Vice Adm. Jim Kilby, commander of Task Force 80 and deputy commander of U.S. Fleet Forces, delivers remarks during the decommissioning ceremony for the guided-missile cruiser USS San Jacinto (CG 56). San Jacinto was decommissioned after more than 35 years of service. Modern U.S. Navy guided-missile cruisers perform multiple mission including Air Warfare (AW), Undersea Warfare (USW), Naval Surface Fire Support (NSFS) and Surface Warfare (SUW) surface combatants capable of supporting carrier battle groups, amphibious forces or operating independently and as flagships of surface action groups. (US Navy photo by Mass Communication Specialist 2nd Class Matthew Nass)

Vice Adm. Jim Kilby, deputy commander, U.S. Fleet Forces Command, who previously served two tours aboard San Jacinto, presided over the ceremony and provided keynote remarks.

"When we serve on a ship, it becomes part of us, I mean who we are, how we think, and how we conduct ourselves." said Vice Adm. Kilby. "San Jacinto is the most formative and significant ship I have ever served on. I worked for five consecutive commanding officers, as Operations Officers and Executive Officer. I owe San Jacinto and many of you an unpayable debt of gratitude."

Capt. Christopher E. Marvin, who served as the twentieth and final commanding officer of San Jacinto, oversaw a crew of 30 officers and 300 enlisted members, and led the warship during their final deployment in the Mediterranean Sea as part of the Harry S. Truman Carrier Strike Group in support of U.S. 6th Fleet and NATO exercises in 2022.

"The professionalism and warfighting excellence San Jacinto has imparted on those that have served aboard over 35 years will provide an enduring legacy and serve the Navy and nation for years to come."

San Jacinto is the tenth Ticonderoga-Class cruiser, and the third warship in the Navy named for the Battle of San Jacinto. The first San Jacinto was a frigate built in 1851, fought in the Civil War for the Union, and was sold in 1871. The second San Jacinto (CVL 30) was an aircraft carrier that was commissioned Nov. 15, 1943, fought in WWII and was decommissioned March 1, 1947.

The San Jacinto's construction began Oct. 5, 1984, at Ingalls Shipbuilding in Pascagoula, Mississippi. Her keel was laid July 24, 1985. She was launched on Nov. 14, 1986, and christened Jan. 24, 1987 by the warship's sponsor, Dr. Wendy Lee Gramm, wife of United States Senator from Texas, Phil Gramm.

San Jacinto was commissioned on Jan. 23, 1988, in Houston, Texas, by then-Vice President George H.W. Bush, who himself served aboard the second San Jacinto (CVL 30) during World War II.

Since her maiden deployment in 1989, the warship has demonstrated the combat credibility of our Navy and has served as an exemplar for the Navy's mission to defend freedom, preserve economic prosperity, and

keep the seas open and free.

In August 1990, she executed short-fused deployment in support of Operation Desert Shield, where she served as Red Sea Battle Force Anti-Air Warfare Commander and launched the first Tomahawk Cruise missiles ever fired in combat during the opening salvos of Operation Desert Storm.

Other operation highlights include: directly supporting Operations Southern Watch, Inherent Resolve, and Iraqi Freedom; counterterrorism operations following the September 11 attacks; various maritime interdiction and interception operations; humanitarian assistance and disaster relief efforts as well as a sustained focus on partnership building during multi-national, Joint, and NATO exercises.

In January 2020, she deployed as a part of the Dwight D. Eisenhower strike group to the Arabian Sea, breaking the U.S. Navy record for consecutive days at sea at 206.

The name San Jacinto honors the April 21, 1836 battle by the San Jacinto River in Texas, where Gen. Sam Houston and his greatly outnumbered Texas soldiers won independence for the Republic of Texas, decisively defeating Gen. Santa Anna and his 1,200-1,500 man Mexican Army. Houston made an eloquent speech to his troops, closing with inspiring words, "Victory is certain! ... Remember the Alamo!"

Embodying that same toughness, grit, and tenacity, San Jacinto Sailors adopted this same mantra.

"Throughout her service, San Jacinto executed 16 deployments, many availabilities, and as many training cycles. She was upgraded with the latest combat systems, her crew professionally trained over her life to continue to be a true lynchpin in our Fleet," said Kilby. "By my rough estimates she has had over 6,000 Sailors serve on her and steamed over 500,000 nautical miles during deployments. She earned 15 Battle E's as a testament to her sustained excellence. San Jacinto's legacy is a tribute to her crews, all of us, she certainly lived up to her motto, "Victory is Certain."

In the warship's storied 35 years of service, her crew has been awarded the Chief of Naval Operations Commendation, Humanitarian Service Medal, Southwest Asia Service Medal, Joint Meritorious Unit Commendation, Secretary of the Navy Letter of Commendation, Global War on Terrorism Expeditionary Medal, Armed Forces Expeditionary Medal, Armed Forces Service Medal, Navy Unit Commendation, Presidential Unit Citation, Meritorious Unit Commendation, and Navy E Ribbon.

San Jacinto will be inactivated and towed to the Navy's Inactive Ship Maintenance Facility in Philadelphia, Pennsylvania where they will be in a Logistic Support Asset (LSA) status.

USS Marinette (LCS 25) Commissions the Wright Way

From Littoral Combat Ship Squadron Two (LCSRON 2) Public Affairs

18 September 2023

MENOMINEE, MI -- The U.S. Navy commissioned its newest Freedom-variant littoral combat ship USS Marinette (LCS 25) September 16, 2023, in Menominee, Michigan.

"It is a day filled with pride for many men and women who spent countless hours building this great Navy ship right here in Marinette. It is an honor and a privilege to stand before you on this momentous occasion as we welcome this remarkable ship into the proud and historic lineage of the nation's fleet." said the Honorable Steve

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U. S. COAST GUARD NEWS

U.S. Coast Guard Academy ranks #1 among Northeast Regional Colleges for ninth year in a row

NEW LONDON, CT — The U.S. Coast Guard Academy has been ranked as the nation's top regional college in the Northeast for the last nine years in leading college rankings.

This year the academy again ranked #1 in both the Top Public Schools Regional Colleges North, and the overall Regional Colleges North categories in the 2024 U.S. News & World Report Best Colleges publication. The academy was also ranked #2 in the Most Innovative Schools, Regional Colleges North category, and 12th in the Best in Undergraduate Engineering Programs category.

The Princeton Review also ranked the academy in their The Best 389 Colleges 2024 publication, a listing of the top 15% of colleges and universities in America. The academy was also included in The Princeton Review Best Regional Colleges list.

The U.S. News & World Report and Princeton Review annual rankings are an examination of how accredited four-year schools in the U.S. compare in a set of widely-accepted indicators of excellence.

The U.S. Coast Guard Academy delivers world-class education designed to inspire personal and professional growth. The immersive experience focuses on leadership, physical fitness and professional development and leads to a guaranteed job upon graduation as an officer in the U.S. Coast Guard.

US Coast Guard Cutter Forward returns home following 78-day deployment in the high northern latitudes

PORTSMOUTH, VA – The crew of the U.S. Coast Guard Cutter Forward (WMEC 911) returned to their homeport in Portsmouth, Tuesday, following a 78-day deployment in the North Atlantic Ocean.

Throughout the deployment, Forward supported the U.S. Coast Guard's Arctic Strategy and partnered with allied nations and agencies during Operation Nanook 2023, an annual Canadian-led military exercise to strengthen maritime objectives in the high northern latitudes.

Alongside Canadian and French forces navigating the waters of the North Atlantic Ocean, Forward's crew performed training evolutions including towing and formation steaming, replenishment at sea, visual communications tactical signaling, and cross-deck exercises. In addition, an attached team from Coast Guard Tactical Law Enforcement Team Pacific conducted a boarding exercise with French Navy vessel BSAM Garonne to demonstrate at-sea

capabilities and assist in enhancing partner training curriculums.

During the deployment, Forward also completed two living marine resources enforcement patrols. The first was carried out in support of the First Coast Guard District's living marine resources mission. The second, conducted alongside international partners, was focused on commercial fishing vessels inspections as part of the Northwest Atlantic Fisheries Organization. The NAFO fisheries patrol ensured compliance with international fishing norms while safeguarding natural resources and preserving fish stocks, all reinforcing U.S. dedication to combatting illegal, unregulated, and unreported fishing.

Forward collaborated with embarked U.S. Navy personnel from the Unmanned Undersea Vehicle Flotilla-1 team to launch their Razorback UUV. The undersea vehicle, equipped with mapping and sonar capabilities, deployed deeper than any U.S. Navy submersible and traveled to a depth of nearly 2,000 feet (600 meters).

Members from the U.S. Navy's Afloat Training Group Atlantic were also embarked aboard Forward to help build their service's Arctic Vision Initiative, which will serve to inform U.S. Navy training entities of seamanship, navigation, engineering, and medical considerations necessary for operating naval vessels in the polar regions.

Forward sailed more than 10,500 nautical miles while the crew liaised with international partners through a series of port calls. Forward visited Halifax, Nova Scotia, Canada, during their Natal Day celebration to observe the province's birthday. Crew members then traveled to Nuuk, Greenland, and completed a short visit to St. John's, Newfoundland, Canada, before transiting back to the United States.

Forward ended the deployment by hosting several Indo-Pacific heads of state who were participating in the 2023 U.S.-Pacific Island Country Summit in Baltimore, Maryland. Approximately 40 international guests joined Forward for a tour and reception ahead of the transfer of U.S. Coast Guard Cutter Harriet Lane (WMEC 903) to a Pacific Ocean homeport.

"We had the opportunity to advance objectives of the Arctic Strategy and support the IUU Fishing Strategic Outlook," said Cmdr. Staci Rutsch, commanding officer of Forward. "Acting as true ambassadors, we represented the nation in diplomatic engagements with NATO partners, reinforcing U.S. interests and solidifying the USCG as being the partner of choice. This crew's ability to shift to perform highly in our non-standard missions leaves me impressed and motivated every day."

For information on how to join the U.S. Coast Guard, visit www.GoCoastGuard.com to learn more about active duty and reserve officer and enlisted opportunities.

U.S. Coast Guard Cutter Healy completes mission with U.S. National Science Foundation in East Siberian Sea

EAST SIBERIAN SEA – U.S. Coast Guard Cutter Healy (WAGB 20) crew and embarked researchers completed the 2023 U.S. National Science Foundation (NSF) mission, Saturday, servicing the Nansen and Amundsen Basins Observational System (NABOS).

The month-long mission's objective was to recover, service, and replace an array of nine long-term subsurface moorings that encircled the Siberian shelf from the Eurasian Basin to the East Siberian Sea.

These moorings provide insight into how warm water from the Atlantic Ocean enters the Arctic, impacting the deep basin interior, upper ocean, and sea ice as it circulates in the region and beyond.

In addition, Healy is specially equipped to execute Conductivity, Temperature, and Depth (CTD) casts, sampling the water column in areas normally inaccessible due to pack ice. During this month-long mission, the cutter conducted 41 such casts.

Since its beginning in 2002, the primary goal of the NSF-funded NABOS project has

been to gain a better understanding of the circulation and transformation of Atlantic waters in the Arctic Ocean. Missions from 2021 to 2025 aim to quantify the role of freshwater as a regulator of heat transfer from Atlantic waters to the sea ice, according to project leader Igor Polyakov at the University of Alaska, Fairbanks.

With these observations, NABOS looks to inform the scientific community and public on the potential impacts to Arctic sea-ice coverage and marine ecosystems, and the expanding effect on the mid-latitudes. The success of NABOS since its earliest days has always been reliant on international partnerships, researchers of diverse backgrounds, and assets such as Healy achieving the results for which the project is known.

Healy is the Coast Guard's only research icebreaker, as well as the nation's sole surface presence routinely operating in the Arctic Ocean. The platform is ideally specialized for projects like NABOS; providing access to the most remote reaches of the Arctic Ocean; areas barricaded by pack ice and insurmountable by most research vessels.

Commissioned in 1999, the Healy is one of two active polar icebreakers and is the largest and most technologically advanced icebreaker in the Coast Guard. The Healy's crew compliment of 84 supports the ship's primary mission of scientific support.



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Getting Ready for the Fall

By Sheila Dassatt

Getting ready for fall is a good thought for this article in the fishing world. Fall is a beautiful time of the year, but it also has its challenges if you are a fisherman. When the boats go into the water in the spring, they are gone over, spiffed up and the maintenance is done and ready. By about this time of the year, they start getting a little tired and worn, as well as the crew.

We have had one hurricane warning this fall and a bad wind storm last weekend. With the hurricane warning, the storm arrived, a majority of the boats were hauled up at "the yard" and it did pass through. One side of me said that everyone's prayers had us covered and it wasn't as bad as we thought it was going to be. On the other hand, most were saying they had "seen better nor'easters!" Not that we wanted a bad scene, but I guess we should stop getting "hyped up" over the Weather Channel. I swear, we never used to get all shook up over a storm, especially a snowstorm, until the Weather Channel came into being. Don't take me wrong, it is good to be able to keep track of the weather such as this provides, but they do put a lot of drama into it.

This past weekend, we had quite a wind storm, and boats did need to be checked to be sure that the moorings were secure.

We know one fellow fisherman who's boat broke loose during the storm and luckily with the help of a good fishing community, he was alerted and the boat was hauled up before much damage was done. Everyone was at the yard to check out the damage and offer a hundred different ways to fix it. Everyone means well in a situation like this.

Other than wind storms, the boats are basically "tired" after a long and hard season of hauling. We know another fellow fisherman that lost an engine about a week ago, which is always a costly repair or replacement. I was just called to the dock this morning with a part to help get Saving Grace started. We got that situation solved and now he's coming in due to a broken davit pole. Once again, these rocked down traps due to this sinking rope is the culprit. When we have to rig our ropes to appease the whale rules it makes it costly and unsafe for the fishermen and their boats. I have heard more than once that the plastic breakaways and the knots are very dangerous if they get snagged when setting off a trawl with a full gang of traps on it. I truly hope that we can come to some sort of compromise about rigging the gear for safety for the fishermen. We are working on this, as I stated in my DELA report which is on the other page from this article.

I'm not saying anything that you don't already know, but we truly recommend what we call a pre-trip in the commercial trucking world. That is when you start from one end and go to the other and check to make sure that everything is in place and also running right. This goes the same for a fishing vessel. Especially this time of the year, a pre-trip is very valuable before you even leave the dock.

Spare parts is another factor. We try to carry an extra part for anything on the boat that could break and need to be replaced. Things like an extra starter switch, fan belts, even jugs of water and a spare piece of hose and clamps. Even keeping a jar of extra fastenings such as little nuts and bolts, screws and sealant. It sounds trivial, but it can make a big difference if you're out there broken down, It could save a trip back to shore and a run to the parts store.

This is also a time that we see a lot of boats grounded out to check the bottom and also clean the bottom. Let's see if we can keep them clean to get them to the end of the season before hauling them out. Usually, the zincs need to be replaced on the rudder and

the shaft due to so much electrolysis in the water from so much happening in the harbor.

What else needs to be attended to in the fall? Well, we should have these all of the time, but the survival suits can make a big difference due to the water cooling down in the fall. If you should end up overboard, the survival suit will keep you from hypothermia. I can vouch for that because I had one on in February for John McMillan's Survival class and it was actually fairly warm inside that suit. Just make sure that the suit is inspected for leaks, for that can make a big difference.

Once again, I understand that I'm probably not saying anything that you don't already know, but safety is a big priority, especially if you aren't prepared with a plan. I really feel sorry for the folks that had the mast break on the schooner off Rockland. This was definitely a freak accident, but it left one person deceased and more injured. You just never know what is in store. Like I wrote my last article about...things can happen "in the blink of an eye." Please be prepared for the fall and cold weather coming. It can save your life. Take care.

Maine Dept. of Marine Resources



Department of Marine Resources Announces Employee and Manager of the Year

September 27, 2023

BOOTHBAY HARBOR – The Maine Department of Marine Resources (DMR) announced the Employee and Manager of the Year awards during its recent annual meet-

ing on Burnt Island in Boothbay Harbor.

Amanda Ellis, PhD, who was promoted to Director of DMR's Aquaculture Division in April, received the Manager of the Year honor. Ellis oversees a staff of eight employees who are responsible for administering the leasing and licensing of aquaculture sites in Maine's coastal waters as well as the licensing of land-based aquaculture facilities.

"She has done a fantastic job," stated DMR Commissioner Patrick Keliher during the award ceremony. "She has the respect of not only her employees but also of the aquaculture industry. I can't say enough good stuff about Amanda Ellis."

DMR Scientist Rebecca Peters was recognized as Employee of the Year. Peters oversees the Maine-New Hampshire Trawl Survey, which is performed along the coast of Maine and New Hampshire and provides critically important data for stock assessments of multiple commercial species including groundfish and lobster. "The work of the Maine-New Hampshire Trawl Survey is pivotal not only for Maine but all of New England," said Keliher.

"She works in incredibly tough conditions in the spring and the fall," said Keliher. "The work that she does is not always seen, but the importance is certainly understood every day whether we're dealing with a Council (New England Fisheries Management Council) issue or a Commission (Atlantic States Marine Fisheries Commission) issue, because we're referencing the trawl survey all the time."

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Commercial Fishing News

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

From the Director -

Here we are, officially in the fall season! Seems that we were just putting our gear over to start a new season, now it's just about time to bring it up again. I hope that everyone that has a check coming for the rope expense from ASMFC has received it by now. I know that it was a long time in the making, with 130 appeals to go through. Hopefully, it will all help with expenses.

This has been a busy season for working with the industry, with a lot of letter writing and recommendations for our fellow organizations. One of our meetings was with industry leaders and our Commissioner, Pat. This meeting was organized by Dustin Delano concerning the upcoming Annual Meeting for the ASMFC in Beaufort, NC on October 16-19th. We discussed the proposed gauge increase that is on the agenda for that meeting. Pat needs to achieve two thirds majority to delay the increase to give us time to have more research and look at the average for the past three years. It is best to write a letter to them, asking for support for delaying such an action. We will all send in a letter to help support his vote and hope for the best. We are doing our best to all work together with the issues that we are facing these days.

We are also working with tracking whales to help locate them in order to be prepared in the area that they are spotted in. This is called an AIS system to mark a whale on our plotter systems. This is all a plan in action to also help us to work together in support of trying to save the whales and the fishermen as well. We will be sending a letter to the U.S. Coast Guard, asking for their help with this program. The more involvement that we can be in, the better the outcome may be to start solving the problem, but we all need to work together with this, which we are. We will have more information about this as time goes on. There is

a meeting in Halifax, NS on October 25th concerning the whales and how we are all going to abide by the rules and requirements.

DELA would like to congratulate the Maine Center for Coastal Fisheries for the Safety Training Grant that they received. This is very important to DELA, as well as MCCF. We have been working with them and the Island Fishermen's Wives to promote safety for the fishery. Senator Susan Collins stated "This investment will help keep our young fishermen and women safe while also protecting the sustainability of our fisheries."

MCCF also plans to work with John McMillan of McMillan Safety Training, who is highly experienced with teaching safety. John has worked with our apprentices to meet the requirements for getting their Class I lobster license. (I learned through John's course and found it very valuable).

Speaking of learning safety, we are very glad that Billy Bob Faulkingham and his sternman, Alex Polk survived the rogue wave that turned Billy's boat, F/V 51 over on September 15. Billy Bob was able to get Alex onto the overturned hull of the boat, which stayed upright for a good hour. Thank you to Mike Faulkingham and his son, Mike for reaching out from the Winter Harbor Co-op and going to their rescue! Just moments after they stepped onto Mike's boat, the F/V 51 sank to the bottom. Billy said that "God was looking after them." I surely would have to agree.

Coming up in the near future, the Island Fishermen's Wives will be honored for their contributions to the community and the fishing industry for all of the help and work that they have done by the Daughters of American Revolution. This is quite an honor and I am very happy to have been able to play a part in it for their behalf. They have earned this honor, which will be awarded to them on October 24th. Congratulations Ladies!

All I can say at this point in time, I can reassure you that we are all working on these issues that we have been facing and there is a possibility of some good news that can come from it. We certainly are trying. The windmills are not as popular as when this all started. We just need to hang in there and hope that there's other ways to produce power for green energy. It all takes time or the "test of time" to prove the good and bad points of some of these projects.

We are also always working toward

keeping Downeast involved with our industry. We want to be included in the decisions that are being made and not the forgotten Maine. Fishing is a major industry for the jobs and economy in the heart of Downeast Maine and we need to sustain and maintain our presence at the talking tables. Please consider joining us if you haven't already. Help us to make a difference with the "now" and our next generations.

Take care and stay safe, Sheila



Billy Bob Faulkingham's 51, which was rolled over by a rogue wave and after he and his sternman were rescued she slipped beneath the waves. This is 51 competing at the Winter Harbor Lobster Boat Races back in August.

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Nearly \$1.2 Million in Funding Will Support Atlantic Salmon Habitat Restoration

Additional funding for four partners will continue ongoing efforts to restore habitat for endangered Atlantic salmon in Maine.
September 14, 2023

NOAA Fisheries is awarding nearly \$1.2 million in funding for four partners to continue ongoing projects that restore habitat for Atlantic salmon in the Gulf of Maine region. The Gulf of Maine distinct population segment of Atlantic salmon is listed as endangered under the Endangered Species Act and is one of nine NOAA Species in the Spotlight.

Atlantic salmon are an iconic species of the Northeast. They once returned by the hundreds of thousands to most major rivers along the northeastern United States. Now, they only return in small numbers to rivers in central and eastern Maine. These populations comprise the Gulf of Maine DPS.

Degraded habitat is one of the largest obstacles facing the recovery of threatened and endangered species like Atlantic salmon. Habitat restoration helps repair areas that have been destroyed by development, blocked by dams, or otherwise subjected to habitat destruction. Through funding and technical assistance, NOAA supports projects that restore the habitats that threatened and endangered species need to recover.

Funding Will Support Ongoing Restoration

This funding will support four ongoing, multi-year habitat restoration efforts: Restore Habitat Access. The Atlantic Salmon Federation will implement five projects to restore access to Atlantic salmon spawning and rearing habitats in the Kennebec River watershed. They will also conduct a fish passage feasibility study at the Chesterville Wildlife Management Area Dam on Little Norridgewock Stream. (\$50,000).

Improving Fish Passage

Project SHARE will replace undersized culverts at 13 sites, connecting habitat for Atlantic salmon across the Dennys, Machias, Pleasant, Union, and Narraguagus River watersheds. They will also conduct fish passage feasibility studies at the Great Works Dam and at Marion Falls fishway. Funding will also support freshwater habitat restoration work in the Narraguagus River watershed. (\$264,000).

Restoring and Reconnecting Habitat

The Nature Conservancy will complete the final designs to remove Guilford Dam and restore the adjacent floodplain, which

will reconnect habitat for Atlantic salmon in the Piscataquis River watershed. They will also restore access to high-quality habitat by improving fish passage at three high-priority road crossings over streams. (\$605,000).

Fish Passage Feasibility Studies

The Downeast Salmon Federation will support fish passage feasibility studies at the Cherryfield Ice Control Dam on the Narraguagus River and the Gardner Lake Dam on the East Machias River, to support future habitat restoration in these watersheds. Funding will also support fish passage improvements at the Gardner Lake Dam. (\$277,000).

A Community Comes Together for a Gray Seal

A gray seal that showed up in a Beverly, Massachusetts pond quickly won over the town's hearts during his week-long stay before officials relocated him.

September 15, 2023

On September 15, NOAA stranding staff was alerted that a seal was swimming in Shoe Pond in the Cummings Center office park in Beverly, Massachusetts. We determined that it was a gray seal. Although it's an unusual location, the pond connects to Beverly Harbor through a 250-yard-long cement tunnel that empties into the Bass River. It's not unusual for seals to follow fish into shallower waters, including rivers—in 2019 a harbor seal swam up the Connecticut River to Holyoke, Massachusetts.

Working with the Beverly Animal Control Officers, our staff visited the pond over the next few days. We observed the seal, evaluated its health, and gathered information about its behavior. The seal hauled out on the wall in front of the exit tunnel several times, so we knew it could leave the area when it was ready. Cummings Center staff opened the dam gate on September 18, and the seal briefly swam towards the exit, then hopped right back into the pond!

On the Move!

Overnight on September 19, the seal moved from the lower saltwater pond into the larger upper pond that is freshwater. Beverly residents were visiting the office park often to check up on the seal and its well-being, affectionately referring to the seal as "Shoebert." Given that seals are protected under the Marine Mammal Protection Act, our staff took this opportunity to provide a seal 101 for visitors. We reminded everyone to maintain the safe wildlife viewing distance of 150 feet or more. Our goal was to ensure the safety and well-being of



Gray seal swimming in a Beverly, Massachusetts pond.

the seal, responders, and the public. Since there were no barriers to the seal leaving on its own, we wanted to give it a chance to do so before we intervened.

As we approached the 1-week mark, the seal showed no signs of exiting the pond on its own. Ultimately we decided to take action—it would be best to get the seal back to a more suitable seal habitat. Seals can live in freshwater for short periods as long as there are fish to eat, but really, they belong in the ocean. In this case, we were concerned that the seal might leave the pond and go into parking lots or on roads and get injured. Gray seals can also be aggressive, so the longer it was in the pond, the more likely there would be an interaction between the seal and people.

Planning for Rescue

On Wednesday, September 21, staff began to collect more information about the bottom conditions of the pond and observe how the seal would react to a boat. This information would help response teams plan for the rescue. The Cummings Center provided NOAA staff with a rowboat, and we learned that the seal was very curious and would follow the boat. Beverly Fire Department sent two divers into the water to check for any obstructions that could harm the seal or snag nets during a rescue attempt. We relayed this information to our stranding partners who were assisting with this response. These dedicated teams planned to travel from three states on Thursday

Photo Credit: Seacoast Science Center morning to assist us NOAA with assessing suitable rescue options.

As the teams were in transit on Thursday morning, we began getting calls that the seal had hauled out on the sidewalk near the Cummings Center parking lot. It was on the grass not far from a busy road. Our plans for the day quickly changed from observing the seal to preventing the seal from encountering people or cars. Stranding partners included the International Fund for Animal Welfare (IFAW), Seacoast Science Center Marine Mammal Rescue, Whale and Dolphin Conservation, and Mystic Aquarium. They joined our staff and local authorities, hoping to take advantage of the seal's behavior and safely capture it while it was on land.

Despite periods of heavy rain, teams attempted several rescues of the seal. We first sent out the boat unattended, and slowly pulled it to shore, hoping the seal would follow. Other attempts involved a Beverly firefighter and stranding network partners rowing the boat to different locations throughout the pond. We hoped to entice it to quieter locations, or to net it as it approached the boat. Each time, the seal showed interest, but remained just out of reach of the rescue teams.

As it grew dark, we decided to end operations for the day, to keep everyone safe. We knew that the seal was changing its behavior and trying to haul out more often. We left a large collection of gear at a NOAA team

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MISCELLANEOUS COMMERCIAL FISHING NEWS

member's house nearby: two large kennels, nets on long poles, and herding boards. Team members from IFAW and Mystic Aquarium stayed nearby overnight, planning to reassess the situation on Friday.

Early Morning Wake Up Call

The seal's stay ended in the early morning hours of Friday, September 23, a little more than a week since it began. At 2:30 a.m. Beverly Police Department officers were alerted by Cummings Center security that the seal was outside their office on the lawn, having navigated a significant journey across an empty parking lot. Acting quickly, the police, fire, and animal control staff used tables to prevent the seal from leaving the parking lot while stranding teams and safety gear arrived on scene. The NOAA team was on scene next and, using herding boards, circled the seal and corralled it safely into the kennel. Shortly after, IFAW staff arrived and the group transferred the seal into the large wooden kennel for safe transport down to Mystic Aquarium.

Mystic Aquarium staff collected the seal and transported it to their animal rescue clinic for a health assessment. There are only a few options for seal rehabilitation in New England. Although closer than Connecticut, the New England Aquarium in Boston no longer rescues or rehabilitates seals. So the seal headed to Mystic Aquarium because they have the space for a seal of this size.

Clean Bill of Health

The seal had a yellow tag on its rear flipper, indicating that it had been previously rehabilitated and released. We were able to match the spots and scar on his face with a known case and identify it as a male roughly 4-5 years old. He had previously stranded on Cape Cod with extensive injuries to his face and hind flippers. IFAW rescued him, provided initial treatment, and transferred him to Mystic Aquarium for longer term care. They released him in August 2018, after 4 months of rehabilitation for a bone infection and removing one hind digit. After arriving at Mystic Aquarium from Beverly, veterinarians performed a complete health assessment and physical examination, which included X-rays and bloodwork. He appeared healthy based on this exam and weighed 235 pounds. He stayed at Mystic Aquarium for a few days while plans were made to release him off the Rhode Island coast in a known gray seal habitat. The goal was to give him access to open water so that he can choose where to go and be able to find the appropriate food resources.

New Home

On Monday, September 26, the seal was satellite tagged in preparation for release. This tag may work for several weeks or months, and will fall off by the time he molts or sheds his fur. The seal was released back to the wild on Tuesday, September 27. Gray seals can travel great distances, often traveling from Cape Cod to Nova Scotia in a matter of days. It will be fun to see where he decides to travel to next! Check back for updates on his travels.

October 5 Update

After his release last week the seal spent some time on Cape Cod before traveling north again. He was last tracked swimming around the North Shore of Massachusetts. Gray seals are often in this area during this time of year, so his presence isn't unusual. We don't really know how seals navigate, but we do know that they are very good at finding their way while traveling at sea, in all types of weather conditions, day and night, while spending much of their time underwater. Recent improvements in tracking technology (satellite tracking, GPS tracking) has shown that seals can travel great distances.

1-Year Anniversary Update

It's been 1 year since NOAA staff were alerted of a gray seal swimming in Shoe Pond in Beverly, Massachusetts. We helped our network partners rescue him and, after being given a clean bill of health, he was released back to the ocean. Before his release, Mystic Aquarium and Atlantic Marine Conservation Society attached a temporary satellite tag to Shoebert's fur. His tag transmitted data for 156.5 days (pretty good considering it runs on a battery!).

After he was released in Rhode Island, Shoebert traveled east and north back up to Beverly Harbor. NOAA staff, the Beverly Harbormaster, and Beverly Animal Control officer used his tag and were able to verify his presence there. Using binoculars, they confirmed he was exhibiting normal seal behavior and could see his satellite tag attached.

Shoebert headed south to Cape Cod in November, and visited Monomoy, Muskeget and No Man's Island—popular Massachusetts seal haul out sites—in December. By the end of December, Shoebert was heading south towards Delaware Bay, via the Long Island Sound, New York. He arrived in Southern New Jersey and Delaware Bay around January 6, 2023. The last ping we got from his tag was on March 1, 2023, down in Delaware Bay, where we've seen an increased number of gray seals in the last few years. His impressive journey shows how well seals can navigate their environment. Where he goes next, we'll never know, unless someone reports seeing his yellow plastic flipper tag or mischievous face again!

Marine Mammal Stocks in North Atlantic, Gulf of Mexico, and Caribbean Are Highly Vulnerable to Climate Change

A new study led by NOAA Fisheries outlines marine mammal populations' estimated vulnerability to changing ocean conditions as part of ongoing Climate Vulnerability Assessments.

September 20, 2023

A new study has found that a majority of marine mammal stocks managed under U.S. jurisdiction in the western North Atlantic, Gulf of Mexico, and Caribbean Sea are very highly vulnerable or highly vulnerable to climate change. A "stock" is a group of organisms of the same species that occupy the same geographic area and interbreed when mature.

NOAA Fisheries conducts climate vulnerability assessments for coastal and marine habitats and species as part of its Climate Science Strategy. The latest vulnerability assessment for marine mammals was published today in PLOS ONE. It provides new information on the potential outlooks for these stocks in the face of a changing climate.

Key Takeaways

For this study, 41 subject matter experts used a trait-based assessment that combined the exposure and sensitivity of 108 marine mammal stocks to estimate vulnerability to climate change. "Exposure" refers to the projected change in environmental conditions across a stock's geographic distribution; "sensitivity" refers to the stock's ability to tolerate and adapt to changing conditions.

Based on these criteria, each stock was assigned a climate vulnerability score. They were indexed as very highly vulnerable, highly vulnerable, moderate, or low. Climate vulnerability scores were: Very high: 44 percent of stocks; High: 29 percent of stocks; Moderate: 20 percent of stocks; Low: 7 percent of stocks.

Some of the stocks most highly vulnerable to climate change are: North Atlantic

right whale; and Rice's whale.

Several Gulf of Mexico bay, sound, and estuary stocks of common bottlenose dolphins.

All populations protected under the Endangered Species Act were found to be either very highly vulnerable or highly vulnerable to climate change. Many populations designated as either "depleted" or "strategic" under the Marine Mammal Protection Act also scored as some of the most vulnerable. Stocks that did not migrate and those that displayed tendencies to return to the same locations—known as site fidelity—were more likely to be highly vulnerable to climate change. Stocks of oceanic dolphins, such as striped dolphins in the western North Atlantic, were found to

be some of the least vulnerable populations assessed.

Looking Ahead

Experts predict that marine mammals will experience a high degree of climate-driven changes to their environments by mid-century. The results from this assessment can help advance research into marine mammal responses to climate change and inform the management and recovery of these stocks under changing climate conditions.

Climate change is one of a number of factors exerting pressure on marine mammal populations in the United States. Many of these species may also face threats from vessel strikes, bycatch, human-caused

Continued on Page 20

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Boat And Ship Yard News



This is a view of the transom of HARPOON, being repaired by Downeast Custom Boats in Yarmouth. She was Lowell designed and built.



This is a Wayne Beal 42, which will be finished at Wayne Beal's Boat Shop in Jonesport for a fisherman from Vinalhaven. Jeremy Beal hopes to have her done and in the water this November.

Continued from Page 1

Hodgdon 29 power cruiser, which is having repairs made to her keel and forefoot for a customer from South Portland. They had already all new floor timbers and repaired the frames as needed. Rob said, "We are actually putting the skeg back together right now. We have the horn timber out of her as the whole shaft log needed to be replaced. There is the new horn timber and half the shaft log, which just got bolted onto the keel. This half of the shaft log will get drifted on to the top of the other one. Then we are going to the forward end. We are going to open up some of the planking there and see...I think this is mostly just dried out, but I suspect it needs to be re-bolted and rebedded. Then a new rudder and hardware and I will probably reach out to R. E. Thomas for that. For her age, she is really fair and most of the planking is in great shape. She's just dried out, that is all. She will be a fun boat when she is done."

In the next shed they had four boats in there waiting for repairs. They have a Penn Yann runabout in there and she is getting some minor repair work done. Behind her is a Norse boat and next to her is a Thistle. The Thistle was restored by Rob five or six years ago and given new spars. She gets varnish every year and paint every other year. This boat has a cold moulded hull, glued together with resorcinol, which was baked to cure when originally built in Michigan in the fifties. She has an issue with her centreboard and this will be dealt with. Rob added, "The

mast was actually really fun to build. It is the same shape on the inside as it is on the outside. There is no actual track, it is part of the mast where the boltrope slides up. I had to shape the whole inside to exactly the same profile as the outside. The original one was delaminated so I was able to split it apart perfectly and look at how they did it. They made theirs 3/16ths of an inch wall thickness and I could not stomach it. I made it 5/16ths. If you get in the middle of it, it weighs nothing, it is lighter than an aluminum mast would be."

As to the Chris Craft, they will be replacing her engine hatch this winter. This year her owner only covered the cockpit and you can see how the weather affected the varnish and deck. They are hoping the owner opts to do more varnish as it would help keeping her in good condition.

In the next shed is the Sparkman & Stephens designed 44-foot BLUE HERON, built in 1934. She is kind of up in the air as to what her owner wants to do this year. He purchased a Concordia and is putting his money into her. The hull is close to being finished and they have a lot of pieces already made but have not yet been put into her. The owner has an estimate but has not yet decided what he wants to do.

Out in the yard is a 1953 Sparkman & Stephens designed 52-foot yawl built by Abeking & Rassmussen in Germany. She is owned by Rob but would love someone to step forward and totally rebuild her. He explained, "She needs everything and that



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Boat And Ship Yard News



This is the pilot boat for Eastport, which was having one of her gears removed at Deep Cove Marine in Eastport.



In the last issue of *Maine Coastal News*, I did a write up in Boat Yard News on Rockport Marine repairing a cold moulded sailboat, which had grounded in a storm in Narragansett Bay. She had numerous holes in her portside and they were made into one big hole. Here you can see that the big hole is now getting filled in with strip planks fore and aft, which is the first of four layers.

is going to be a big project. There is a lot of good still. I mean a lot of the frames aren't that bad. The keel timber needs to go, the horn timber probably needs to go, the stem might be okay, pretty much all the planking is going to have to come off to do the work. Some of the planking maybe could be saved, but I don't think it would be worth it. Then we have to build a new rig. Both masts are cut into small sections, but we have all the hardware on them still. You are better off to just do what we are doing to the Concordia. I know that I am likely not ever to have the time or the money to do it. We could make her into a hell of a boat but meanwhile we are going to put a cover on it and wait."

Like any yard there is always some maintenance or upgrades that needs to be done on the facility. Rob said that they are putting \$30,000 into groundwork, drainage. He said, "We are trying to keep our feet dry

this winter. There will be drainage on both ends of the storage building draining into the drainage ditch. Then we are putting a gravel pad in where it is all mud right now and putting more big boats over there in sheds. We have to go from three sheds to seven and by putting them in sheds it allows us to work on them in the winter."

They are working on solar too. There are grants and low interest loans available and with a roof nicely facing the sun it makes sense.

Wayne Beals Boat Shop Jonesport, ME

In the back of the shop, they have a 42 Wayne Beal hull being finished out as a lobster boat for a fisherman from Vinalhaven. Her engine, a 730-hp MAN, is in and the

Continued on Page 18

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Atlantic Boatworks 37



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U. S. NAVY NEWS



USS San Jacinto (CG-56) Decommissions Honoring 35 Years of Service



First Flight III Ship, Future USS Jack Lucas (DDG 125) Sails Away from Ingalls

Continued from Page 8

Genisot, Mayor of Marinette, Wisconsin. “On behalf of the city of Marinette, you are the heart and soul of this ship. We’re privileged to look forward to this distinct moment, may she sail proudly and return home safely.”

Guest speakers for the event also included the Honorable Mike Gallagher, U.S. Representative, Wisconsin’s 8th District,

who delivered the commissioning ceremony’s principal address. Remarks were also provided by the Honorable Jennifer Granholm, ship’s sponsor, the Honorable Russell Rumbaugh, Assistant Secretary of the Navy for Financial Management and Comptroller; Vice Adm. Darse E. Crandall, Jr., Judge Advocate General of the Navy; the Honorable Jean Stegeman, Mayor of Menominee, Michigan; the Honorable Steve Genisot, Mayor of Marinette, Wisconsin; and Mr.

Chauncey McIntosh, Vice President and General Manager, Lockheed Martin Integrated Warfare Systems and Sensors.

“We remain steadfast and committed to dedicate this LCS platform and our continued partnership with the United States Navy to innovate for the future and to improve and evolve this warfighting capability,” said McIntosh. “I know that it is her crew that will bring her to life and carry on the spirit of Marinette and Menominee.”

The ship sponsor, The Honorable Jennifer Granholm, Secretary, U.S. Department of Energy, gave the first order to “man our ship and bring her to life.”

“I am honored to be one of her many parents and I was very humbled when I was asked to be her sponsor. I am particularly proud that she is named after a great city,” Granholm reflected. “May the USS Marinette join the mighty Navy American fleet! Thank you to those of you out here to crafted our warrior, who laid our keel, who welded her to precision. May she carry with her on her missions around the globe the spirit of her namesake.”

USS Marinette (LCS 25) was built by the Lockheed Martin and Fincantieri Marinette Marine in Marinette, Wisconsin, the ship was authorized on March 31, 2016, and named on Sept. 22, 2016. It was christened Nov. 20, 2021, and completed acceptance trials the following year. The ship was delivered to the U.S. Navy on Feb. 6, 2023.

These men and women aboard USS Marinette are the absolute best and brightest and truly represent the thousands of Sailors standing watch around the world today,” said Cmdr. Shane Brewer, Marinette’s commanding officer. “This crew has truly embodied our motto Freedom Done Wright and have embraced our namesake city; I couldn’t be prouder of them.”

The ceremony featured early successes, cap milestones, fair wishes and following

seas while showcasing a weeklong series of events celebrating the ship, its crew, community and namesake city.

USS Marinette is the first U.S. Navy ship to bear and honor Marinette, Wisconsin. USS Marinette is the only Navy vessel that has been built christened and commissioned in its namesake city.

LCS is a fast, agile, mission-focused platform designed for operation in near-shore environments yet capable of open-ocean operation. It is designed to defeat asymmetric “anti-access” threats such as mines, quiet diesel submarines and fast surface craft. They are capable of supporting forward presence, maritime security, sea control, and deterrence.

USS Marinette will be homeported at Naval Station Mayport, Florida.

MDSU-1 Dives the Arctic with U.S. Coast Guard

From By Explosive Ordnance Disposal Group One Public Affairs

20 September 2023

BEAUFORT SEA - Navy Divers assigned to Mobile Dive and Salvage Unit (MDSU) 1 trained in one of the most remote parts of the world this summer – under the polar ice cap of the Arctic Circle. Chief Navy Diver Zachary Hanson, MDSU-1 master diver and his team got underway aboard the icebreaker USCGC Healy (WAGB 20) in Seattle to conduct ice diving operations alongside U.S. Coast Guard divers. During their time aboard, Hanson and his team also provided training on the decompression chamber they brought with them.

Chief Navy Diver Zachary Hanson, MDSU-1 master diver and his team got underway aboard the icebreaker USCGC Healy (WAGB 20) in Seattle to conduct ice diving operations alongside U.S. Coast Guard divers. During their time aboard, Hanson and his team also provided training

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Boat Yard News

Continued from Page 15

floor framing for the platform is done. They have installed the piping for the steering and now they will put down the platform. They hope to have this boat completed and launched by the end of November.

Last April they launched a hard chine Wayne Beal 36, which was finished off as a sportfisherman for a customer from Martha’s Vineyard. She developed a severe engine issue and was brought back to her builder to remedy this problem, which meant replacing a piston and liner. This is being done by Toppin’s Diesel in Columbia Falls. While she was sitting in the shop Jeremy Beal decided to give her a little paint and

buff the topsides.

Shawn Alley’s LITTLE GIRL has been sitting in the shop the last three years waiting for her engine. They could not find head studs and it was going to cost a lot of money and months to get so Shawn is said to be switching to a 565 cubic inch Chevy motor. Other than the engine all that needs to be done is swell her back up as she has dried out.

Next up is a Wayne Beal 46 for a fisherman from Vinalhaven followed by another 46 for a fisherman from Spruce Head. The first one will go out as a kit and the second will likely be finished before leaving the shop.

U. S. NAVY NEWS

on the decompression chamber they brought with them.

“They [the Coast Guard] don’t have a decompression chamber, but they’re getting one,” said Hanson. “We let them use ours for this mission conducted for the Office of Naval Research (ONR), and we helped train the Coastguardsmen divers on the operation, maintenance and transport of a decompression chamber.”

Joint training operations like this help build interoperability between services in addition to innovating new tactics, techniques and procedures in an environment as challenging as the Arctic Circle.

ONR and Healy’s mission was to observe arctic ice. They used stationary weather buoys equipped with multiple devices to monitor the ocean, weather and the ice to better understand the Arctic environment, its importance to the world, and how to defend it.

During the mission, Hanson learned about the Arctic’s diverse biosphere, which works to sustain life both above and below the massive ice sheet.

“Most people would think the Arctic wouldn’t have any life under the ice, but when we were under there, we saw jellyfish and some kind of shrimp or krill,” said Hanson.

The MDSU-1 team is uniquely qualified to support this type of mission. Hanson and his team used dry suits designed to protect divers against hypothermia while submerged in 30-degree water. The team also used a dual manifold/dual regulator system to ensure they could continue to breathe from their tanks if one of their regulators froze over and a special tool that helped keep everyone safe underwater.

“We’ve got an ice screw we can use if one of us gets lost under the ice,” Hanson said. “Basically, you push it into the ice and hang onto it. With the strobe light on the back of our tanks, it’s easy to see someone because the water under the ice is so clear.”

Looking at polar ice from above the water, it might be easy to forget the ice is floating because it reflects up to 80% of sunlight, according to the National Oceanic Atmospheric Administration. However, the light shining through the ice causes a brightening effect.

“It’s got to be the clearest water I’ve ever dived in my life,” Hanson said. “This time of year, there’s sunlight 24 hours a day, and from under the ice, the light is a perfect

white, like a kind of fluorescent light. This is because the ice is diffusing the sunlight and mixes with the perfect blue of the water, but when you’re looking at deep water, the blue is only in your peripheral vision. Everything you look at straight on turns black. It’s very surreal.”

According to Hanson, most arctic dives are incredibly remote, and while some could argue the Beaufort Sea is as remote as it gets, the MDSU-1 divers had a unique lifeline right at hand.

“We’re trained to call the Coast Guard if a diver gets in trouble,” Hanson said. “But in this case, we were diving right off the side of a Coast Guard cutter, so we might have been in a super remote place, but the exact people we count on for help were right there.”

As a component of Explosive Ordnance Disposal Group (EODGRU) 1, MDSU-1 provides ready, expeditionary, rapidly deployable mobile diving and salvage companies to conduct harbor and waterway clearance, salvage, underwater search and recovery, and underwater emergency repairs in any environment.

USS Bunker Hill Decommissions

From Julie Ann Ripley

22 September 2023

SAN DIEGO - The crew of the Ticonderoga-class guided-missile cruiser USS Bunker Hill (CG 52) stand at attention during the ship’s decommissioning ceremony at Naval Base San Diego, Sept. 22, 2023. Bunker Hill was decommissioned after more than 37 years of distinguished service. Commissioned Sept. 20, 1986, Bunker Hill served in the U.S. Pacific Fleet and supported Operation Desert Shield, Operation Desert Storm, and participated in the establishment of Operation Southern Watch. (U.S. Navy photo by Mass Communication Specialist 2nd Class Claire M. DuBois)

During the ceremony guest speaker, Bunker Hill’s second commanding officer, Vice Adm. Rodney Rempt, USN, Ret., wished the current crew fair winds and following seas as they bid farewell to their ship.

Bunker Hill’s final commanding officer, Capt. Jason Rogers reflected on the service of his crew and those who came before, addressing the decommissioning of this distinguished vessel.

“With great pride, I acknowledge the dedication and valor of the sailors who served aboard this ship for the past 37 years,” said Rogers. “The USS Bunker Hill’s legacy is a testament to our commitment to nation-

al security. As we lower the flag one final time, we honor the past while embracing the Navy’s future. Our sailors’ unwavering dedication and the ship’s service will never be forgotten. Today’s decommissioning ceremony, September 22, 2023, marks the end of an era, but the spirit of Bunker Hill lives on in all of us.”

Capt. Rogers also retired from active service during the ceremony. Marine 1st Lt. Mathieu Rogers, assigned to 1st Marine Regiment, 1st Marine Division, reflected on his father’s lifelong guidance. “You demonstrated that finding your passion and sticking to it, not giving up,” said 1st Lt.

Rogers turning to his father, “is not only a rewarding thing to do, it’s the right thing to do.”

Bunker Hill maintained a crew of 40 officers, 31 chiefs, and 300 enlisted Sailors. The ship was built in Pascagoula, Mississippi, by Ingalls Shipyard Company and commissioned Sept. 20, 1986, at Charlestown in Boston. It was the first U.S. surface warship to be equipped with the below-deck, advanced MK 41 Vertical Launching System (VLS), a multi-warfare missile-launching system capable of striking targets in the air,

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National Transportation Safety Board News

Continued from Page 7

“While the Coast Guard has implemented so many of our recommendations from the Conception investigation, we’ve yet to see the necessary action taken on one of the most important ones: safety management systems,” said NTSB Chair Jennifer Homendy. “We’ve been advocating for SMS on passenger vessels for nearly two decades. The public can’t afford to wait any longer.”

The NTSB has advocated for SMS for passenger vessels since 2005, and in 2010, Congress explicitly granted the Coast Guard the authority to require such systems. Progress has been stalled since January 2021 when the Coast Guard took initial steps to address the NTSB’s recommendation.

An SMS is an enterprise approach to risk management. It is a formal organizational tool, comprising policies, procedures, checklists and corrective measures to ensure that vessel crews are operating a vessel in accordance with regulations, company requirements and best practices, with a goal of continuous improvement.

The NTSB has recommended SMS in nearly all modes of transportation—aviation, rail and transit, pipelines, and marine—as well as for manufacturers. In 2015, the Federal Aviation Administration implemented a requirement that commercial

airliners develop a comprehensive SMS to improve safety for the flying public. This lifesaving mandate has contributed to the remarkable record of safety in commercial passenger aviation since then.

In December 2021, the Coast Guard issued interim rules addressing many of the recommendations the NTSB issued as a result of its investigation of the Conception casualty, but not for the SMS recommendation. The Elijah E. Cummings Coast Guard Authorization Act of 2020 mandates that the Coast Guard carry out all of the NTSB recommendations issued or reiterated as a result of the Conception investigation.

The Conception was anchored in Platts Harbor, off Santa Cruz Island, California, when it caught fire in the early morning of Sept. 2, 2019. The vessel burned to the waterline and sank less than 100 feet from shore. All 33 passengers and one crewmember died of smoke inhalation after they were trapped in the berthing area while a fire raged on the deck above. Both exits from the berthing area led to the same fire- and smoke-filled area above. The NTSB concluded that had an SMS been implemented, Truth Aquatics, Inc., owner and operator of the Conception, could have identified unsafe practices and fire risks on the Conception and taken corrective action before the casualty occurred.

Failure to Maintain Crane Barge Results in \$6M Loss

An estimated 2,000 gallons of oil released in Gulf of Mexico

9/7/2023

WASHINGTON (Sept. 7, 2023) — A barge owner’s lack of inspection and maintenance led to the capsizing and sinking of a crane barge last year in the Gulf of Mexico, the National Transportation Safety Board said Thursday.

The crane barge Ambition was being towed when it capsized and sank on June 15, 2022, releasing an estimated 1,980 gallons of oil. No injuries were reported. The Ambition, owned by Rigid Constructors, and its crane were a total loss estimated at \$6.3 million.

Due to the height of the crane, the Ambition was being towed offshore in the Gulf of Mexico to reach its destination. However, the Ambition did not have a load line certificate, exemption or designation for special service approved or issued by the U.S. Coast Guard. Before getting underway, a deckhand on the towing vessel Karen Koby conducted an inspection of the barge, noting hatch cover gaskets were not in place and not all the hatch cover lids were physically locked. At least six hatches were not covered or secured. He also noted visible hull damage.

During a post-salvage examination, investigators found a 25-foot-long separation along the weld seam between the bilge knuckle and bottom plates. At some point, a temporary repair, consisting of steel plates, had been made to the area around the separation to contain water ingress. Based on the hull plating separation and wastage on the interior bulkheads, the NTSB determined the poor hull condition was the cause of the initial flooding. According to investigators, Rigid Constructors failed to conduct permanent repairs in an area critical to hull strength, and the separation between the bottom plating and the bilge knuckle plating progressed beyond the temporary repair.

The NTSB determined the probable cause of the capsizing and sinking of the Ambition was the barge owner’s lack of hull inspection and maintenance, and not conducting permanent repairs, which resulted in the failure of the hull and subsequent flooding.

“To protect vessels and the environment, it is good marine practice for vessel owners to conduct regular oversight and maintenance of hulls, including between drydock periods,” the report said. “An effective maintenance and hull inspection program should proactively address potential steel wastage, identify hull and watertight integrity deficiencies, and ensure corrosion

issues are repaired in a timely manner by permanent means.”

Excessive Speed Leads to Tugboat Grounding

NTSB encourages owners and operators of ASD tugboats to set speed limits for certain maneuvers

9/21/2023

WASHINGTON (Sept. 21, 2023) — Excessive speed during a bow-to-bow harbor-assist maneuver led to the grounding of the tugboat CC Portland in the Corpus Christi Ship Channel last year, the National Transportation Safety Board said Thursday.

It is the second marine casualty the NTSB investigated in 2022 caused by excessive speed in azimuthing stern drive, or ASD, tugboats while in the center lead forward position. The NTSB continues to encourage owners and operators of ASD tugboats that perform bow-to-bow harbor-assist operations to set speed limits.

“The risk of a casualty during these operations with ASD tugboats increases with increasing speed,” NTSB investigators said in the final report. “Higher speed reduces the amount of reserve propulsion power available to the operator. If the tugboat moves out of position, the operator has less power to regain position as compared to the same maneuver at a lower ship transit speed.”

The CC Portland grounded outside the Corpus Christi Ship Channel on Aug. 7, 2022, while attempting to secure a tow line on the bow of an inbound liquefied natural gas (LNG) carrier. No injuries were reported. The grounding resulted in \$1.3 million in damages to the CC Portland. The NTSB determined the probable cause of the grounding was the mate’s attempt to make up bow-to-bow with an LNG carrier while the tugboat and LNG carrier transited at a speed that was excessive for the advanced harbor-assist maneuver. Contributing to the grounding was the lack of a company policy regarding maximum allowable speed for bow-assist maneuvers.

On April 14, 2022, the tugboat George M and containership MSC Aquarius collided 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. Damages to both vessels totaled more than \$900,000. 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 an excessive speed.

Marine Investigation Report 23-19 is available online.

MISC. COMMERCIAL FISHING NEWS

Continued from Page 13

underwater noise, chemical pollution, and marine debris. Several of the stocks assessed as part of the study are at risk of extinction due to these non-climate factors. The paper’s authors note that these stressors have the greatest potential to be addressed and managed.

“Using a systematic approach allowed us to look across all of these stocks and better understand what drives their vulnerability to climate change,” says Matthew Lettrich, research associate with ECS Federal under contract to NOAA Fisheries and lead author of the publication. “We can now go out and look at some of these individual responses to climate change, and explore approaches to reduce the impacts of climate change on these vulnerable populations.”

Seaweed: The Miracle Macroalgae with Major Economic and Environmental Value

Discover the versatility of seaweed and the contributions of seaweed farming—or seaweed aquaculture—to working waterfronts and environmental sustainability.

September 27, 2023

Seaweed is a nutritious, versatile, and pervasive organism. It is a type of macroalgae that can be used to make products we use every day—including fertilizers, animal feed, and cosmetics. It has even been described as a “superfood.” In addition to being good for you, it’s also good for the environment and the economy.

In this episode, we will hear from Dr. Brianna Shaughnessy, a communications specialist for NOAA Fisheries. She discusses the use of seaweed to create habitat, capture and store carbon from the atmosphere, and support working waterfronts. Because seaweed grows in the winter, fishermen can harvest it during their slow season to diversify their income. This seaweed farming—or seaweed aquaculture—provides an opportunity for fishermen to continue making a living as fisheries sectors face impacts from climate change.

In fact, organizations across the United States are investing in seaweed aquaculture.

We’ll also speak with Tesia Bobrycki from the Native Conservancy and Liz MacDonald from Atlantic Sea Farms. These two organizations provide resources, technical assistance, and assistance with permitting and leasing to farmers and communities who want to get into seaweed farming.

Celebrate National Seafood Month

The United States is recognized as a global leader in sustainable seafood for both wild-caught and farmed species. Join us for National Seafood Month 2023 and savor delicious seafood along the way.

October 02, 2023

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

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

Sustainable seafood relies on strong science, responsive management, and enforced compliance. NOAA’s Office of Law Enforcement enforces best stewardship practices over our ocean fisheries. They work with domestic and international partners to ensure a level playing field for those playing by the rules, combating IUU fishing and expanding compliance with ocean stewardship laws.

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



This is STORMALONG II, which is a Wesmac/Lee Wilbur 50 built in 2001. Like call East Coast Yacht Sales her listing broker.

USS ALBACORE Celebrates 70 Years

Continued from Page 6

the U. S. Navy for a number of years.

It should also be noted that the development of the periscope came during the American Civil War, but was not developed for use on a submarine. The first boat to carry a periscope was the MONITOR OSAGE, an ironclad, and used to monitor troop movements.

The submarine had yet to have a weapon developed for it that was truly effective. However, in 1866 Englishman Robert Whitehead introduced a self-propelled tube that carried an explosive charge. This invention was given the Latin name for the electric eel, Torpedo Electricus. The torpedo was used mostly from surface ships before the problems associated with instituting them into a submarine were answered.

The next great advances in the design of the submarine came from John Philip Holland. The Irish-born Holland look to this submarine as a means to end British rule over Ireland. Holland was born in Liscannor, Ireland on 24 February 1841. He became a teacher of the Irish Christian Brothers in 1858, but soon became part of the Irish Revolutionary Brotherhood, who fought for Irish freedom. He looked to the submarine as a means to attack the Royal Navy. He designed a submarine but was unable to get it built.

He left Ireland for Boston, Massachusetts in 1873 and ended up teaching in Paterson, New Jersey. There was little to no interest in his invention in the United States, but he continued to work on its development. The Fenian Brotherhood for Irish Freedom wanted to build a submarine to Holland's design and they took their plight to the public. The response from the Irish Americans was immense and Albany Iron Works in Paterson

began construction on the 14½ foot vessel. In a test run on the Passaic River she quickly sank to the bottom. Holland had calculated the design for use in saltwater not fresh. With a few alterations the submarine was back on the surface in an hour, but the steam engine would not work. After weeks of experimenting, he was back and proved that he had designed a successful submarine. He flooded the ballast tanks and sank to 12 feet. He resurfaced and then later disappeared for an hour.

The Fenians were pleased with the sea trials and ordered another of Holland's submarines for their cause. This submarine was 31-feet in length, powered with a gasoline engine and named the FENIAN RAM. During sea trials she sank in a freak accident and was raised at a cost of \$3,000. Patients grew thin on all sides. The Fenians broke into the shipyard, took the submarine and tried to sail it themselves, but failed. Holland was disheartened with them and said, "I will let her rot in their hands."

Financial troubles arose and Holland try to sell his submarine to the U. S. Navy, but they were not interested. He then took a job in the Pneumatic Gun Company. There he met Capt. Edmund L. Zalinski, who he built a wooden submarine for in order for him to test his dynamite gun. She was launched in 1885 and was a failure. Holland later said that the failure of this boat set his career back 10 years.

The development of the submarine continued in Europe and Holland. The U. S. Navy showed no interest in the submarine so Holland wrote an article, "Can New York be Bombarded?" to spark their interest. It worked and the Navy set up a design competition, but the specifications could not be met by any designer. A second competition was held and Holland won it. In 1893 Hol-

land's luck changed when Grover Cleveland became president. Another competition was held and Holland won that and was awarded \$200,000 to produce the design. He formed the John P. Holland Torpedo Boat Company and contracted with a Baltimore shipyard to produce PLUNGER, which was launched in 1897. Due to financial constraints the submarine did not perform well, but Holland was able to convince the Navy that he could build a second one that would perform much better. She was the 53-foot 10-inch-long HOLLAND IV and was launched in 1898. She had a 45-hp engine that charged batteries which allowed her to run submerged. She also had a torpedo tube and carried three Whitehead torpedoes.

The HOLLAND IV made her first dive off Staten Island on St. Patrick's Day in 1898 and she proved a success. Shortly after, war

was declared on Spain and Theodore Roosevelt, Assistant Secretary of the Navy wrote John D. Long, Secretary of the Navy, that the Holland submarine should be purchased. Holland even offered to take the submarine to Havana to blow up the Spanish fleet, but the Navy turned his offer down.

Again, in a poor financial position the Holland Boat Company was forced to merge with the company that supplied them with their batteries and they became the Electric Boat Company. The U. S. Navy finally saw the value of Holland submarine and accepted the HOLLAND IV on April 11, 1900.

Holland then built submarines for the Russians and the Japanese. However, in 1903 Holland received an order for six submarines from the U.S. Navy and this gave them the first United States Submarine Service.



A stern view of USS ALBACORE showing her stern planes and her concentric contra rotating propellers.

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

U. S. NAVY NEWS

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on and under the ocean surface, and on land.

Bunker Hill operated in the North Arabian Sea and Gulf of Oman, supporting 10 Earnest Will convoys in 1987. The ship arrived in its new homeport of Naval Base Yokosuka, Japan the following year. At the end of January 1991 the ship launched its first Tomahawk Land Attack Missiles (TLAMs), a total of 28, against targets in Iraq from its station in the North Arabian Gulf, in support of Operation Desert Storm. It also supported Operations Desert Shield. In 2008, it was one of the Coalition ships from the British-led Combined Task Force (CTF) 150 maintaining a presence off the east coast of Africa in response to the recent events in Somalia. The following year it was the first guided-missile cruiser to receive a complete set of upgrades as part of the Navy's Cruiser Modernization program including a new Aegis Weapons System, the Cooperative Engagement Capability (CEC), and SPQ-9B Radar. The guided-missile cruiser made full speed from off the coast of Panama to reach Haiti, joining U.S. military efforts on the Caribbean island devastated by a massive earthquake in 2010.

The first and second U.S. Navy ships named Bunker Hill honored the Revolutionary War battle fought primarily on adjacent Breed's Hill at Charlestown, Massachusetts, on June 17, 1775.

The battle occurred in the midst of the larger siege of the city of Boston, when the Americans learned that the British intended to deploy troops to some of the heights surrounding the city in order to command its

vital harbor. Nearly 1,200 patriots marched stealthily onto the peninsula on the night of the 16th and 17th and dug defensive positions. Despite the colonists' secrecy, the British detected the move and their ships and batteries opened fire on the positions while they landed troops to carry the newly established works. American reinforcements during the battle raised their strength to about 2,400 men, and the British to more than 3,000, though not all the men on either side took a direct part in the fighting. American snipers in Charlestown harassed the British until their ships fired incendiary shot that set much of the town ablaze. In the meanwhile, the British resolutely assaulted the colonist's positions twice, and both times the patriots, with equal resolution, fired into the regulars and Royal Marines and scythed them down. The British regrouped and attacked a third time as the patriots began to run out of ammunition, and finally drove the Americans back at the point of the bayonet. The Americans inflicted twice the number of casualties on their assailants—an estimated 450 patriots fell as opposed to 1,054 regulars and Royal Marines. The colonist's valiant defiance imbued them with confidence that they could stand up to the British, while the crown's losses shook their officers and they often maneuvered prudently to avoid direct assaults against entrenched patriots in subsequent battles.

The decommissioning of CG 52 supports department-wide business process reform initiatives to free up time, resources, and manpower in support of increased lethality.

Modern U.S. Navy guided-missile

cruisers perform primarily in a Battle Force role. These ships are multi-mission surface combatants capable of supporting carrier battle groups, amphibious forces or operating independently and as flagships of surface action groups. Cruisers are equipped with Tomahawk cruise missiles giving them additional long range strike warfare capability. Some Aegis Cruisers have been outfitted with a Ballistic Missile Defense (BMD) capability.

First Flight III Ship, Future USS Jack Lucas (DDG 125) Sails Away from Ingalls

From Team Ships Public Affairs
27 September 2023
PASCAGOULA, MS - The Navy's newest guided-missile destroyer, the future USS Jack H. Lucas (DDG 125), sailed away from the Huntington Ingalls Industries' (HII) Ingalls Shipbuilding Division shipyard, Sept 26.

USS Jack H. Lucas (DDG 125) departs Ingalls Shipbuilding in Pascagoula, Miss. DDG-125 will be commissioned Oct. 7 at a ceremony in Tampa, Florida, before sailing to homeport in San Diego.

"Sail away of the first Flight III Arleigh Burke-class guided-missile destroyer is a historical event for the program," said Capt. Seth Miller, the DDG 51 program manager at the Arleigh Burke-class program office, Program Executive Office, Ships. "The Navy continues to field cutting-edge warfighting capability that will ply the oceans and deter our adversaries for decades to come."

DDG-125 will be commissioned Oct. 7, 2023 at a ceremony in Tampa, Florida before sailing to its homeport in San Diego.

DDG-125 is named for Pfc. Jacklyn Harold "Jack" Lucas, who served in the U.S. Marines during World War II, earning the Medal of Honor for his heroism at Iwo Jima, when he was just 17 years old. He is the youngest Marine, and the youngest serviceman in World War II, to be awarded the United States' highest military decoration for valor. In 1961, he returned to military service as a captain in the U.S. Army and trained younger troops headed for Vietnam.

Arleigh Burke-class destroyers are multi-mission ships able to hold targets at risk on land, at sea, in the air, and under water using a suite of sophisticated weapons and sensors. The Flight III configuration includes the AN/SPY-6(V)1 Air and Missile Defense Radar, providing greatly enhanced warfighting capability to the fleet.

Ingalls is also in production on future destroyers Ted Stevens (DDG 128), Jeremiah Denton (DDG 129), George M. Neal (DDG 131), and Sam Nunn (DDG 133).

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

Britain's largest warship - HMS Prince of Wales - makes Virginia temporary homeport during East Coast deployment

From USS George H. W. Bush/Carrier Strike Group 10 Public Affairs
29 September 2023
ATLANTIC OCEAN - The Royal British Navy's Queen Elizabeth-class aircraft carrier HMS Prince of Wales (R09) conducts an underway replenishment with the U.S. Navy's USNS Supply (T-AOE-6), Sept. 19, 2023. Prince of Wales is participating in a Western Atlantic deployment off the East Coast. (U.S. Navy photo by Lt. j.g. Thomas

McGowan)

HMS Prince of Wales left for deployment in early September with a goal to further develop how the Royal Navy utilizes Carrier Strike Groups. After a visit to Mayport, Florida, the warship will be pushing the limits of their carrier, operating drones, strike fighters, tilt-rotors and helicopters from both the U.S. Navy and the U.S. Marine Corps.

Over the next few months the warship will specifically be pushing the boundaries of carrier landings for the U.K.'s fifth-generation jets, the F-35 Lightning stealth fighter.

Allowing the jets to land on the carrier faster and while carrying heavier loads (i.e. more fuel and weapons) will allow HMS Prince of Wales to launch more strike missions, faster.

The carrier will also practice launching and landing the F-35 in heavy sea states to demonstrate their ability to operate in harsh environments.

These sea states are why the HMS Prince of Wales is operating off the East Coast, to capitalize on the heavy seas that come with hurricane season in the United States.

Part of HMS Prince of Wales' deployment will include multiple port calls to Naval Station Norfolk this fall, where they will be hosted by Carrier Strike Group-10 and the Nimitz-class aircraft carrier USS George H.W. Bush (CVN 77).

Sailors aboard HMS Prince of Wales will be able to tour Naval Station Norfolk and visit surrounding areas in the coming months.

Navy Commissions Littoral Combat Ship Augusta

30 September 2023
The Navy commissioned the future USS Augusta (LCS 34) as the newest Independence-variant littoral combat ship (LCS) during a 10:00 a.m. EST ceremony on Saturday, Sept. 30, in Eastport, Maine.

The Honorable Jared Golden, U.S. Representative, Maine's 2nd District, will address the ceremony via recorded remarks. Remarks will also be provided by Vice Admiral John Fuller, Naval Inspector General; Rear Adm. James Downey, Special Assistant to the Assistant Secretary of the Navy for Research, Development, and Acquisition; the Honorable Mark O'Brien, Mayor of Augusta, Maine; the Honorable Chris Gardner, Director of the Eastport Port Authority and Washington County Maine Commissioner; and Mr. Larry Ryder, Vice President of Business Development, and External Affairs, Austal USA. The ship's sponsor is the Honorable Leigh Saufley, President and Dean of University of Maine School of Law and former Chief Justice of the Maine Supreme Judicial Court.

LCS 34 is the 17th Independent-variant LCS, the 33rd in the class. She is the second naval warship named for the city of Augusta, Maine. LCS 34 continues the legacy of USS Augusta (SSN 710), a Los Angeles-class submarine that was in active service for 24 years and decommissioned on February 11, 2009.

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.

The LCS class consists of two variants, the Freedom and the Independence, designed and built by two industry teams. Lockheed Martin leads the Freedom-variant team, the odd-numbered hulls, in Marinette,

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/

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Ship News.

Port of Belfast.

Arrived – 2d, WAVE, Cape Ann; CHESAPEAKE, New York; 6th, SAVANNAH, Smailly, Bangor; D. P. BRAMHALL, Boston.

Sailed – 7th, 1st, MARY EMILY, French, Baltimore; sailed 7th, BANGOR, Fowler, Providence; CORAL, Gilkey, Warwick; CALCUTTA, Clark, Havana.

Arrived at Salem 4th, OPENANGO, Currier, Para; CHARLES, Dodge, Bangor, bound south; FRANCES ELLEN, Ryan, for New York; cleared, 3d, VINTAGE, Babidge, coast of Africa.

Sailed from Bristol 3d, SARAH & JULIA, Carver, Bucksport.

Arrived at New London 2d, N. AMERICA, Foster, Machias, for New York; 3d, RUBICON, Tilden, Camden.

Arrived at New Haven 3d, Z. A. PAINE, Wooster, Lubec.

Arrived at Fall River 3d, MERRIMAC, Bachelder, Bucksport.

Sailed from Providence 3d, VANDALIER, Pendleton, Millstown Pt., Connecticut, to load for Charleston; sailed 7th, UNION, Bangs, Baltimore; HAMLET, Nickerson, Philadelphia.

Arrived at Gloucester 1st, J. B. BENT, Cherryfield, for New York.

Arrived at Boston 2d, PROSPECT, Genn, Darien, Georgia, 22d ult; W. P. CORBETT, Hewett, Washington, North Carolina; MARY, Harriman, and TARQUIN, Whelden, Philadelphia; EUDORA, McFarland, Eden; HENRIETTA, Higgins, Mt. Desert; SANTA MARIA, Mann, Frankfort; ROWENA, Young, Provincetown; cleared 2d, E. BURGESS, Glauson, San Juan de

los Remedios; SEA BIRD, Curtis, Sagua la Grande; GEN. JONES, Harding, St. Mary's, Georgia; TOPLIFF, Havener, Searsport; arrived 3d, MERRIMAC, Bangs; ACHORN, Howes; MYRA, Studley; MARY H., Crowell; and EMMA Baker, Philadelphia; EXPRESS, Parker, and CITIZEN, Hale, Bangor; DEXALO, Higgins, Dennysville; cleared 3d, E. O. HOLT, Coggins, Blue Hill; FOREST, Small, Frankfort; to load for Pensacola; D. P. BRAMHILL, Belfast; arrived 4th, AFTORE (of Eastport) Leekie, Smyrna, February 24; LYSANDER, Clapp, San Juan, Cuba; UNION, Kendrick, Baltimore; EMLINE, Clifford, Cardenas; M. STANTON, Ryder, S. SPOFFORD, Spofford; LUBEC, Bray; BURINAH, Sargent; GEN. TAYLOR, Jordan; and NARRAGUAGAS, Hinckley, do; LAGRANGE, Murch, Dresden; ORGAN, Carver, Fredericksburg; ONECO, Chase, Georgetown, D. C.; MARGARET, Boardman; R. & FRANCES, Nickerson; LEANDER, do; ISABELLA, Mitchell; TRUXILLO, Robbins; TORTOLA, Ludwig; STATESMAN, Wass; GEO & WILLIAM, Haskell; J. BLISS, Hatch, all from Philadelphia; I. ACHORN, Sylvester, New York; E. DOANE, do; SAILOR'S RETURN, Tinker, Robbinstown; FRANKLIN, Clark, Dennysville; DANWORTH, Spencer, Machias; C. V. LANSIL, Lansil; ABACO, Calthorp; TRITON, Nickerson; PRUDENCE, Coombs, and MEDFORD, Lond, Bangor; PEYTONA, Gilman; A. GALE, Pattershall; and H. MCLEOD, Stanley, Belfast; CAROLINE STONE, (new) of and from Hampden; in quar. E. MERRITHEW, Park, for Matanzas 17 days out, put back, with small box on board; cleared 4th, C. NICKELS, Nickels, Sagua la Grande; CUBA, Kavanah, St. Johns; J. W. PAIGE, Baltimore; E. DOANE, Loring, do;

J. FORD, Drinkwater, Bangor; MELVILLE, Cousins, Washington, North Carolina; M. TAYLOR, Nickerson, Richmond, Virginia; A. TREAT, Parker, Bangor; G. HORTON, Pendleton, E. Thomaston; NASHUA, Clifford, Philadelphia; SELAH, Atkins, do; OSCEOLA, Stone, Charleston; arrived 5th, PROSPECT, Underwood, Matanzas 24th ult; FLORA, Cole, Cardenas; left J. CARVER, Curtis, disg; LUCRETIA, O'Brien, Lubec; LUCINDA, Moore, Machias; HENRY, Calton, Addison; BILLOW, Wass, and SEVEN SISTERS, Driscoll, do; VOLANT, Jordan; VALHALIA, Tinker, and BANGOR, Jordan, Ellsworth; arrived 6th, GEORGE W. SNOW, Dodge, Bangor; M. SNOW, Welch, Thomaston; cleared 5th, ZUYDER ZEE, Fosset, Havana; ORLANDO, Hill, Sullivan; J. WARD, Anderson, Tremont.

Arrived at New York 1st, MARIEL, Colson, Ponce, PR; 14th ult; METAMORA, Kendrick, Trinidad, Cuba; 14th ult, EMILY, Nichols, Charleston; AM BELLE, Baxter, Boston; GLOBE, Small, Salem; cleared 1st, ATLANTIC, Duell, Barbadoes; GLOBE, Seeley, Demarars; P. HENRY, Haskell, Alexandria; arrived 2d, URANUS, Ames, Port au Prince; MONTEREY, Kellar, New Orleans; cleared 1st, AMERICAN, Ross, Charleston; NEUVITAS, Griffin, Neuvitas; arrived 3d, EMPIRE, Hopkins, Galveston; CHALLENGE, Cousins, Charleston; MARTHA WOOD, Thomaston; JNO COLBY, Hatch, Ponce, PR; cleared 3d, ISNARDON, Sanford, Bahamas; I. MEAD, Brown, Savannah; ETRURIAN, Leland, Cuba; ARVO, Gorham, Eastport; ARC-TUTUS, Rogers, Philadelphia; cleared 4th, MONTEREY, Kellar, Zanzas, Cuba; HY ATKINS, Colcord, Philadelphia; arrived 4th, XENOPHON, Wording, Buenos Ayres, 60 days; PROTECTION, Hill, Calais; NORTH

AMERICA, Foster, Machias; IVANHOE, Simonton, and HERO, Perry, Thomaston; BAY STATE, Ryder, Boston.

Arrived at Philadelphia 30th, GIRARD, Chase, Boston; M. F. SLADE, Howes, do; MONTICELLO, Clifford, Wilmington, North Carolina; DELAWARE, Harding, Charleston; arrived 1st, MAINE, Griffin, Mobile; cleared 1st, VESTA, Flinn, Boston; arrived 2d, ALHAMBRA, Blanchard, Charleston; cleared 2d, TIONESTA, Leland, Boston; JULIAN, Spates, do, cleared 3d, ELM, Taylor, do; arrived 4th, ELK, Nickerson, Boston; HYLAS, French, New York; L. ATWOOD, Atwood, do; cleared 4th, GAZELLE, Coombs, Newburyport; VANDALIA, Strout, and W. R. GENN, Shute, Boston.

Arrived at Baltimore 30th, VANDALIER, McIntyre, Matanzas; ALBATROSS, Allen, Cornwallis; cleared 2d, GRACE DARLING, for Derby, Connecticut; arrived 3d, E. TOWNSEND, Corson, New Orleans; 4th, OCEAN, Eldridge, Boston; cleared 3d, C. H. HALE, Gilkey, Savannah; PINTA, Sawyer, Boston.

Arrived at Norfolk 29th, TOKEN, Prince, Camden; HARRIET NEWELL, Warren, New York; FOUNTAIN, Mayo, Thomaston; STATESMAN, Camden; cleared 2d, CORNELIA, Smith, Thomaston.

Arrived at Bucksville, South Carolina, 22d, MELISSA ANN, Talbut, WI; in port 25th, J. HANCOCK, Suggett, for Belfast, Maine; MARY GEORGE, Gilchrist, for Warren.

Arrived at Charleston 27th, MENTORA, Glocver, Camden; sailed CHALLENGE, Cousins, Northern port; sailed 30th, GOV. ANDERSON, Sawyer, Key West.

Cleared from Savannah 26th, ME-

U. S. NAVY NEWS

Wisconsin. Austal USA leads the Independence-variant team in Mobile, Alabama, for LCS 6 and the subsequent even-numbered hulls.

Littoral combat ships are fast, optimally-manned, mission-tailored surface combatants that operate in near-shore and open-ocean environments, winning against 21st-century coastal threats. LCS integrate with joint, combined, manned and unmanned teams to support forward-presence, maritime security, sea control and deterrence missions around the globe.

SECNAV Del Toro Names Future Nuclear-Powered Attack Submarine USS San Francisco (SSN 810)

03 October 2023

Secretary of the Navy Carlos Del Toro announced that the future Virginia-class nuclear-powered attack submarine SSN 810 will be named USS San Francisco.

Secretary Del Toro made the announcement during Fleet Week San Francisco.

"The future USS San Francisco, once commissioned, will be our nation's newest Virginia-class nuclear-powered fast-attack submarine. USS San Francisco will build upon the legacy of her namesakes, and will no doubt represent the people of this city and our nation with honor wherever she may sail," said Secretary Del Toro.

In addition, Secretary Del Toro announced the Speaker Emerita Nancy Pelosi agreed to be the ship's sponsor. In that role, Speaker Emerita Pelosi will represent a lifelong relationship with the ship and crew.

"For over 36 years, Speaker Emerita Pelosi has represented the people of San Francisco with honor and distinction in Congress and has served as a staunch advocate

for our national security and the promotion of our democratic values around the world," said Secretary Del Toro. "She is a champion for justice and equality, to ensure every American is afforded the dignity and respect they deserve."

"It is with great pride and patriotism that I serve as the sponsor of the magnificent USS San Francisco, which will bring luster to our City as it sails the seas defending our Nation," Speaker Emerita Nancy Pelosi said. "The naming of this ship comes as our City and our Nation continue to mourn the loss of our beloved Dianne Feinstein: our Forever Mayor, a champion of San Francisco and a proud patriot. It is fitting that we announce the naming of this ship during San Francisco Fleet Week, a tradition that she began as Mayor more than four decades ago. As we honor Senator Feinstein's towering legacy, may the USS San Francisco always find fair winds and following seas."

This is the fourth vessel to honor San Francisco. The first San Francisco, a steel protected cruiser, blockaded Havana, Cuba, during the Spanish-American War and served as a mine planter in the North Sea during World War I.

The second San Francisco, a heavy cruiser, had an equally distinguished career, participating in operations and engagements at Cape Esperance, Guadalcanal, Guam, the Marshall Islands, and Okinawa during World War II. In total, the ship and its crew earned 17 Battle Stars, a Presidential Unit Citation, four Medals of Honor, and 32 Navy Crosses.

The third San Francisco was a Los Angeles-class nuclear submarine (SSN 711), which completed multiple deployments to the western Pacific, earning a Navy Unit

Commendation and Navy Expeditionary Medal among other awards. Decommissioned in 2022, the venerable boat now serves as a moored training vessel for the Naval Nuclear Power Training Unit, Charleston, South Carolina.

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

Navy to Commission Future Guided-Missile Destroyer USS Jack H. Lucas 06 October 2023

TAMPA, FL - The Navy will commission the future USS Jack H. Lucas (DDG 125) as the newest Arleigh Burke-class guided-missile destroyer during a 10 a.m. EDT ceremony on Saturday, Oct. 7, 2023, at Port Tampa Bay, Berth 150, Tampa, Florida.

The Honorable Erik Raven, under secretary of the Navy, will deliver the commissioning ceremony's principal address. Remarks will also be provided by the Honorable Kathy Castor, U.S. representative, Florida's 14th District; Adm. Daryl Caudle, commander, U.S. Fleet Forces Command; Sgt. Maj. Carlos Ruiz, Sergeant Major of the Marine Corps; the Honorable Jane Castor, mayor of Tampa, Florida; and Ms. Kari Wilkinson, president of Ingalls Shipbuilding and executive vice president, HII. The ship's sponsors are Ruby Lucas, widow of the ship's namesake, and philanthropist Catherine B. Reynolds.

DDG 125 is the 73rd Arleigh Burke-

class guided-missile destroyer to be commissioned and the first in the Flight III configuration. She is the first naval warship to bear the name of USS Jack H. Lucas. USS Jack H. Lucas received its name on Sept. 17, 2016. DDG 125 is named for Pfc. Jack Lucas, who served in the U.S. Marines during World War II, earning the Medal of Honor for his heroism at Iwo Jima, when he was just 17 years old. Lucas was the youngest Marine and youngest serviceman in World War II to be awarded the United States' highest military decoration for valor. In 1961, he returned to military service as a captain in the U.S. Army and trained younger troops headed for Vietnam. Lucas passed away on Jun. 5, 2008, in Hattiesburg, Mississippi. The selection of Jack H. Lucas is a constant reminder of the immense impact that actions taken by any sailor or marine can truly have.

Arleigh Burke-class destroyers are the backbone of the U.S. Navy's surface fleet. These highly capable, multi-mission ships conduct various operations, from peacetime presence to national security. DDGs provide a wide range of warfighting capabilities in multi-threat air, surface, and subsurface environments.

USS Stethem (DDG 63), USS Higgins (DDG 76), USS Shoup (DDG 86), USS Dewey (DDG 105), USS Rafael Peralta (DDG 115), USS Thomas Hudner (DDG 116), USS Paul Ignatius (117), USS Ralph Johnson (DDG 114), and USS Momsen (DDG 92) are currently deployed overseas. These deployed Arleigh Burke-class destroyers contribute to various manned, unmanned, joint and maritime operations in support of operational commanders' strategic vision.

MARITIME NEWS FROM THE PAST - Republican Journal - 1850

DORA, Ames, Havener; GEORGIAN, Gilchrist, Bath, and sailed next day; CLARISSA, Griffin, Hartford.

Cleared from Pensacola, previous to 20th, ORLANDO, Richardson, Galveston.

Cleared from New Orleans 22d, SARANAC, Yates, Yates, Charleston; arrived 23d, SOUTHERNER, Hooper, Baltimore; J. CASTNER, Somers, New York; cleared DUNCAN, Gilchrist, St. Pierre, Mart; 24th, GEORGIANA, Benson, Chagres; arrived 28th, WM JARVIS, Jarvis, Liverpool; LAPLAND, Simpson, Boston.

Arrived at Newark, New Jersey, 3d, MECHANIC, Bryant, Machias.

Arrived at Wilmington, North Carolina, 1st, MONTEREY, McIntyre, Boston.

California Vessels.

Brig REINDEER, of and from Belfast, March 19, was spoken April 3d, lat 25, lon 32, by bark LEPANTO, at New York from Gibraltar. It will be seen that the REINDEER has made a very quick run. She must have been nearly in sight of the Canary Islands about 4000 miles having been made from March 19th to April 3d. We predict a quick passage for her. She was modeled and built by Master Woodcock, and is about as smart a sailer as was ever launched in Maine.

At New Island Harbor, Falkland Islands, January 21, schooners ALEXANDER, Dennis, from Newport October 23; MT. VEANON, Buddington, from N. London, October 31, via Rio Janeiro, both for California.

Arrived at Rio de Janeiro March 11th, steamer NEW WORLD, New York, had fever on board; 15th, SCOTLAND, Folger, from Boston. December 27th - put in for supplies; 21st, steamer W. J. FEASE, Jessup, New York - put in do. do; sailed 16th, G. W. KENDALL, Chase, from Wiscasset January 19th; in port 25th, ANNA. PARKER, Knowles, from Boston January 11th; sailed February 14th, NORTHERN LIGHT, from Boston; 24th, PANTHEON, Price, from N. Bedford; March 8th, CORVO, from Boston,

and PILGRIM, from Salem, - all for California.

Brig OLINDA, from Bath for San Francisco, which put into Rio Janeiro February 16, is distinctly stated in a circular of March 23, to have been condemned. She had been so reported some time previously, but afterwards stated to be bound to California.

Cleared from Panama 19th ult, J. MERRITHEW, Brown, and RISING SUN, Hooper, for California.

Arrived at San Francisco March 2d, ship NORFOLK, Rogers, Boston, August 15, Valparaiso January 7; 4th, brig ORIENTAL, Talbut, East Machias, September 15; 7th, ANNA E. MAINE, Bailey, Bath, October 12, Valparaiso, January 6; 8th, CALIFORNIA, Creng, Stonington; 10th, EAGLE, Davis, Gloucester, August 16, Valparaiso, January 11; META, Rich, Philadelphia; September 28; 13th, ARONANT, Nott, Boston, October 30, Valparaiso January 30; HENRY WARE, Nason, Boston October 30; 14th, SARAH MORSE, Edgartown September 3. TOMBEZ, January 29, WYANDOTT, Ellis, Boston, September 23; 15th, HAMILTON, Slate, Sag Harbor October 24; CHIEF, Brown, Boston, September 12; 17th, MT. VERNON, Barnes, Boston August 2, Rio Janeiro, November 10; JOHN JAY, Benjamin, N. Bedford, September 27; CURTIS, Pierson, N. London; August 20, Valparaiso January 7; S. WARDWELL, Wosgatt, Salem; October 9, E. L. FROST, Rogers, N. London; E. PACKER, Dand, N. Haven; 26th, HAMILTON, Peterson, Boston, October 3d; GOLDHUNTER, Jackson, Bangor, October 6, Valparaiso, February 6; ARCHELAUS, Crosby, Boston, October 30, Valparaiso February 4; JANE A. HERSEY, Harlow, do, October 23. Valparaiso February 6; MIDAS, Jordan, Thompson, October 31, Rio Janeiro December 18; W. JOYCE, Providence, October 30, Rio Janeiro, December 18; FAWN, Batchelder, Salem, October 10.

Spoken - February 6, lat 54 04, lon 81 02, HENRY, Kennard, from Boston October

16, for San Francisco, via Valparaiso.

February 8, lat 57 10 S, lon 77 30 W, GOLD HUNTER, Wood, from Fall River October 27th, for San Francisco.

March 9, lat 24 58, lon 35 30, CURACOS, Cunningham, from Boston November 28, from San Francisco all well.

March 11 lat 12 14 S, lon 40 50 W. VICTORINE, Lamson, of and 81 days from Gloucester, for San Francisco all well.

Foreign Ports.

Sailed from Liverpool 11th, KATE HOWE, Norcross, New York; MASONIC, Coney, New Orleans; (see below).

Arrived at Belfast (Ireland) 6th ult, STELLA, Littlefield, Baltimore; arrived 17th, ALVARADO, Healy, New York.

Arrived at Queenstown 7th ult., PACIFIC, Sawyer, Philadelphia, and sailed 10th for Galway.

Sailed from Bremen 8th ult, VOLANT, Finney, New Orleans.

Arrived (at Liverpool) 13th, VANGUARD, Norton, New York; CARNATIC, McKenzie, Savannah; 15th, TRITON, Smith, Charleston; 17th, WM PENN, Philadelphia; sailed 13th, ROSSIUS, Eldridge, New York; 18th, FOREST QUEEN, Lovett, do; adv for Boston, BELLE ROCK, with dispatch; PARTHIAN, Cole, do; for New York; ABEONA, Poole, 22d; for Charleston, GULNARE, Perkins, and MAINE, Freeman.

Cleared from Newport 12th, ITALY, Reed, Bath.

Arrived at Antwerp 17th, ROSCOE, Thompson, New Orleans.

Sailed from Marseilles 10th, SANTIAGO, Burgess, Palermo; loading at do; LUCINDA, Sears, for Boston.

Arrived at Cadiz 4th, MARY VARNEY, Sturgis, New York.

Arrived at Malleira March 16th, M. & J. C. GILMORE, Kendrick, New York; LUCY SPEAR, for the Canaries.

Arrived at Madras 27th February BOWDITCH, Pike, Boston, and sailed for Calcutta.

At Ensenada March 8th, MUSKINGUM, Crockett, from Buenos Ayres.

A telegraphic dispatch from Charleston, dated 6th inst., states that bark A. R. TAFT, Bogardus, from Boston for Charleston, has been totally lost with her cargoes on _____ Bank (supposed near Cape Romaine). Vessel and cargo insured in Boston. The A. R. T. was built by the Messrs. Pierce of this place, last season, and was one of the Boston and Charleston line of packets.

Schooner OSCEOLA, (of Blue Hill) from Machias for Boston, with lumber, was knocked down off Long Island 29th ult, filled and capsized. She was into (???) Harbor, Tremont, 30th by revenue cutter ALERT, with loss of all her sails, light spars, and deckload. The crew were taken off by the ALERT.

Brig T. C. MATHER remained ashore on Southampton beach on Friday p.m. She has been stripped, and people were saving

the cargo and materials. A fore and aft schooner was at anchor near her, but got under way for the east end of the island.

17 May 1850

Page 2

A Missing Steamer. - The steamship BRITISH QUEEN left Hamburg on the 2d of April for New York, and has been at sea a month, without anything being heard from her. Letters from Hamburg state that she had one hundred and eighty passengers on board, every berth being occupied.

* * * * *

Cuban Movement. - Sailing of vessels with men and arms from New Orleans. New Orleans, May 11. During the past few days, considerable quantities of ammunition have been received and severed vessels have left with men and artillery &c. ostensibly for Charges, but supposed to be bound for the invasion of Cuba. Yesterday the Spanish Consul offered \$1000 for the charter of a steamer to convey despatches to Cuna. The owners however, refused, and the Consul then sent them in a fast schooner.

Page 3.

Married.

In Boston, 14th, Mr. J. H. Bryant, of Bryant & Spear's express, to Miss Hannah J. Merrill.

In Bucksport, 13th, Capt. F. L. B. Goodwin, of New York, to Miss Mary M. Lull, of Bucksport.

In Thomaston 18th, by Rev. H. R. Walworth, Mr. Nathaniel C. Flint to Miss Olevia N. Spear, both of Thomaston.

In Milwaukee, Wisconsin, Mr. Abner Kirby to Miss Mary Jane Chase, both formerly of Skowhegan, Maine.

In Boston, Louis Agassiz, professor in the Lawrence Scientific School of Harvard College, to Elizabeth O. Cary, daughter of Hon. T. G. Cary.

Died.

In this town, May 7th, Luella T. Veazie, 2 years 8 months.

In Searsport, March 2d, Abigail, daughter of Jonathan and Abigail Gilman, aged 16 years 6 months.

In Prospect, 5th, Polly, wife of Elisha Grant, 67. Her loss is deeply felt by a large circle of friends, and by the community in which she associated. Her resignation was complete, and her hope in future and eternal salvation, supported her in her bodily sufferings until her spirit took its flight. Western papers please copy.

In Orono, 27th, Mrs. Martha C., wife of Capt. Francis Wyman, aged 67.

In Barnard 21st ult, Moses Head, a soldier of the Revolution.

In East Thomaston 29th ult., John Barker, aged 77; also, on the 19th inst. Ruth J., daughter of the late Samuel Fuller, Esq., aged 22.



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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

Ship News.

Port of Belfast.

Arrived – 11th, D. BREED, Linnekin, Lynn; J. FREDERICK, Wheeler, Salem; 13th, A. GALE, Pattershall, Boston; H. MCLEOD, Stanley, do; PEYTONA, Gilman, do; A. WELD, Brier, Salem; F. ELLEN, Ryan, Boston; D. JANE, Holbrook, Salem; CITY POINT, Hart, do; L. BROOKS, Mayhew, Salem; CATHARINE, Ryder, Lynn.

Sailed – 13th, COMET, Rogers, Boston.

Searsport – Arrived 9th, TOPLIFF, Havner, Boston; CHARLOTTE, Butman, Bangor; SOUTHSORE, Towle, Scituate, and sailed 10th for Bangor; arrived 11th, LEVANT, Pace, Boston; RANGER, Sweetser, Bangor; EMELINE, Clifford, Boston.

Launched in Trenton, from the yard of John King, a fine schooner, called the E. K. KING, who was master builder. She will sail in one week for the straits on a fishing voyage.

Blue Hill, May 6th, 1850.

Messrs. Editors: - The schooner OSEOLA, of Blue Hill, Friend, from Machias, for New York, sprung a leak on the morning of the 30th April, in a heavy gale from the S. E., she filled in thirty minutes, and rolled over on her beam ends. Lost, deck load, spars, rigging, ripped up the decks, &c. The crew hung to the wreck about eight hours, when we were taken off by the Eastport cutter. Previous to which Capt. Robinson, of Machias, passed under our lee, was requested to take us off, he replied that he could not lower his boat. Capt. Whitcomb of the Eastport cutter had no fears in towing his boat, but came promptly to our assistance. About the time they reached us, the vessel righted and was towed in on Bass Harbor by the cutter. And here permit me to express my thanks to Capt. W. for his prompt assistance and kind treatment to us while on board his vessel. Yours, J. S. Friend.

Arrived at Boston 9th, PARTHENON, Woodbury, New Orleans; DELEGATE (of Cherryfield), Wallace, Genieve 21st, VESTA, Flinn, Philadelphia; JOSEPH BLACK, (???) , Palermo; ROAMER, Nichols, Cardenas; 26th ult, H. W. MONCLURE (of Belfast), Titcomb, Mobile 21st, BROOKLINE, Mitchell, Alexandria; LAFAYETTE, Clifford, Baltimore; J. (???) , Mitchell, Sierra Leone; GENOA, Grant, Philadelphia; VOLANT, (???) , Albion, Lufkin, and ADVANCE, Tucker, Philadelphia; BENGAL, Peirce, New York; ANN DUNMAN, Perry, do; S. MATILDA, Ginn, Bangor; FAME, Sawyer, Milbridge; ROCKET, Eastport; H. ANN, Wells, Calasi; cleared J. CARVER, Nichols, Havana; CLARA ELLEN, Killman, Sagua la Grande; (no arrivals or clearances 10th); arrived 11th, J. BIRD, Bird, Manzanilla 20th ult; LAWRENCE, Hawes, Baltimore; J. STORY, Ryder, and ELLEN, Taylor, Philadelphia; SIENNA, Johnson, Cape Hicyen, (left LEANDER, Mayo, for Boston, Massachusetts, 1st); I. F. KNOX, Taylor, Frederickburg, CANDACE, Baltimore; PALO ALTO, McIntyre, New York; TIONESTA, Leland, Philadelphia; J. Q. ADAMS & ABT LAWRENCE, New York; cleared, 11th, SAONE, Sargent, Cowes, and wgt. J. H. COUNCE, Gilchrist, St. Johns, N. B.; MAZEPPA, Colson, Wilmington; EMELINE, Clifford, Bangor; J. BLISS, and EXPRESS, Bangor; H. MCLEOD, and PEYTONA, Belfast; arrived 12th, ONTONA, Colburn, Antwerp; March 20th; GRAMPUS, Dyer, Cardenas; 1st inst; CARLOS, Sears, Mobile; H. B. CROSBY, Collins, Matanzas; PAULINA, Flinn, Philadelphia; MECHANIC, (of Machias) Bryant, New York; EDITH, Crowell, Norfolk; S. MOORE, Black, Baltimore; E. LELAND, Coombs, do; RIO,

Nickerson, Philadelphia; JULIA ANN, Spates, do; SAGANAW, Crosby, Albany; CARRAL, Robinson, Machias; NORTH STAR, Shute, Cherryfield; MAINE, Bartlett, Seaville; AGRICOLA, Brown, Bucksport; SAVANNAH, Smalley, Belfast; GEO. & MARY, Lord, Ellsworth; cleared 12th, LYSANDER, Clapp, Cienfuegos; LEGHORN, Pendleton, Cardenas; PROSPECT, Gem, St. Johns, NB; NARRAGUAGUS, Hinckley, Savannah; U. STATES, Grant, Georgetown, South Carolina;

Arrived at New York 8th, Ship CAMDEN, Sherwood, Charleston; QUEEN ESTHER, Pendleton, Sagua la Grande; TARQUIN, Sawyer, do; MATAMORAS, Wass, Madeira; KATE PENDERGAST, Eames, St. Jago, Cuba; ERIE, Churchill, Newburyport; ZUTELLE, Lufkin, Machias; LEWELLYN, Pendleton, Apalachicola; GEORGIANA, Bedell, do; TALBOT, Johnson, Sagua la Grande; TANGENT, Machias, cleared PTK HENRY, Gordon, Liverpool; MASARDIS, Bramhall, Balize, Honduras; arrived 9th, BOTHNIA, Farnum, New Orleans; WAITSTILL, Coombs, do; R. WATTS, Watts, do; SANTEE, Nickerson, York River; CAROLINE, Brauman, Belfast; LEOPOLD, Wilcox, Lubec; J. P. BENT, Means, Machias; METALLIC, Eames, MAIZE, Rhodes, (???) , (???) , CLARENDON, (???) ; MARY LANGDON, Ames; FRANKLIN, Pierce; TROMPEZ, Bucklin, HERO, Perry, and IVANHOE, Simonton, all from Thomaston, CORNELIA, Faulk(???) , and CORENE, Nickerson, from Boston cleared, PHILURA, Thatcher, Savannah; arrived 10th, COURIER, Norton, Rio Janeiro; TEXAS, McN(???) ; Savannah; ANGOLA, Howes, St. Johns, PR; P. R. HICHBORN, Colcord, Ponce, PR; OLIVE, Summer, Eastport; CHIEF SACHEM, and KALOS, do; M. MARIA, Smalley, Salem; MORE, Larabee, Matanzas, 10 days; RUSSIAN, Veazie, Trinidad, Cuba, 10 days; ORIZABA, Freeman, Tobasco; cleared MARCELLUS, Mayhew, Neuvitas; KATAHDIN, Brown, Philadelphia; SUWANEE, Barrett, Key West; CUSHNOC, Apalachicola; CABOT, Nickerson, Boston; BAY STATE, Ryder, Boston; arrived 11th, ROSSIUS, Eldridge, Liverpool, 12th, ENTERPRISE, Funk, do; P. PURRINGTON, Rotterdam; CAPIA, Sears, York River; VOLANT, Elwood, Georgetown, DC; arrived 13th, GEO. EVANS, Havre, and LIVINGAGE, Snow, Liverpool.

Arrived at Philadelphia 8th, LACONIA, Howes, Boston; MAIL, Baker; CHINA,

Studley, and CANTON, Crowell, do; cleared MECHANIC, Lane, and MARI-NER, Nickerson, Boston; M. F. SLADE, Howes, and HYLAS, French, do; arrived 9th, H. ATKINS, Colcord, Boston; arrived 10th, GEM, Nickerson, Boston; HAMLET, Nickerson, Providence; cleared 9th, ELK, Eldridge, Boston; MONTICELLO, Clifford, Portsmouth, New Hampshire; ALBAMBRA, Blanchard, Boston; arrived 11th – 12th MARCIA, Smith, Ellsworth, cleared LACONTIA, Boston; CLINTON, do; ST. GEORGE, Hylas, Barbadoes.

Arrived at Baltimore 8th, EUTAW, Matthew, Boston; DENMARK, Woodbury, Wilmington, North Carolina; arrived 9th, CAROLINE, Grant, Bucksport; cleared E. WATT, Watts, Pensacola.

Arrived at Charleston 4th, GEO. E. PRESCOTT, Gilkey, Philadelphia; 5th, SARANAC, Yates, New Orleans; sailed 5th, O. TAFT, Crowell, Providence; cleared 8th, CHOCKTAW, Kendrick, Boston.

Arrived at Wilmington, North Carolina, 4th, G. W. PICKERING, Parks, Boston, 6th, L. ANN, Kellar, Turks Island; arrived 8th, CLARISSA, Watts, New York; S. D. NORTON, Norton, Boston; cleared 4th, TANGIER, Park, Bristol, Rhode Island; arrived 8th, TIOGA, Collins, New York.

Arrived at Richmond 9th, GEO. ENGS, Stuart, Attakapas; GRAND TURK, Washburn, Philadelphia.

Arrived at Georgetown, South Carolina, previous to 7th, CREOLE, Young, Newburyport; D. CARVER, Carver, New York for Bucksport; WARKULLA, Varnum, New York; cleared PORTO RICO, Anderson, Havana; JENNY LIND, Thomaston; MELISSA ANN, Talbut, Newburyport; ALMIRA, Hinckley, do; J. HANCOCK, Saggett, Belfast; M. GEORGE, Gilchrist, Prospect.

Arrived at Savannah 4th, MIDAS, Gardner, Havana; 7th, OCEAN, Parker, Baltimore; cleared EXACT, Steves, New York; in port, R. M. CHARLSTON for Boston; ELLEN DALE, for Wilmington, North Carolina.

Arrived at Apalachicola, 14th, LORETTO GATES, Fiske, Baltimore.

Arrived at St. Marks, J. H. GAMBLE, Homer, from New York; WARCALLER, Josselyn, and CATHERINE & MARY, Warren, all to load for New York.

Arrived at New Orleans 30th, JAMES PENNELL, Fullerton, Bordeaux; arrived 1st, MONTPELIER, Calley, Camden; cleared 30th, CHINCHILLA, Haskell, Philadelphia; cleared 1st; C. G. SKULL, Skull, Brazos, Santiago, 2d, SUSAN LOUD, Pendleton, Chagres.

Arrived at Gloucester 8th, POTOMAC, from Sullivan for Fall River; ORBIT, from Calais for N. Haven.

Arrived at Salem 10th, GLOBE, Small,

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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

New York; cleared, PANAMA, for Ellsworth.

Cleared from Warren, Rhode Island, 9th, T. P. PERKINS, Gilkey, Philadelphia.

Arrived at N. London 9th, MADAGASCAR, Wilmington.

Sailed from N. Bedford 10th, ONTARIO, Hosmer, supposed for Norfolk.

Spoken. – March 2d, lat 56 28, lon 65 29, EAGLE, Barston, from Bath, for California.

May 4th, lat 33 on edge of Gulf Stream, QUEEN ESTHER, Pendleton, from Sagua for New York.

May 3d, lat 28 10, lon 76 4, brig SHAKESPEAR, Pendleton, Boston, for Cardenas.

Foreign Ports.

Arrived at Valparaiso March 7th, (all for California) GULNARE, from Castine, and sailed 12th, 12th, AGNES, Cutter, Frankfort; 14th, SAN JACINTO, Carlton, Belfast; and sailed 21st, cleared March 2d, CANTERO, Saunders; F. ADAMS, Felker; 10th, ALMIRA, Pinkham; 14th, CHAS. COOPER, Cutts, and 27th, AMERICA, Grows, all for California.

The schooner MARY REED, Capt. Kidder, from this port for California, reported a short time since at St. Catharines, left that place on the 6th of February, experiencing a severe gale, and receiving some damage, she put back in a leaky condition, and arrived on the 13th of the same month. The damage proved but trifling, and after being caulked and otherwise repaired, she was ready for sea on the 4th of March.

For Castine, Deer Island, Sedgwick and Ellsworth.

The new and fast steamer LAWRENCE, will leave Belfast for Castine, Deer Island and Sedgwick, on Wednesday, at 8 o'clock, or immediately after the arrival of the steamer BOSTON from Boston.

Leaves Belfast for Ellsworth touching at Castine, Deer Island and Sedgwick, on Saturdays, at 8 ½ o'clock. Returning – on Mondays and Thursdays, in season to connect with the BOSTON for Boston.

First trip Saturday, May 18th.

Fare to Castine	.75
Fare to Deer Isle	1.00
Fare to Sedgwick	1.00
Fare to Ellsworth	1.50
Freight taken	D. Lane, Jr., Agent.

Belfast, May 15, 1850

24 May 1850

Page 1.

The Polar Expedition. – One of the vessels intended for Grinnell's expedition,

is now in the sectional dock. New York, to be overlaid with planking and be otherwise fitted for the navigation of the Arctic seas. The Journal of Commerce says that both vessels are to be fitted out in a manner not unlike those engaged in the whale service in the extreme north. Timbers are placed across their holds, from one side to the other, to guard them against lateral pressure from the ice; their bulkheads are made almost solid with timbers and braces, and strong fastenings are introduced at all their exposed parts. Two thicknesses of planking and one of felt, are placed over the original planking inside, and one layer of planking with felt intervening, cover their decks. Over this there will be placed a coating of sawdust, and turpentine, the more effectually to guard them from the cold after the manner of treating pilot boats in the winter season. These vessels will also be furnished with the materials with which to construct a sort of building or enclosure on deck, in case they become fixed in the ice for any considerable time. Quite a number of men are constantly employed in making these preparations.

Page 2.

Captain Martin, who has been on trial in Boston for conspiring to cast away the schooner ABBY HAMMOND, has been set at large. He has been in Leverett Street jail for about one year.

Page 3.

Married.

In this town, 13th inst., by Rev. Mr. Rickers, Daniel Nason to Miss Julia A. Pattershall, both of Belfast.

In Waldo, 5th, by W. P. Harriman, Esq., Mr. Joseph F. Bray to Miss Sarah Greer, both of Brooks.

In Augusta, 8th inst., Mr. John N. Clifford, to Miss Elizabeth Fogg.

In Old Town, 28th, Mr. Retire W. Freez to Miss Clara Jane Chapman.

In Augusta 1st inst. Mr. Mark L. Simon-ton of Hampden to Miss Ellen M. Deniston.

Died.

At the Penn Hospital, Philadelphia, May 7th, Capt. Josiah D. Hinds, formerly a resident of this town, aged 44 years. (Mass. and Vermont papers please copy.)

In Brooks, on the 20th inst., Timothy Thorndike, Esq., 66.

In Jackson, May 7th, Lucy, aged 3 weeks, also on the 14th, Louisa, aged 5 weeks, twin daughters of Thompson and Lucy Dyer.

In Waterville 5th inst., Mr. Franklin Tozier, aged 41.

In Bangor 15th, of consumption, Mr.

Henry M. Daggett, aged 41.

Ship News.

Port of Belfast.

Arrived – 17th GEORGIANA, Gilchrist, Bath; 18th, SAVANNAH, Smalley, Boston; ELIZABETH, Smalley, Salem; 20th, GARLAND, Baltimore; ELIZABETH, Clark, Bangor for Salem; ERIE, Coombs, do for Nantucket; 21st, EXCHANGE, Turner, Freeport; PORPOISE, Robinson, Deer Isle.

Sailed – 17th, MONTAGUE, Toothaker, St. Peters; D. BREED, Linnekin, Lynn; J. FREDERICK, Wheeler, Salem; CITY POINT, Hart, do; CATHERINE, Ryder, Lynn; A. WELD, Brier, Salme; L. JANE, Holbrook, do; L. BROOKS, Mayhew, do; HARRIET, Shute, Providence.

Searsport – Arrived 15th, F. A. HEATH, Carver, Bangor, and sailed 17th for Providence; EMELINE, Clifford, St. Johns, NB; SULTANA, Whittier, and CHAS. EDWARD, Doak, do; arrived 18th, SARAH, McGilvery, Portland; arrived 20th, MAINE, Webber, Salem.

Arrived at Boston 16th, ELDORADO, Curtis, Columbia; EMBLEM, Pinkham, Cherryfield; cleared AVOLA, Kendrick, Charleston; H. MARIA, Taylor, Baltimore; VANDALIA, Strout, Harrington; arrived 17th, BRUNETTE, Magrath, Matanzas 5th; ZION, Reynolds, Baltimore; LACONIA, Gage, Philadelphia; ELK, Eldridge, do; J. HINCKLEY, Johnson, St. Marys, Georgia; SUN, Crosby, Philadelphia; ALBAMBRA, Blanchard, and HY ATKINS, Colcord, do; S. & MARY, Knight, Calais; HANNAH, Pendleton, Bangor; FAME, Lord, Ellsworth; cleared S. SPOFFORD, Spofford, Philadelphia; ALVARADO, Nichols, Bucksville; ONECO, Chase, Philadelphia; arrived 18th, UNDINE, Dunbar, Buenos Ayres; CALAIS, Hoyt, L. Island; CHOCKTAW, Kendrick, Charleston; J. NICKERSON, Nickerson, Baltimore; COMMERCE, Greenlaw, Philadelphia; ASHLAND, Corbet, Lubec; PUSHAW, Fuller, Wilmington, North Carolina; CAPT. JOHN, McFarland, Philadelphia; MARINER, Nickerson, Philadelphia; L. BLAKE, Howes, New York; cleared September, NICKERSON, Honduras; UNION, Kendrick, Baltimore; M. STANTON, Ryder, do; VESTA, Flynn, Philadelphia; arrived 19th, CALESTINA, Fickett, Wilmington, North Carolina; TOKEN, Prince, Norfolk; PINTO, Sawyer, Baltimore; FAIRY, Sawyer, Deer Isle; arrived 20th, M. H. CROCKER, Kendall, Matanzas; IDA, Hallett, Baltimore; L. SPEAR, Robbins, Canary Islands; ALPHAGE, Brown, Gonaives; CAROLINE, Cook, San Juan, Cuba – left Metamoras, Stover, loading for Eastern port; YANKEE, Small, Darien, Georgia; DELMA, Higgins, Baltimore; MAIL, Baker, Canton, Crowell; SWAN, Bray; CHINA, Studley, and HYLAS, French, Philadelphia; WAITSTILL, Coombs, New York; CORDELIA, Smith, Norfolk; ISABELLA, Arbecum, New York; CLARENDON, Pendleton, do; BAY STATE, Ryder, do; BENNETT, Hobart, Dennyville; cleared DUDLEY, Yates, Mobile; GEN. TAYLOR, Jordan, Charleston.

Arrived at New London 16th, RUBICON, Tilden, Saybrook.

Arrived at Providence 18th, EUGENE, Brown, Bangor; O. TURK, Berry, do; HELLESPONT, Elwell, Calais; sailed 18th, MARY, Newport, before reported for Camden.

Arrived at New York 15th, A. KING, Bates, Belize, Honduras; OLIVE BRANCH, Clark, Jacksonville; MINESOTA, Allen, Havre; CHALLENGE, Thomaston; BERENICE, Wass, Cumberland, Maine; IRENE, Machias; cleared 15th, PIZARRO, Bragg, Camden; arrived 16th, C. L. VOSE,

Colbath; WM POPE, Foster, and FAME, Thompson, Machias; WOLCOTT, Ryder, Boston; L. WHITE, Thomaston; cleared 16th, TEXAS, McNair, Savannah; L. WATTS, Watts, Philadelphia; MAJESTIC, McNear, do; SEBOIS, Campbell, Kingston, Jamaica; arrived 17th, MONTEREY, Mitchell, Matagorda, Texas; MASONIC, Coney, Liverpool, 35 days; E. CHURCHILL, Hitchborn, Neuvitas, 11 days; AMULET, Spofford, Madeira, 39 days; FINANCIER, Hall, St. Johns, P. R.; LUCRETIA, Mosman, Campeachy; ABEONA, Doane, Jacmel; M. ANN, Hooper, Jacksonville; HENRY, Colton, Addison, Maine; R. & FRANCES, Nickerson, Boston; returned Texas, to repair; arrived HERO, Giffiths, New Orleans; cleared 17th, Y. BLADE, Bradstreet, Mirimachi, N. B.; ONYX, Harding, San Francisco; ARCTURUS, Harding, St. Johns, N. F.; JASPER, Howes, Boston; arrived 18th, REVEILLE, Sleeper, Humacoa, PR; GALVETON, Norton, Cardenas; MARY, Fowler, Galveston; H. NEWELL, Warren, Norfolk; arrived 19th, ORB, Chase, Neuvitas; G. TURK, Merithew, Sagua.

Arrived at Philadelphia 14th, M. VAN BUREN, Hopkins, Cienfuegos 25th ult, MINERVA, Shank, Londonderry; arrived 15th, GULNARE, Moore, Dairen, Georgia; CHALLENGE, Cousins, New York; cleared S. LUDWIG, Young, Boston; arrived 15th, SELAH, Atkins, Boston; arrived 16th, H. BUCK, Woodside, Trinidad, Cuba; 20 days; SARGOSSA, Turley, New Orleans; CHINCHILLA, Haskell, do; PEARL, Harding, Charleston; cleared 18th, SELAH, Atkins, Boston.

Arrived at Baltimore 14th, CONCHITA, Treat, Sagua; cleared VANDALIA, McIntyre, Narraguabo, PR; cleared IDA, Hallet, Boston; arrived 17th, E. DOANE, Loring, Boston; 18th, LAMARTINE, Jenkins, New York.

Sailed from Richmond 13th, GRAND TURK, Washburn, Rio de Janeiro; ATLANTIC, Young, Boston; sailed 14th, CHARM, Berry, Boston.

Arrived at Alexandria 16th, PTK HENRY, Haskell, New York.

Cleared from Wilmington, North Carolina, 11th, G. W. PICKERING, Park, Boston; arrived 15th, JUDGE WHITMAN, Thatcher, do.

Cleared from Charleston 16th, SARANAC, Yates, New Orleans.

At Bucksville 7th, R. CARVER, Carver, for Louisiana, loading; BATAVIA, from Boston, to load for E. Thomaston; HARBINGER, Heath, from do. for do. do; WAKULLA, Varnum, for Mystic, Connecticut; T. R. Jones, Holmes, for Portland; cleared 9th, MONTE CHRISTO, Young, Mystic; MAYFLOWER, Hupper, Brunswick.

Arrived at Norfolk, 26th, H. DUNSTER, Eagley, Portland.

At St. Marks 4th, R. H. GAMBLE, Hosmer, for New York; ORCHILLA, Trim, and J. G. ANDERSON, Paine, for do; cleared WARCALLER, Josselyn, and C. & MARY, Warren, do.

Arrived at New Orleans 5th, S. LORD, Curtis, Liverpool; 7th GULNARE, Ellms, Wilmington, North Carolina; cleared MAGNOLIA, Herrick, Havre.

At Galveston 3d, D. NICHOLS, Nichols, loading for Boston; MONTAUK, Gates, do for New York; J. B. LUNT, from New York, disg. ORLANDO, from Pensacola, arrived 30th ult.

At Matagorda 25th, AVENGER, Simon-ton, for New York.

Spoken – May 7th, TORTUGAS SE 30 miles, brig FURNAX, Wilson, from New Orleans for Cete, France.

May 9, lat 25, lon 79 35, ISOLA, Park,

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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

from Santa Cruz, Cuba, via Havana, for Boston (reported sailed for Wilmington, North Carolina).

January 22d, lat 10 S, lon 33 W, a ship was spoken which was in company January 10th with a Belfast barque bound to California – could not make out her name.

Foreign Ports.

Sailed from Liverpool 2d inst., CYNTHIA, Jenks, Castine; DEWITT CLINTON, Funk, and VANGUARD, Norton, New York; adv for Boston, J. THOMPSON, Thompson, 8th; BELL ROCK, Pendleton, 11th, PARTHIAN, Cole, 13th; adv for Charleston, GULNARE, Perkins, 10th.

London, ent inwards 1st inst., KATAHDIN, Morse, New Orleans; 2d, HARVEST, Fuller, Baltimore.

Sailed from Antwerp 26th ult, E. DENISON, Carpenter, New York.

Arrived at Havre 27th, JNO SPEAR, Spear, New Orleans; 29th, ORLANDO, White, do.

Sailed from Marseilles 27th, SUWARROW, Thayer, Palermo.

Sailed from Cadiz 17th ult, S. PURRINGTON, Purrington, Boston.

At Calcutta, March 23, EPOMINONDAS, White, to load for Boston soon; URANUS, Burt, for New York, loading.

At Trieste 25th ult., MAGNOLIA, Haskell, disg., for Sicily.

At Leghborn 25th ult, MEGUNTI-COOK, Fairbanks, unc.

At Rochelle 30th ult, CLARA C. BELL, Porter, for Boston next day.

Schooner GRAND TURK, Washburn, from Richmond for Rio Janeiro, was in Hampton Roads 16th, detained by desertion of E. C. MATHER, mate, and WM MARBLE, 2d mate.

Schooner TWO SONS, from Cherryfield for Newburyport, put into Portland 18th. On 9th, while lying to in a gale, sprung a leak, and anchored under the lee of Matinicus Rock; parted small chain, broke sheet

anchor, and struck on the rock, sustaining much damage; was towed into Matinicus harbor, waterlogged, and with loss of deck load of lumber.

Brig DAMERESOVE of Eastport, at Providence from Girgenti, reports having met a succession of westerly gales on passage; lost jibboom, stove boat and bulwarks, and split most of her sails. From March 25 to April 25, made only 750 miles.

Schooner TOWN, Staples, from Porto Cabello for New York, was spoken 3d inst. off Bird Island, with loss of foremast.

Brig LUCY, of Camden, Maine, from New York for New London, was run into 14th, by steamer BAY STATE, New Haven light NW 22 miles. The LUCY which is 275 tons burthen was cut down to the water's edge, filled, and fell on her beam ends. The BAY STATE had her stem started. Capt. Simpson (or Hosmer), of the LUCY, proceeded to N. Haven, and finding no steamer in port, got sloop FRANKLIN, and went in search of the wreck. No lives lost. The LUCY was towed into N. Haven on the 16th, by steamer AJAX. She will probably be taken on to the flats, where she can undergo temporary repairs.

Schooner ABEONA, at New York from Jacmel, was obliged to throw over deck load on 14th, in Gulf Stream.

Schooners T. H. THOMPSON, Nickerson, and PACTOLUS, Baker, from the Br. Bark INVINCIBLE, before reported ashore at Currituck Inlet, with iron, arrived at Norfolk on Tuesday. The bark was still aground but tight.

31 May
Page 3.

Failure of the Cuban Expedition.

This expedition, it appears by accounts from the south on which the utmost reliance can be placed, feated, dispersed, and disgraced, a portion of the expedition has returned to the United States, and the fate of the remainder is as yet unknown. We lay

before our readers all the information which has reached us in relation to this expedition. The following account was forwarded from Washington, the statements in this dispatch were communicated officially to the departments at Washington:

“Authentic intelligence concerning the Cuban expedition was received here this morning by telegraph, dated at Key West on the 22d, and must have been sent by the steamer ISABEL. The steamer CREOLE arrived there on the 21st, having on board 600 men. She was chased by the Spanish steamer PIZARRO from Cardenas. The CREOLE left New Orleans on the 5th, in company with a bark and brig, the three having 600 men, and arms and ammunition. After getting to sea, the men were shipped on the CREOLE off Yucatan, and steered to Cardenas, which they reached on the 19th. They took possession of the town, burned the Governor's palace, took him prisoner after a battle in which fifty Spanish troops and thirty inhabitants were killed. After this engagement, the CREOLE put off and returned to Key West, as started above.

On her arrival the Collector sent an officer on board, and seized her in the name of the Government, for violating the laws of the United States. The six hundred men are now at Key West, and a naval force

is asked to prevent further outrages from them. Gen. Lopez was there at the date of the dispatch. The captain of the PIZARRO states he captured the barque and brig which accompanied the CREOLE, and took from them letters and communications containing full plans of the expedition.

The other parts of the expedition have not been heard from. Gen. Lopez arrived at Savannah yesterday, and the District Attorney was ordered to execute the law of 1818.”

The following dispatch supplies some additional particulars. It gives the account furnished by Gen. Lopez of the result of his buccaneering expedition:



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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; cascobayyacht.com



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

POWER



17' SCOUT 175 SPORTFISH, 2022. With Yamaha F90 Outboard 36 Hours, Midnight Blue Hull Color, Stereo, Garmin 74 EchoMap, Bimini Top & 2022 Venture Trailer. Asking \$39,000. Call or stop in for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103; cascobayyacht.com



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.



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



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

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18' SCOUT 187 SPORTFISH, 2008. With Yamaha F115 Outboard 906 Hours & 2008 5 Star Trailer. Asking \$20,000. Call or stop in for more details - Casco Bay Yacht Sales - 207-865-4103; cascobayyacht.com



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 - 207-865-4103.



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



20' 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

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



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



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



21' ZODIAC PRO 650, 2017. With Yamaha F150XB - 170 hours and 2019 EZ Loader trailer. Clean and loaded. Asking price \$54,000. Call for pricing

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23' MAKO 238, 1976. Completely Restored w/ 2015 Evinrude 250 E-TEC Outboard 100 Hours, Custom Awlgrip, Garmin VHF, Fusion Stereo, Trim Tabs, Custom Powder Coated Aluminum T-Top, New Fuel Tank, Hinged Swim Platform & Much More. Custom Rebuild Inside & Out. Asking \$59,900. Call or stop in for more details - Casco Bay Yacht Sales 207-865-4103; cascobayyacht.com



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



24' SCOUT 240 XSF, 2024. NEW w/ Yamaha F300 XSB DES Outboard, Shark Gray Full Hull Color, Garmin 8610 GPS, Garmin 315 VHF, JLAudio Speaker Upgrade, Upgraded Leaning Post, Rocket Launchers, Fresh Water Washdown, Self-Contained Porcelain Head, Diaphragm Overboard Discharge, Seadeck Helm Footrest & Helm Pad, Powder Coated Split Bow Rails, Bow Rod / Cup Holders & Hardtop T-Bag Storage. Call or stop in for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103; cascobayyacht.com



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33' GRADY WHITE EXPRESS 330, 2015. With Twin Yamaha F350NCB Outboards 480 Hours, Custom Hardtop w/ Rocket Launchers, Interior A/C & Helm A/C, NEW Optimus 360 Steering w/ Helm Master Joystick - Seaways Auto Pilot & Digital Anchoring, Dual Garmin GPS Plotters, Garmin HD Radar, Bow Thruster, Anchor Windlass, Outriggers, Fisher Panda 4200 Diesel Marine Generator w/ Sound Shield 25 Hours, EPIRB and Much More. Clean, Loaded & Water Ready. Asking \$279,000. Call or stop in for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103; cascobayyacht.com



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