

Maine Coastal News

Volume 38 Issue 1

January 2025

FREE

THERE ARE SOME VERY INTERESTING PROJECTS IN THE BOAT SHOPS



Three lobster boats hauled up for the winter at Rich's Boat Yard in West Tremont.

Bridges Point Boat Company West Tremont, Maine

One of the nicest daysailers has to be the Bridges Point 24, which was designed by Joel White of Brooklin for Wade Dow in the 1980s. Wade built nearly 90 of this design before selling the moulds to Bill Wright of Bridges Point Boat Co. Bill has produced several, but mainly he makes repairs or a full restoration.

Unfortunately, Bill had a medical issue during the summer of 2023 and is still trying to fully recover.

In the shop he has his father's Bridges Point 24, which is hull #23 built in the early 1990s. She has been out of the water the last two seasons, but Bill is determined to get her ready for the water this coming summer. She has an electric motor so he is going to charge the batteries and get the engine running. He is then going to replace the PVC toe rails with wooden ones, strip the varnish and then revarnish the exterior wood. He also hopes at some point to give her a paint job. He is thinking he may put her on the market or his Able Whistler 32, designed by Chuck Paine. The Whistler 32 was launched last summer, but after only five days in the water her engine developed an issue with her oil pan gasket. He was getting ready to remove the engine and then have John Spofford come in and replace the gasket and make sure everything else is good to go for this coming

season.

Even though he did not have his boat, the summer was not a total loss as he sailed out of the Community Sailing Center a few times.

I asked if he would build a new boat and he did not know. He wants to get his energy level back before he takes on a big project. He did think he might lay up the hull and deck and then find someone else to finish it off. He had a couple of people interested this fall, but he asked them to hold off for several months and give him a call in the spring.

Henry B. Dupont Preservation Shipyard Mystic Seaport Mystic, Connecticut

One place I really enjoy visiting is Mystic Seaport Museum's shipyard. They always have something interesting going on.

Presently, the major project is the rebuilding of the Gloucester fishing schooner L. A. DUTTON. She was hauled out two winters ago by two huge cranes and set at the northern end of the Shipyard. Last spring they lifted her bow and they have just finished lifting the stern about 26 inches. She now has her sheer back. The shipwrights are working on shoring up her ends. They are also working on her backbone and have her stem and keel in place back to almost amidships. There is still a lot of wood that needs to be removed and that will be done

systematically as they replace the piece removed with a new one. This is a seven-year project, which is being done by four fulltime shipwrights and a host of volunteers, who only work a couple of days a week.

Inside the main building is the fishing schooner EMMA C. BERRY. She is having work done on her keel, along with a few planks. She will probably be in the shop another 12 months.

Also in the main shop is NELLIE, one of the sandbaggers, and she is undergoing a major restoration. She is currently getting a new keel, frames, floors and a new deck.

The replica 120-ton bark SUSAN CONSTANT, owned by the Commonwealth of Virginia, is in for some restoration work. The original was the vessel that sailed from England to Virginia to settle a colony at Jamestown in 1607 and Jamestown is the replica's homeport. She was built at the Curtis-Dunn Marine Shipyard in Portsmouth, Virginia, who also built the other two vessels, which were on the voyage: GODSPEED and DISCOVERY. She was hauled out last July and will be at the Shipyard another year and a half. The keel was fine, so the work has concentrated on her frames. Once this aspect is complete they will begin on her planking, which only needs minor work. Other work will include the gun ports and stern gallery. This will put her in good condition and prevent a major restoration

project in the near future.

AMISTAD comes routinely to the Shipyard, but she will not be hauled out this year. She is sitting over at the wharf next to the whaler CHARLES W. MORGAN. They are working on her stern and she will be getting new spars. The spars are being built by Snedicker Yacht Restoration in Old Mystic (Pawcatuck), Connecticut.

MAYFLOWER, which they haul every three years, is due to be hauled this year so she can be inspected. She will also get her usual annual maintenance, paint the bottom and some caulking.

Rockport Marine Rockport, Maine


Project Ouzel, a 95-foot pilothouse sloop, is one of the main jobs at the yard this winter. This is a new build, designed by Langan Design Partners of Newport, Rhode Island and Mark Whiteley Design of Hampshire, England. The cold-moulded hull was started November 2023 and built of Douglas fir, Western red cedar and carbon fibre. The deck is now in place and they have been working on her interior and her systems. She is ten months away from going into the water.

Also in the shop is the Sparkman & Stephens designed 61-foot schooner

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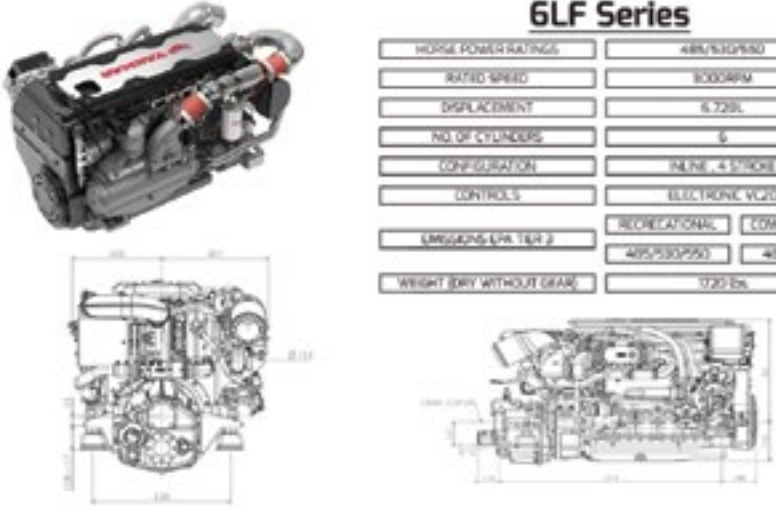
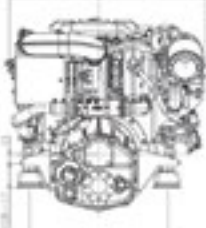



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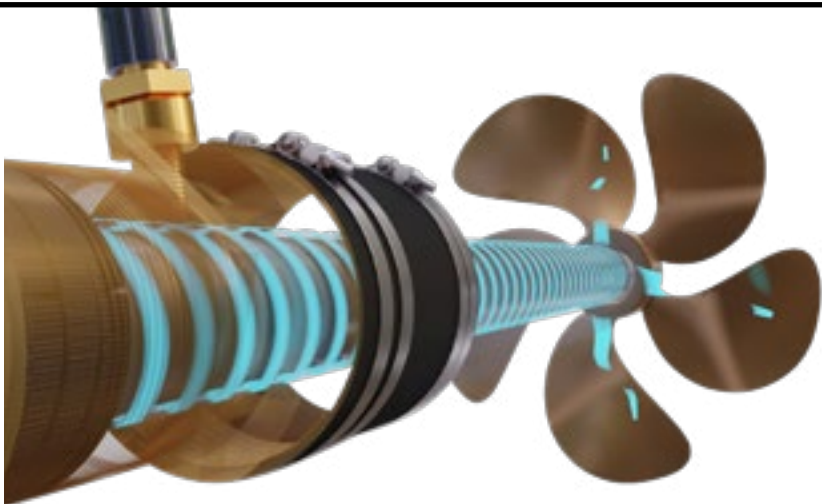
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Advertising Deadlines: The deadline for the February issue is January 3.
The deadline for the March issue is January 31.

Publisher's Note

Another month of running from one end of the state to the other and beyond. I purchased my new GMC truck, which was used with just over 19,000 miles, at the end of October 2023. Well, I have already added more than 52,000 miles to that as of 1 December. This is way more than I want to be doing, and at some point, I hope it lessens a lot. However, to do Maine Coastal News the way I think it should be done is by doing the distribution and visiting all the yards and marine businesses you can every month. How else do you meet the people, find out what is going on so you can write it up?

Of course I have been making more trips to Jonesport Shipyard. Once the lobster boat racing season came to an end, I have tried to get down there every weekend that is not a press weekend and help where I can. One weekend I got to learn to shrinkwrap and another time they had me de-rigging a boat so we could pull the mast. I enjoyed that, but what I enjoy most is helping with Isaac Beal's CHRISTOPHER. I got to work on the forward deck frames, cut off the frames for the washboards and then remove the transom. After a morning of wrestling six 10-foot pieces of 8 to 10 quarter oak planks for the sharp-risers one does not need to go to the gym. You might need a nurse to help you move the next morning, but it was satisfying seeing progress moving forward. I have been informed that they have several sharp-risers in and the forward deck is done. When the sharp-risers are in they will put new frames in on the starboard side along with a number of planks. The transom also needs to be rebuilt and put in and then she should be solid enough to move to the main shop where there is some heat.

Isaac Beal has been at the yard almost everyday and what information about boat-building he is passing onto the workers is indispensable. Alonzo Alley, who heads the Shipyard, has the 25-foot JAY CLARK, which was designed and built by Isaac Beal in 1971. She got moved into the shop a few weekends back and Alonzo started cleaning her up. She had been covered with fiberglass at some point and Alonzo knew that the fiberglass was not adhering in a number of places. When he was underneath her he hit the side of the keel and heard a squishing sound. Knowing that was water, and most likely fresh, he decided to take the glass off the keel. In no time he had most of the bottom stripped off. Unfortunately, the bay was needed so she was covered and placed outside for the winter.

One of the big runs just before Thanksgiving was to the Kellogg Show at Mohegan Sun in Uncasville, Connecticut. I had heard of the show, but never been as it is for those that own a ship's store. Now, as owner of Jonesport Shipyard I needed to see what this was all about. Alonzo and his wife Shelby and Ann and I headed south for four days. My plan was to stay in Mystic and go up for the first day of the show and the following day go to Mystic Seaport and then the used book store in Niantic for the afternoon.

The Kellogg Show was well worth the time. We all learned a lot, found some great

deals and I figured out I should have done both days. We saw some new products, learned more about existing products and figured out what we might need for the yard's store. We were there for about seven hours and I was amazed at all the people I met from Maine. It was well worth the time and we definitely will be going back next year.

It was a rainy couple of days, but when Ann and I arrived at Mystic Seaport, the sun was shining. My first stop was the shipyard and was fortunate to get an interview about what was being worked on there, which is in boat yard news. The big project is the rebuilding of the Gloucester schooner L. A. DUTTON, which was hauled out and put on the hard by two huge cranes. They have done some work on her keel and frames, but this project will take some time to complete.

Once through the shipyard we walked around and stopped into a few of the buildings. One that was very interesting was the carving shop, where they are making a sign for the submarine base in Groton and then they will make a figure head of a woman holding a ball and bat. The sign for the submarine base is being done out of foam so that it fares better in the weather. The figurehead of the woman holding the ball and bat is a replica from one of the last vessels launched at Mystic in the late 1800s. What I did not realize is that the arm is made to be removed so when at sea it does not get damaged in heavy weather, which makes sense.

The steamer SABINO (x-TOURIST) was sitting at the dock. What bothered me is that they installed a diesel electric engine in 2023 so she is only using steam for special occasions. They are a Museum that is supposed to show a vessel with historical accuracy and by adding a diesel electric engine they have failed. The amount of carbon emission from her steam engine was not significant. She should never have been altered. That would be like adding nuclear power to the whaler CHARLES W. MORGAN.

When we were done walking around the Museum we headed over to the library. I did not have an appointment, but was fortunate to get in and talk to several people about my vessel database. I asked them if they used it and they said they did. It was reassuring that people are using it, but I know that it is not where it needs to be as there is so much more that needs to be added to make it more complete. I have been reading in the Gloucester Custom House Records into the computer and when on the road, in a hotel, I am proofreading the Custom House records for Barnstable, Massachusetts. Next I will work on the Custom House records of Salem, Massachusetts. When I crash these entries into the files on the vessels built in a specific town it will be interesting to see just how many of them are not recorded.

There is always one stop I do when in Connecticut and that is a visit to the Book Barn in Niantic. We made it over there early in the afternoon and the parking lot was nearly full. I was there about two hours and only came out with two boxes of books. About three quarters of which are either for resale or my sister or mother. Those for resale will find their way to the Wiscasset Antique Mall in Wiscasset this winter. I am amazed at what sells and what does not. I never would have thought railroad books would be a good seller, but they are. Maine, automobiles, motorcycles, marine, photography, cooking, military and Stephen King are the top sellers. I certainly thought that biographies and crime would have done better. I also thought older yachting magazines, pre-1940, would sell, but they have not yet. So, if you are looking for some interesting book to read this winter stop by. I am sure there is something that might be interesting.

MCN's Calendar

On-going Exhibits

Penobscot Marine Museum

Evolution of the Maine Lobster Boat
Jim Steele Peapod Shop
Music in Our Lives
If You Give a Girl a Camera
Faithfully Yours, Joanna C. Colcord
Searsport
Info: penobscotmarinemuseum.org/

Maine Maritime Museum

Collections Uncharted: Discovering New Narratives
Lost and Found; Sounds of the Maine Coast
Sustaining Maine Waters:
A Sailor's Treasure: Sea Chests & Curiosities
Upta Camp
Bath
Info: mainemaritimemuseum.org

Cape Ann Museum

Above the Fold, Photographers of the "Gloucester Daily Times"
Max Kuehne
Coming Home: Selections from the Janet and William Ellery James Collection
Native Waters, Native Lands
Fitz Henry Lane Gallery Re-envisioned
In the Round: 20th Century Cape Ann Sculpture
Women Artist on Cape Ann 1870-1970
Gloucester, MA
Info: capeannmuseum.org

New Bedford Whaling Museum

Breach: Logbook 24, Scrimshaw
Wider World of Scrimshaw
New Bedford in the 1800s
New Bedford, MA
Info: (508) 997-0046

Mystic Seaport Museum

Spineless: A Glass Menagerie of Blaschka Marine Invertebrates
Oceanus: Alexis Rockman
Global Foundation for Ocean Exploration
The Sea Connects Us
Temperance and Trade
Entwined Freedom, Sovereignty and the sea
Voyage to the Deep: Underwater Adventures
Mystic, CT
Info: mysticseaport.org

2025

FEBRUARY

27- 1 March Maine Fisherman's Forum
Samoset Resort
Rockport
Info: mainefishermensforum.org

JUNE

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

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

JULY

5 Moosabec Reach Lobster Boat Races
Jonesport
Info: Roy Fagonde (207) 610-4607

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

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Saving the Sardine Carrier JACOB PIKE

BATH – During those winter storms last January we heard about the devastation that wracked the coast of Maine from one end to the other. Facebook had numerous photographs of docks washed away and boats grinding to pieces on the rocks, but little was said regarding the former sardine carrier JACOB PIKE, which had gone to the bottom just above Cundy’s Harbor. Many were not surprised by the news, but it was surprising that the media did not opt to cover it as she was one of the last sardine carriers left.

The PIKE was built by Newbert & Wallace of Thomaston for the Holmes Packing Corp., of Rockland in 1949. She was 59 tons, with a length of 72.3 feet, beam 18.6 feet and draft of 8.6 feet. She was powered with a GM Diesel of 330-hp.

There were more rumblings about the PIKE as some were looking for a new owner for her. At this time, the U. S. Coast Guard had control and just wanted her off the bottom. Then suddenly she became the headline news when she was raised by Determination Marine of Portland and towed to South Portland.

I had heard that there was someone related to the Pike family, who once owned her, who wanted to try and save her. Late this fall I received a call from Sumner Rugh, who was the person doing all he could to save the PIKE. He explained, “The whole thing started almost a year ago in those January storms. I was actually finishing out cadet shipping for my junior year at King’s Point. I was on a tanker over in South Korea at the time. I remember sitting there one night and I get this text, it was 11:50 at night, a picture on a Facebook post that said the PIKE had sunk. My whole life I’d watched this thing, seen family pictures and heard about it. I was kind of shook up that it barely got a Facebook post. I woke up the next day and I was like, I don’t even know if there is anything I can do, but I have got to try. She was such a unique piece of Maine history that had such a long career. Now, when you think of Maine you think of lobster, but back then it was sardines. Nobody really cared about lobster. I thought, well we have got to preserve this somehow and keep the sardine industry history going. I started putting a website together, reaching out to people and ended up doing an interview with Don Carrigan back in February. When Don’s piece came out telling the whole story people reached out. I kept pushing things forward. I designed apparel, just to get the word out there. I then did a thing with the Bangor Daily News. Then Maynard Bray reached out to me and I said, ‘We have got to do something, the Coast Guard is going to raise it.’ That was back in June or July. I was starting to put a 501(c)(3) (a non-profit corporation) together. I actually knew Taylor Allen (Rockport

Marine) had an involvement with the WILLIAM UNDERWOOD and he had owned the PIKE. Maybe he’d have an interest in this or some ideas of what I could do to try and save her. We ended up starting to work together and he would give me ideas. The Coast Guard had it raised and brought to Turner’s Island in South Portland.

“I could not be there,” continued Sumner. “I was down in New York finishing up classes. I didn’t see anyone else coming up to bat. Determination Marine raised the boat and it was a pretty impressive job. They put bags all around it and it came right up. She had been sitting underwater for eight months and it just popped right up. That was pretty cool. I mean not cool the end result. Since the Coast Guard was involved there were all sorts of regulations and rules that they had to go by. It became a pretty big job. All of the news agencies were there and reporting on it and now all of the sudden it was something they were interested in. It was neat to see that there was interest at the time, but unfortunately it was on sort of a dark light. At that point we were going back and forth with the Coast Guard, as the Jacob Pike Organization, trying to save her from being crushed. It wasn’t easy. I said, ‘Well, if nothing else if we can’t have the whole boat saved, maybe we could save some components of the boat.’

The Jacob Pike Organization did all they could to save her from being crushed, but the Coast Guard was not listening. The group even tried through Senator Collins’ and Congressman King’s offices to assist in trying to get them to change their minds, no luck. In the end they were allowed to take numerous items, which included the propeller, rudder, helm, masts, name plates and the boat’s wheel. What we all have to remember is that her condition was questionable and even if they were allowed to have the entire boat, how much of her would have been saved when they did a major rebuild, little if anything.

Back in 2010, Maynard and several others took the lines off the PIKE and did a set of accurate drawings. Her sister is PAULINE, which unfortunately is sitting on the railway at Billings Diesel & Marine in Stonington hoping to be saved herself. Sumner said that the only different between the two is that PAULINE has 6 inches more shear at the bow. Moses Pike is Sumner’s grandfather. He added, “I think gramp had a couple other things he put into it. He was an electrical engineer from MIT so he was big into all the tech. Dad explained it to me, saying, ‘He is the only one I ever met that could read Scientific America cover to cover. When the PIKE came out, which was the second one, MARYANN was first, if you look at the house it is squared off because he



The sardine carrier JACOB PIKE on the ways at Northend Shipyard in 2013.

put the radar in there. He had a refrigeration system with a 240-volt electrical system and a generator. The 6-inches more shear was because when it was loaded you could keep the water from coming over the nose. When he did the PIKE he took all those things that weren’t quite right on the MARYANN and he just tweaked them a little bit and made the PIKE.”

The Jacob Pike Organization is moving forward. “We are basically trying to partner with other organizations,” said Sumner. “Our first partner is Herring Gut Organization, which is another 501(c)(3), and the idea is to have the Jacob Pike Organization be the floating platform. We will provide a reconstructed Jacob Pike as a floating lab. So, these other programs can come on and run a program for a couple months at a time. Herring Gut is a coastal science center (located in Port Clyde) and does grades up to the college level. They study the gulf and that fits really nicely with us. They are try-

ing to look at the impact that there has been regarding the Gulf Stream. It comes up and swirls around and has been constantly heating the Gulf of Maine. Where the warming occurs, this is a spawning area and due to this warming the herring are gone. The goal here is to show that everything is always changing. It always has been and you are not going to change it no matter what you do. There were ice ages and then there were no ice ages.”

Sumner said, “I just worry, because there is not a lot of appreciation for the generation before myself. My generation I feel like a lot of this is lost. My family (the Pikes) are from Lubec and the family is still there. We still have the family house that Jacob used to be in. When asked about his family, Sumner said, “I think the first one came up here in 1813. I am Sumner Pike Rugh, my father is Aaron Pike Rugh and

Continued on Page 6

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Saving the Sardine Carrier JACOB PIKE

Continued from Page 5

he's Alger Pike Rugh's son and then that is Moses Bernard Pike's daughter. From there it goes Moses, Jacob Clark Pike, and Jabez. I think there's one or two more. Jabez was the one that kind of started it. I think about it that way there was Jabez and then Jacob, who obviously JACOB PIKE was named after. He was a ship captain. He did not obviously start out that way. When he was probably in 8th grade, he went to school. He'd had been told by his teachers, 'If you twitch again, I am going to hit you again.' He said 'Well, if you hit me again, I am out that window and I am not coming back until I am captain of my own ship.' That day his mother had given him lye soap to put in his pocket and deliver before school, but he did not do that so he was itching. He got hit again and he jumped out the window and did not come back until he was captain of his own ship. He ended up over in Europe somewhere, somebody recognized him and said, 'Your mother would like to see you. It is time to come home. So he did.'

"I think some of them were smugglers," continued Sumner. "Jacob was really the ship captain. He was kind of the one that came back and did the sardine thing and that is where Gramp Moses got into the sardine industry as well. He came from a group of five siblings: Marjory, Moses, Alger, Sumner, Julius and Radcliffe. Alger got into sardines and Sumner was the Atomic Energy chair for a while. Gramp bought Holmes Packing, he didn't start that, and sold it in '79. So, they had the PIKE and the MARY ANN. MARY ANN ran up on the rocks back on Thrumpcap (South Bristol) in 1960. The captain (Alley Wotten) had to go and his mate didn't show up. It was the middle of winter and he went out and fell asleep as it was nice and toasty in the pilothouse. Gramp didn't fire that captain, he said, 'It happens.'"

In a search through Maine Mining &

Industry Journal I came up with a General E. C. Pike of Calais who had purchased Campobello Island for \$50,000 with a group of others from Boston and New York. They wanted to erect a hotel, which they wanted to call The Owen, and a build a number of cottages for summer people. In an article on Red Beach, there is mention of Pike, Newton & Co., which was a plaster mill that operated on Red Beach. This article also mentioned Hon. F. A. Pike of Calais who was involved in the Maine Red Granite Co., which had a large quarry on Red Beach. The first mention of the Pikes in sardine industry comes with a reference of Pike & Gillise, who were running a sardine factory in Lubec in 1882. Later that year there is mention of the New England Sardine Co. of Lubec embracing J. Wolff, B. M. Pike and O. Pillise. Their building was a large two-story structure with all the modern machinery and had been erected in early 1881. It was stated that B. M. Pike superintends the factory work. Also, in 1882 there is a mention of S. H. Pike owning one of the leading farms in Searsport, just east of the town. The following year a John B. Pike is president of a new company, the Union Steamboat Company of Portland, which will run steamers out to the islands. The Pike Brothers were building a new sardine factory in Lubec in 1883, which they hoped to have operating in August. The same year it was noted that Gillise, Wolff & Pike had the largest sardine factory in Lubec, employing over 100 people. They had just installed a new patented oven that could cook 20 hogsheads a day, which is double anyone else. Also, in 1883 there is mention of Captain S. H. Pike, who worked for the International Steamship Co. In 1884 Parker & Pike is noted as starting a new sardine factory in Lubec the previous August. They had put up 6,200 cases of sardines, 350 barrels of pomace (the pulpy matter left over after something has been pressed) and 25 casks of oil. The same year, Pike & Gillise are re-

furbishing an old building for a can factory. The previous year they had used more than a million and a half cans. So as not to get confused, there was Pike & Gillise and Parker & Pike operating in Lubec at this time. The steamer FRANCES of the New England & Acadia Steamship Co., which operated from Mount Desert Island to the Canadian Maritimes had on board a crew member William S. Pike, who was quartermaster. In 1885 it was stated that Parker & Pike packed 5,000 cases in 1884 and will pack 3,500 cases this year along with putting up 10,000 boxes of smoked herring. There were no references to a Pike until 1890 when there was an update on the sardine factories in Lubec. That year Parker & Pike put up 19,000 cases. In 1891 an article on Lubec states that in the village is the New England Sardine Co., which was established in 1881. The company consists of B. M. Pike, H. P. Gillise and J. C. Pike. The factory has up-to-date machinery and is steam powered with a patent oil stove. They produce about 25,000 cases a year. Then there is Parker & Pike, which is one of the largest sardine factories in Lubec also packing about 25,000 cases. The same year, B. M. Pike had just completed a smoke house 150 feet long with 30 bays and can hold 400,000 boxes. In 1893 H. D. Pike is mentioned as the secretary and later as treasurer of the board for the Red Beach Granite Co. of Calais. In 1895 the steamer CUMBERLAND of the International Steamship Co. was under the command of Capt. Samuel Pike. Capt. Pike was listed as captain of the steamer ST. CROIX, but would assume command of the new steamer CALVIN AUSTIN under construction on Wilmington, DE in 1903. She will run between Boston and St. John, New Brunswick. In 1902 there was a court case regarding an agreement a number of the sardine companies had made on 14 May 1899 with the Seacoast Packing Co. The agreement said that there were not to be in the sardine business within 200 miles of Eastport. Bion K. Pike is mentioned as a defendant and their defense was that Sea Coast Packing Co. was a monopoly established for unlawful purposes. Justice Wiswell ruled for Sea Coast Packing Co., but a final decision was pending.

In my notes on vessels of Passamaquoddy: Jacob Pike was master of the 190-ton schooner C. P. GERRISH in 1877; the following year he is listed as master of the schooner SEALARK, which he would command until 1882. John C. Pike was master of the 33-ton schooner HENRY, 1843; brig PEMBROKE, 1850; brig NELLIE MOWE, 1860. Lorenzo S. Pike was master of the bark ELIZA, no date given, brig HANNAH BALCH in 1853 and bark ALBINA in 1872. Mark T. Pike was master of the sloop CHARLES in 1836. Moses Pike was master of the schooner GYPSUM in 1849. S. H. Pike of Eastport was master of the schooner SWIFTSURE in 1837 and SPARTAN, built in Lubec in 1830, in 1844. Samuel Pike was master of the 178 ton schooner ADDIE RYARSON, 1872, the three masted schooner CHARLIE MORTON, 1875-1878.

There is a great story about Moses Pike, who was first mate on the QUODDY BELLE, which departed Lubec for San Francisco in 1849. The voyage took them

160 days to complete.

There was also a Captain William F. Pike of Saco, who was master of the ship CHARLES SPRAGUE in 1851 and ship ADDISON in 1859.

As for vessels there are several named for a Pike. The bark ELIAS PIKE, built at Eastport and owned by Humphrey Pike in 1846; the 124-ton schooner F. A. PIKE, built Perry in 1866; the 148-ton schooner FANNY PIKE, built Calais in 1872; 68-ton schooner JAMES S. PIKE, built Robbinston in 1871; schooner MARY F. PIKE, built Perry in 1872, sailed from Lubec with a load of sardines for New York in 1884. Her former captain, Capt. Thomas G. Mitchell gave up the sea to go into the sardine business, having purchased the A. W. Lamson & Co.'s factory; 70-ton schooner S. S. PIKE, built Calais in 1871.

As for being owners there are to many to list out. Some of the highlights are VINNIE SMALL, which was built as a steamer in Lubec in 1877 and later changed to a schooner in 1886. She would be owned by Alger Pike in 1939. The estate of P. Gillise of Lubec sold their shares of vessels at an auction in 1886 and Ben Pike purchased 1/32 share of the schooner CHARLES E. SEARS.

In 1891 J. B. Pike of Calais signed a contract for a new steamer from J. H. Dyer of Portland. She was named LUBEC and was built in 41 days. She was 50.94/25.47 tons, 77 feet x 17 feet x 7½-feet (69.5 x 18 x 6.3), for the Passamaquoddy Steam Ferry Co. of Lubec and would run between Lubec and Eastport. LUBEC was launched 27 April 1891 and towed to the Portland Company for her engine to be installed. She was powered with an Inverted compound steam engine, 10-inches by 18-inches diameter, 14-inch stroke with a surface condenser. The boiler was a vertical cone, 72-inches in diameter, 9 feet 9 inches long and a heating surface of 36 892. Her propeller had a diameter of 5-feet 3-inches with a pitch of 8-feet 4-inches. Her speed was about 10 knots. She could accommodate 350 passengers and was principally owned by B. M. Pike and her master was Captain J. W. Edgecomb of Lubec.

Another Pike mentioned was C. R. Pike & Son, who had a grocery store in Calais. They were mentioned for having a lobster that was 34-inches long and weighed 19½ pounds. This was stuffed and sent to the World's Fair Exposition in the mid-1890s.

"So, before the sardine industry," continued Sumner. "They were ship captains. My father went to college and then went into the Navy. He went into intelligence for the Navy for a few years and did 15 years, 5 active and 10 reserve.

"As we move into 2025," said Sumner, "We are going to be working with Herring Gut on putting together some programs that can be run on the PIKE. Rome wasn't built in a day. I have a full college course load and I couldn't be doing it without the people that are involved such as Taylor Allen, Maynard Bray and the members of the board, they are all phenomenal people. We are going to keep developing the idea. Our Prospectus just came up from Massachusetts and they will all be getting shipped for a year-end donation. We will keep going forward!"

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The 2024 Vendee Globe Race - Solo Non-Stop Round the World

LES SABLES D'OLONNE, FRANCE – It is hard to believe that the tenth running of the Vendee Globe Race is already under way. This is a singlehanded non-stop race around the world, starting and ending at Les Sables D'Olonne, France occurring every four years. The only other rule is that you may not receive any outside assistance.

It is the most grueling sailboat race to compete in and is dominated by the French. Of the over 200 sailors, who have crossed the starting line, just 114 have finished. Once you pass over the starting line you enter the Bay of Biscay, which can be very challenging due to heavy storms. Then it is down the Atlantic looking for the best possible sailing conditions and trying to avoid getting trapped in the doldrums. Then it is around the Cape of Good Hope, across the Indian Ocean, staying above certain waypoints so you are less likely to have an issue with icebergs. Then across the Pacific, all the time being as close to Antarctica as possible, as it is the shortest way around. Past Cape Horn and then back up the Atlantic, again hoping to miss the doldrums or any other area of light air. The total distance is approximately 24,500 miles. What you will find interesting is how close the competitors will be. Some will gamble and lose and others will make hefty gains. Through in the weather and it is a strategic battle from start to finish.

The boats used are IMOCA 60s, which is an open class 60-foot in length, with a large sail area and foils to reduce drag. Downwind they can reach speeds of about 40 knots. The mast, sails, keel ram, boom, J2 forestay and runners are identical on each boat. The foils are also limited in volume. This class has been competing in the Vendee Globe since 1989 and in 1991 the IMOCA Class was formed, and has remained a very innovative class.

There are 40 entrants from eleven different countries. There are 28 entrants from France, three from the United Kingdom, two from Switzerland and one each from Belgium, China, Germany, Hungary, Japan, USA/New Zealand and Italy. The youngest is Violette Dorange at 23 and the oldest is Jean Le Cam at 65. There are 15 veterans, 18 rookies, 19 foilers and six women entered.

The record for completing the race was set in 2016 by Armel le Cleac'h with a time of 74 days, 3 hours, 35 minutes and 46 seconds. The first race took 109 days, 8 hours, 47 minutes to complete and since then the times have been consistently faster until 2021. This race was just over six days slower, but that was due to the sailing conditions. There has been only one skipper to have won twice, Michael Desjoyeaux and Jean Le Cam has the record for the most times entered, which is six.

What is most impressive is that there were about 2.25 million people at Les Sables d'Olonne for the start of the race. There is a very large percentage of people, especially French, that follow this race around the world.

10 November

At 1302, under cloudy skies and light air, 39 of the 40 competitors began crossing the starting line. MALIZIA-SEAEXPLORER, Boris Herrmann, led the fleet out into the Atlantic. She is really set up for the heavy winds of the southern ocean, but showed that she is equally good in light air. Many probably preferred the slow start, especially when you consider the number of boats in the fleet. The problem came for the foilers as they need more air to be effective. MS AMLIN's skipper Conrad Colman slipped on the dock and somehow got a sheet for his gennaker wrapped around his propeller. This stalled his engine, but could have made the start on time, but because his shore crew

had not gotten off on time, he was penalized. He started the race a little more than a hour later, but still worked his way through the fleet and took the lead as they headed for Cape Finisterre. The forecast told racers to head west as there was more wind out there.

11 November

Every racer was watching the AIS to see where everyone else was during the night. They were also busy jibing in an effort to get the most out of their boat. During the night, GROUPE DUBREUIL, Sébastien Simon, led during the night, but MACIF SANTÉ PRÉVOYANCE, Charlie Dalin, had the lead at daybreak. The breeze was getting better and the foilers were now going well. DMG MORI GLOBAL ONE, Kojiro Shiraishi, normally has a bout of seasickness, but due to relatively flat seas, has not had a problem.

12 November

More than half of the racers had already passed Cape Finisterre. MACIF SANTÉ ET PRÉVOYANCE is still the leader, in about 15 knots of wind and off of Porto. He went offshore to find more wind as the wind is effected by the Portuguese coast. Sliding into second was VULNERABLE, Sam Goodchild, having passed GROUPE DUBREUIL, Sébastien Simon, off Cape Finisterre. PAPREC ARKÉA, Yoann Richomme, went offshore and is now in third. During the night the racers were greeted by wind gusts up to 40 knots, but besides some tricky sail changes, no one had an issue. Competitors must remember this is a marathon, not a quick jaunt across the Atlantic.

13 November

The leading competitors will be passing Madeira this day. Most will stay well off the island as the island creates a lee with lighter winds. There is a new leader, PAPREC ARKÉA, Yoann Richomme, who overtook MACIF SANTÉ PRÉVOYANCE and VULNERABLE. HOLCIM-PRB, Nico Lunven, sailed further west and it paid off as he flew down the western side of the competitors. He is also expected to set the 24 hour solo monohull record of 546.6 nautical miles, but this needs to be ratified by the WSSRC. Some problems have surfaced with several boats. NEW EUROPE, Szabolcs Weöres, discovered a large hole in the mainsail and if that was not enough the A7 gennaker is wrapped around the headstay. He is sailing to Maderia in order to get in the lee of the islands, to make repairs. V & B-MONBANA-MAYENNE, Maxime Sorel, injured his ankle while trying to fix a problem with the mainsail. The mainsail hook is broken and he is also sailing to Maderia to effect repairs. VULNERABLE has a leak at the sail locker, but is sailing along pumping a lot of water every couple of hours out of the boat. Another seeking refuge at Maderia, is FREELANCE.COM, Guirec Soudée, she has developed a problem with a spinnaker and genoa. L'OCCITANE EN PROVENCE, Clarisse Cremer, lost her largest gennaker, which will be a problem downwind in light air.

The conditions now are getting lighter.

14 November

There is a new leader, HOLCIM PRB, Nicolas Lunven, after he set the 24 hour record the day before. The distance to the last person of the 40 competitors is 400 miles. Maxime Sorel's ankle is still a problem especially since he needs to climb the mast to effect repairs. MACIF SANTÉ PRÉVOYANCE has slipped back to six saying that he had made some bad decisions and it had cost him. VULNERABLE had gone from sixth to third, but was forced to change out a malfunctioning auto-pilot. He said that the weather ahead of the fleet looked challenging, not the typical trade winds. There was also less wind for the leaders with flatter



Charlie Dalin's MACIF Sante Prevoyance, which is currently in first.

Photo by Jean-Marie Liot/ALEA

seas.

15 November

V AND B - MONBANA - MAYENNE is the first boat to withdraw from the race. His injured ankle and the broken mainsail hook and mainsail car were the cause. He was planning to go ashore at Maderia to have an X-ray of his ankle.

NEW EUROPE found the winds off Maderia too strong to make repairs so he is heading for the Canary Islands, 250 miles away, where hopes the conditions are better.

VULNERABLE has a 10 mile lead over GROUPE DUBREUIL, Sébastien Simon. They have about 30 knots of wind with flat seas. The lead pack consists of 10 racers within 60 miles of the leader.

Jingkun Xu of China has achieved his dream to be in this race and is enjoying every minute.

16 November

The oldest skipper, Jean Le Cam, has slipped into the top spot. He took a chance going east and this has allowed him to get south quicker. What is more impressive is, he does not have foils, he has daggerboards. Conrad Colman is just 170 miles east of Africa having taken a more easterly path. There are light winds in front of the leaders.

17 November

BUREAU VALLÉE, Louis Burton, heard a very loud crack from his racer. He inspected the boat and found that there were cracks in the deck. So far, he has decided to remain in the race. Further investigating found cracks at the edge of the deck near the jockey pole. This is a carbon strut allowing one to keep the headsail sheet out away from the boat.

GROUPE DUBREUIL takes the lead. In his first Vendee Globe he suffered an issue with his foil housing and was forced to retire.

Jean Le Cam, who was leader and is more east than others, is now searching for wind. He is joined by MS AMLIN, as they both look for wind.

VULNERABLE found some wind and at one point was doing 20 knots. He was now in third and about 400 miles northwest of the Canary Islands.

As for those doing repairs: NEW EUROPE arrived at the Canary Islands to repair his mainsail. NEXANS - WEWISE, Fabrice Amedeo, repaired the keel ram support. MEDALLIA, Pip Hare, repaired a hydrogenator.

18 November

The competition is gaining on VULNERABLE as the boats that are west of him have better conditions. Unfortunately, the conditions in front of him are light. His lead has gone from 40 miles to a mere 9 miles. All the competitors were hoping to get into the trade winds and not get stuck in the doldrums. MACIF SANTÉ PRÉVOYANCE was in sixth and hoping to find away out of the light air. He thinks he made a mistake by playing the fleet and not using strategy.

19 November

Racers are finding more wind and the foilers are enjoying the change. VULNERABLE is back in the lead, which was a nice birthday present, but at 24 knots he had his hands full. TOUT COMMENCE EN FINISTÈRE- ARMOR LUX, Jean Le Cam, was back by 30 miles and GROUPE DUBREUIL, Seb Simon, was in third. They need to enjoy these winds as they would be hitting the doldrum the following day. Fortunately, it should only take them about 24 hours to go thru the doldrum. What is interesting is that the fleet has spread apart

Continued on Page 8

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U. S. COAST GUARD NEWS

U.S. Coast Guard reminds boaters to prepare for colder temperatures and rougher seas

U.S. Coast Guard Pacific
 SAN FRANCISCO — After a tragic start to the recreational Dungeness crab season the U.S. Coast Guard urges boaters and fishermen to take precautions and be aware of the unique risks that cold water and rough seas present.

The Coast Guard offers the following tips to help you enjoy a safe time on the water: Wear Your Life Jacket. A life jacket only works if you're wearing it. Accidents happen quickly, and in cold water, every second counts. Ensure your life jacket fits properly, regardless of your age or swimming ability. Dress for the Water, Not the Weather. Water temperatures can be dangerously low, even on sunny days. Dress in layers, wear a properly fitted life jacket over your coat, and bring extra clothing in case you get wet. Maintain Awareness. Recognize sea conditions can change rapidly throughout

the Day, especially when winds pick up and tides change: Plan Ahead for Shorter Days. Darkness falls earlier in colder months. Plan your trip to make the most of available daylight and ensure a safe return. Double Up on Communication. Cell phones alone may not provide sufficient communication on the water. Bring at least two reliable forms of communication, such as a VHF radio and a personal locator beacon and inform someone of your float plan. Having the right safety gear can make the difference between being lost and being found. Have a Working GPS or Nautical Charts That Mark Hazards. It's important to be aware of your surroundings and have knowledge of the local boating area and conditions. Check the Forecast. Visit weather.gov or ndbc.noaa.gov for up-to-date weather and marine forecasts before heading out.

For more information on cold-water safety, visit uscgboating.org.

Coast Guard rescues 3 from sinking boat south of Long Beach, NY

NEW YORK — The Coast Guard rescued three people Sunday after their boat sank off the coast of Long Island.

At approximately 4:15 p.m., Suffolk County dispatch notified Coast Guard Sector Long Island Sound watchstanders and relayed text messages received, indicating a boat was taking on water near the SS Iberia shipwreck with three people in the water.

Sector Long Island watchstanders issued an urgent marine information broadcast (UMIB) and launched boat crews from Station Jones Beach and Station Fire Island to respond.

A Coast Guard Station Jones Beach boatcrew arrived on scene and retrieved two divers and the vessel's master from the

water. The vessel master reported that the boat sank rapidly, but he managed to escape through a bow hatch.

All three people were transported to a local marina, where emergency medical services brought them to Long Beach Memorial Hospital/Long Beach Medical Center. No serious injuries were reported.

"While Station Jones Beach is one of the units impacted by the Coast Guard's Force Alignment Initiative, the crew swiftly responded to the recent search and rescue case near the SS Iberia shipwreck," said Cmdr. Nicholas Lajoie, the Sector Long Island Sound response department head. "This response underscores the Coast Guard's commitment to a layered approach that includes adjacent stations, Coast Guard Air Station helicopters, and partnerships with local and state government agencies, ensuring all mission requirements are met."

Coast Guard heavy icebreaker departs Seattle for months-long deployment bound for Antarctica

USCG Pacific Area

SEATTLE — The U.S. Coast Guard Cutter Polar Star (WAGB 10) and crew departed Seattle, Friday, beginning their deployment to Antarctica in support of Operation Deep Freeze.

Operation Deep Freeze (ODF) is an annual joint military mission to resupply the United States Antarctic stations in support of the National Science Foundation (NSF), the lead agency for the United States Antarctic Program (USAP). This marks the 28th year that the Polar Star has supported ODF.

Each year, the Polar Star breaks a navigable channel through the ice, allowing fuel and supply ships to reach McMurdo Station, which is the largest Antarctic station and the

logistics hub of the USAP.

"I am thrilled to lead Polar Star back to Antarctica for ODF 25. After months of pre-deployment preparation and working together through various challenges, the cutter and crew are ready to embark on this enduring and critical mission," said Capt. Jeff Rasnake, Polar Star's commanding officer. "I couldn't be prouder of this crew's tremendous dedication and teamwork. They have met or exceeded all my expectations in the maintenance and training phases and continue to push themselves to build upon those successes as we now shift into the cutter's operations phase."

The U.S. Coast Guard is recapitalizing its polar icebreaker fleet to ensure continued access to the polar regions and to protect the country's economic, environmental, and national security interests in the high latitudes. Each year, the Polar Star's crew commits significant time and effort preparing the 48-year-old cutter for the annual deployment in support of ODF. This year the Polar Star completed the fourth of five planned phases of the service life extension project (SLEP).

The U.S. Coast Guard provides direct logistical support to the NSF and maintains a regional presence that preserves Antarctica as a scientific refuge working under Joint Task Force-Support Forces Antarctica (JTF-SFA). JTF-SFA provides Department of Defense support to the NSF and the USAP through ODF. Every year, a joint and total force team works together to complete a successful ODF season. Active, Guard, Reserve service members from the U.S. Air Force, Army, Coast Guard, and Navy work together to forge a strong JTF-SFA that continues the proud tradition of U.S. military support to the USAP.

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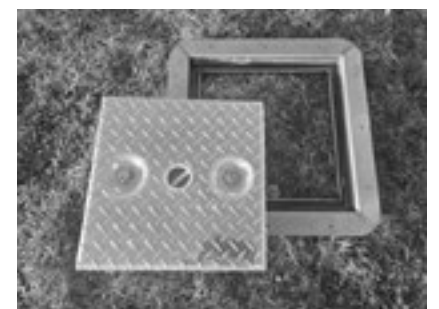


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U. S. NAVY NEWS

A Living Legacy, USS John Basilone (DDG 122) Commissions

From Lt. j.g. Julian Jacobs
13 November 2024

On Saturday morning, nestled between the USS Intrepid, New York's Hell's Kitchen, and the cruise terminal, the Navy's newest Arleigh Burke-class guided-missile destroyer, USS John Basilone, was brought to life.

Commissioning ceremonies, as described by Carlos Del Toro, Secretary of the Navy, are a time-honored tradition dating back to 1775. Now, 249 years later, the USS John Basilone became the 74th ship of her class and the second ship to bear the name-sake of John Basilone.

Throughout the week leading up to commissioning, the crew of the USS John Basilone spent time learning about the life and legacy of Gunnery Sgt. John Basilone, the only Enlisted Marine to earn the Medal of Honor and the Navy Cross during World War II.

While John Basilone and his beloved wife Lenah Mae (Riggi) Basilone didn't have children, GySgt Basilone's niece, Diane Hawkins, has taken up the mantle of representing her uncle's memory and his heroism. While exploring the history behind her uncle's actions, a Marine Corps representative sent Hawkins a bottle of black sand, a vial taken from Iwo Jima, the beach where her uncle gave the ultimate sacrifice. That bottle included a recommendation to retrace her uncle's footsteps. In her remarks, Hawkins recounted traveling to Guadalcanal, where Basilone and his regiment defeated a much larger Japanese force, to the Philippines, where he earned the nickname "Manilla John," to Australia, where he received the Medal of Honor, and to Iwo Jima where he perished "with his boys." Through her journey, Hawkins learned more about the man behind the myth and gained a deeper appreciation for his legacy. Most importantly, she recounted John's love for his wife, Lenah Riggi, and how Basilone outranked Riggi: "It was Lenah who was in charge." Hawkins closed her remarks by thanking the crew of DDG 122, saying that those who comprise John Basilone's legacy are delighted to have this magnificent ship become part of his legacy "to the service to this nation."

Unique to this Navy event was the presence of Marines from John Basilone's historic 1st Battalion, 7th Regiment, and the references and speeches related to USMC culture throughout the event.

Continuing on themes of sacrifice, the ship's sponsors Ryan Manion and Amy Looney Heffernen, both from Gold Star families, spoke to the grief that comes with loss and

the responsibility to uphold the memory of the fallen. Heffernen notes that she believes her late husband, Navy Seal Brandon Looney, was "cut from the same cloth as John Basilone" making her presence and participation in the life of the USS John Basilone all the more meaningful and humbling. Standing before the crew, Manion, sister of fallen Marine Travis Manion, noted the towering shadow over the crew of the Basilone, the shadow of a man who made the ultimate sacrifice and built a profound "legacy of service" in his wake. Heffernen recounted moving her way through grief with a quote, "No one is dead until the ripples they cause in the world fade away." It is evident from the passion, dedication to service, and commitment to excellence shown by the DDG 122 crew that John Basilone won't fade for generations to come.

In his principal address, Secretary of the Navy Carlos Del Toro spoke about the role of the sponsors of a ship. According to naval tradition, a ship's sponsor "guides her and her crew" through her time in service, offering his gratitude that Manion and Heffernen will forever be the connection between "this ship, her crew, and the nation." He talked about his connection to New York, having grown up just blocks from where the ship sits today, the same pier where the USS Bulkeley (DDG 84) commissioned under his command. Paying tribute to Basilone, Secretary Del Toro took a moment to spotlight Marine Sgt Dakota Meyer, a Medal of Honor recipient for his heroism in Iraq, resulting in a standing ovation to the Marine.

Del Toro recognizes the "rapidly evolving" global security environment for DDGs like the John Basilone. He remarked that today's world differs from the American Revolution, World War II, or even his active duty tenure twenty-three years ago. Today, ships of the same class as the John Basilone are over the horizon, defending America and her allies from the threat of "Iranian-aligned Houthi attacks" in the Red Sea. Making it clear that there is "nothing ordinary" about what is being asked of America's Sailors and Marines since the October 7, 2023 attacks in Israel, Del Toro reminded the crew of the USS John Basilone and event participants that "Service is not an obligation, it is a privilege, a chance to be part of something greater than ourselves and uphold the values that define us as a nation."

Referencing a history of sacrifice, the perils of the future, and the hope for the present, the crew of the former USS Basilone (DDE 824) passed the torch as John Basilone's living legacy as sponsors Ryan Manion and Amy Looney gave the order to "man our ship and bring her to life."

Arleigh Burke-class guided-missile



The crew of USS Nantucket (LCS 27) salutes as they bring the ship to life during its commissioning ceremony in Boston. (EJ Hersom)

destroyers are the backbone of the U.S. Navy's surface fleet. These highly capable, multi-mission ships conduct a variety of operations, from peacetime presence to national security, providing a wide range of warfighting capabilities in multi-threat air, surface, and subsurface. Flight IIA DDGs host dual helicopter hangers, allowing for expanded anti-submarine, anti-surface, and anti-air warfare capabilities through integrated operations with helicopter squadrons.


Women in the Navy Women in the Navy: A Journey of courage and resiliency

From Petty Officer 2nd Class Emma Burgess

14 November 2024

NAVAL BASE SAN DIEGO - The history of women in the U.S. Navy is one of determination, resilience and trailblazing achieve-

Continued on Page 19



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Shorty Gauge

By Sheila Dassatt

It was about two years ago now that I wrote an article called Reflections. I looked it up because I knew that I had written about Shorty Gauge in this article. You see, Shorty Gauge was one of the characters in the National Fishermen's Cap'n Perc Sane Says articles that were actually written by Mike Brown. It was a fun little article that was published every month, but Mike passed away in 2011, just about a week before my Dad passed. This was the last of the colorful generation or the ole timers as we called them!

These stories originated at Saturday Cove, Northport, Maine. It is still there to this day and is a beautiful spot along the Coast of Maine. A lot of folks that read the stories thought that this place was fictitious, but it is actually a real place.

This is the time of the year that I always think of Shorty Gauge or his real name was Dick Elwell. He passed away on November 30th, 2000. The anniversary of his passing was just a few days ago. Mike and I had the honor of being with him during his final hours. Why am I so struck on this one fisherman? Because we wouldn't be where we are now if it wasn't for a promise that was made that day to Dick. He was very old school and also quite a character, but he asked us to promise to continue on with the next generation of young fishermen and to please not let the fishery "die" so to speak.

Now that's quite a big promise, and I knew that we couldn't do it all, but we can help to make a difference and help the best way that we knew how. Since that time, we have taught a few young fishermen and been involved in safety courses for the young ones. Whenever we have a new fisherman on our boat, F/V Saving Grace, we try to point out the safest way to work on the boat. Having built the boat ourselves, we made sure to build in a rope locker, so the rope goes under the platform, not under your feet. This is one of our most important features of our boat. We also have Rope Razor knives under the rails for easy access in case you're not wearing one. These little knives, made by Eric Dedoes of Plante's Lobster Vents have proven themselves to save lives. Most wear them on the strap of their oilskins, but if you shouldn't be, we have them easily accessible.

I have actually lost track of all of the ones that we have taught lobstering on our boat, but I don't regret a single minute of it. Most of the ones that we have worked with have been generational and family. We've had our daughter, grandson, brothers, nephews and so on down the line. I hope that what they were taught will stick with them for the next generations to come.

Getting back to Shorty Gauge, this is a totally old school story. He kept his boat, which was a classic wooden boat, at Saturday Cove. He had one of those old wooden

barrels that he kept herring in. Every so often, he would "turn over" the herring for his bait and it would be very well seasoned. Mike and I would go down and visit him when he was doing his bait bags the night before. He would have small bags and fill them tight, just like a baseball. We learned a lot from him.

It was pretty awesome, his wife Stella would set his place at the table the night before so when he got up, everything would be all ready for him to go. He was kinda the unofficial Harbor Master of the Cove, boat house and all. At one point, Mike kept his boat on a mooring at Saturday Cove and all of the characters took him under their wing. I would have to say that he learned from the best! They all have a warm place in our hearts and we know that the ole crowd will never be quite the same again.

Back at that time, Belfast had a sardine packing plant, Stinson Canning, which was right on the waterfront. This was where we got our bait and it only cost us the price of the salt that we needed to process it. The chum would fall off of the shoot and into a

holding container. This is one reason why we were spoiled back in those days. Bait was not nearly as expensive as it is now!

Cap'n Dick was also a night watchman at the Canning Company. We always knew where to find him and would go down and keep him company when we would go down and check our boat on the mooring. Dad's boat was on a mooring right off of the factory as well. Those were the days that the poultry plants were all working, the sardine factory was in full swing and the railroad was also going to bring grain to the grain mill that was over by the public landing. We actually had to wait for the train to go by before we could pull down onto the dock. Those were the days that you could find a decent place to live and people would work and were very proud of it!

Well, I thought I would share a memory that is very close to both Mike and myself and also would get us away from all of the angst of hate and discontent. There are still some good people in this world. Have a Merry Christmas and a Happy New Year!

Maine Dept. of Marine Resources

Public Invited to Participate in Conversations on Storm Response and Preparedness in Working Waterfront Communities

November 12, 2024

The public is invited to participate in regional community conversations about working waterfront preparedness and resilience in the face of increasing storm events. These gatherings are a great opportunity to reflect on recent storm impacts and regional responses and learn about public and private resources to support working waterfront community resilience.

For more information on time and location, and to register, visit seagrant.umaine.edu/workingwaterfrontstorms. This event is part of a coastwide series hosted by Maine Sea Grant, Maine Coastal Program, Island Institute and UMaine MARINE.

Where & When:

Roque Bluffs/Machias/Cutler/Machiasport/Eastport/Lubec (December 10, 2024, 5-7 PM, Washington Academy, 66 Cutler Rd, East Machias)

Jonesport/Addison/Beals (December 12, 2024, 5-7 PM, Peabody Library, 162

Main St., Jonesport)

Milbridge/Steuben/Harrington (December 16, 2024, location TBD)

MDI/Cranberry Isles/Trenton (January 27, 2025, location TBD)

Blue Hill/Brooklin/Brooksville/Castine/Penobscot/Sedgwick/Surry (January 29, 2025, 5:30-7:30 PM, Blue Hill Public Library, 5 Parker Point Rd, Blue Hill)

Sullivan/Winter Harbor/Sorrento/Hancock (TBD)

Who should attend: Residents, committee members, and municipal officials, as well as others who are interested in working waterfront resilience and how it connects to storm response and community resilience more generally

Woods Hole Institute News

Deep ocean clues to a million-year-old Ice Age puzzle revealed in new study

November 8, 2024

WOODS HOLE, MA - A recently published study in Science challenges theories regarding the origins of a significant transition through the Earth's ice ages. Led by an international team of researchers from the Woods Hole Oceanographic Institution (WHOI), the Lamont-Doherty Earth Observatory, the Scripps Institution of Oceanography, and Cardiff University, this research provides fresh insights into the ocean's role in climate during the Mid-Pleistocene Transition, an enigmatic interval of change in climate cycles that began about one million years ago.

Many theories have been proposed for the Mid-Pleistocene Transition, and an important one is linked to a significant weakening of the Atlantic Meridional Overturning Circulation (AMOC). However, the new findings suggest an equally important but much more nuanced role for the deep ocean.

Using climate records spanning the past 1.2 million years, the team reconstructed deep ocean properties that are crucial for understanding the ocean's flow and carbon sequestration capabilities. "The deep ocean is enormous, especially when considering its capacity to store carbon dioxide (CO₂) compared to the atmosphere," said lead author Dr. Sophie Hines, an Assistant Scientist at WHOI. "Even a modest change in ocean

Continued on Page 23

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Commercial Fishing News

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

From the Director -

As I write this report, we are just days away from a major election, involving so much at stake. We will already know who the winners are by the time that you read this report. All I can say about that is I hope you do get out and vote and look at all of the issues that are on the table. A lot of folks outside the coastal perimeter know nothing about what our fishing industry is up against. We need to get our concerns out there and reach out beyond our coast. All of the states need to have a good idea of what we are all facing.

In my last report, we went over the wind, whales, gauge increase and VMS. At this point, we are in the hands of "others" for such decisions. As it was said last month, when it comes to the Atlantic States Commission, states that have basically lost their fisheries have a vote on the outcome of our fate. Somehow, this doesn't seem fair, but what is fair nowadays? One thing that I can confidently say, we are all involved with these "fights" and have been since the beginning. I am so sorry to see so many For Sale signs on our fishing boats and gear. The last thing that we want to do is simply give up.

So many folks are throwing in the towel, but believe me, if we can work together we have a much bigger voice in this industry. As time goes on, our members are either passing away, retiring or simply dropping out due to frustration. Let's join together and make this work once again!

We have had a lot of concentration on the Downeast sector most recently. There is a reason for this. The further east that we go, the more we are dependent on the fishing industry. There are either fishermen, bait dealers, boat builders and ship and boat yards. I also see a lot of firewood and marine chandlery stores. Other than that, there's a few grocery stores but very few places to sit

down and enjoy a meal out in a restaurant.

So you tell me, what will happen if our fishing industry is decimated due to all of this so called progress? This is a major concern!

I have a list of happenings that are coming up in the near future for our industry. On November 6th at 1:00 p.m., is the DMR Advisory Council meeting. This will already have happened when you read this, but it is still important to list this.

Another point of interest is the Atlantic Halibut notice. There is a delay of the 2025 Halibut licenses and tags until the New England Management Council takes final action on the 2025 halibut quota. Typically, they can be issued November 1st for the following year. In December, the NEFMC will take final action on FY 2025-2027 quotas for several ground fish stocks, including halibut. This is all due to the uncertainties in the appropriate level of quota needed to account for the Canadian catch. This has been quite variable for the past five years. So due to this, Maine has decided to wait until December to make a decision. Here we go again...

DMR will be accepting lobster license renewals for the following year on November 1st.

The Lobster trap auction begins Monday, November 4th. The site for this is GovDeals.com for the online auction website. You must register with GovDeals.com before you can bid. There will be no other types of bids taken. Onsite viewing may be done by appointment between 8:00-3:00 pm Monday - Friday 11/4/24 to 11/8/2024. Please contact Marine Patrol Sergeant Matt Wyman to schedule a viewing...207-542-0033.

Maine Coastal Program was established in 1978 to help balance the demands of conservation and development in Maine's Coastal Zone. They are currently writing its next five year strategy for the 2026-2030

Strategic Outlook. From October 22, 2024 until Friday, January 3, 2025 MCP will keep open a public opinion survey as one way to obtain public input. Maine's climate plan, Maine Won't Wait, will also be included. This effort is sponsored by the University of Maine's Mitchell Center for Sustainability Solutions and a summary of findings can be found here. Any plan of this nature in Maine is needed to be rooted in what is good for Mainers.

As you know, the Addendum XXXI has been changed to Addendum XXVII to postpone the lobster gauge from January 1, 2025 to July 1, 2025. Hopefully, this will

give us the extra time that we need for the science behind this. We definitely need more scientific research submitted before this is implemented. For those of us involved, this all represents at least a 10% reduction in our income. This is definitely something to consider.

Here is most of our updated news for our industry. I hope that I have covered any questions that you may have. Contact me at any time for questions. Please consider joining the rest of us in these challenges that we are facing. We need our next generation more than ever!

Take care, Sheila



For those who miss seeing DOUBLE EAGLE running out of Rockland, well head to Mystic Seaport in Connecticut as she is berthed there.

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Commercial Fishing News

MISCELLANEOUS COMMERCIAL FISHING NEWS

Advancing International Atlantic Salmon Conservation by Engaging Indigenous Peoples

Recognizing and incorporating Indigenous Peoples' perspectives and traditional knowledge strengthens our ability to conserve and responsibly manage Atlantic salmon.

November 01, 2024

Atlantic salmon hold, and have held for thousands of years, cultural and subsistence value to many Indigenous Peoples across the North Atlantic for thousands of years. Indigenous Peoples maintain tremendous knowledge passed down through generations, and this body of knowledge continues to evolve and grow. NOAA Fisheries collaborates with indigenous communities to enhance knowledge and improve Atlantic salmon restoration efforts, including our work with Wabanaki Nations on Atlantic salmon restoration. However, engagement in international efforts has been limited—until now.

International Cooperation to Conserve Salmon

The Atlantic salmon that are born and spawn in Maine rivers, traverse long distances—spanning borders and cultures—across the North Atlantic to the west coast of Greenland. There, they share feeding grounds with salmon from Canadian and southern European rivers. We need to work collectively to share knowledge that will support management decisions to support Atlantic salmon, their native habitats, and the many cultures that depend on them. Established in 1984, the North Atlantic Salmon Conservation Organization (NASCO) is a regional fisheries management organization composed of: Canada; Denmark (in respect to the Faroe Islands and Greenland); European Union; Iceland; Norway; Russian Federation; United Kingdom; and United States.

These countries have come together to conserve, restore, and sustainably manage Atlantic salmon through international cooperation. In 2022, the participating countries recognized the importance of including Indigenous Knowledge and perspective in international efforts. They agreed to prioritize enhancing the participation of Indigenous Peoples in NASCO. At their 2023 annual meeting, they invited Indigenous Peoples throughout the North Atlantic to share their perspectives and roles in Atlantic salmon conservation. NASCO repeatedly heard about the need to include—and the benefits from including—Indigenous voices and per-

spectives and Indigenous Knowledge, into their decision-making processes. Incorporating these voices and knowledge systems would lead to better informed conservation decisions.

The United States was excited to learn more about how to best enhance Indigenous engagement in NASCO. We invited discussion on this topic with federally recognized tribes in New England. We heard perspectives from representatives of the Houlton Band of Maliseet Indians, Penobscot Nation, and the Passamaquoddy Tribe at Sipayik. We then advocated for independent participation in NASCO by all interested indigenous communities. NASCO rules now allow representatives from all tribes to participate in meetings, committees, and working groups.

“The Penobscot Nation is very excited to engage in discussions at this level with NASCO members to take care of our relative, the Atlantic salmon, throughout their entire range. There is a depth of indigenous knowledge that has been absent from management discussions on the U.S. side since the inception of NASCO. Although some of our partners have done well at trying to communicate for us, there is no replacement for direct discussions with each of the Wabanaki nations,” commented Chuck Loring, Director of Penobscot Nation’s Department of Natural Resources.

Moving Forward Together

This unprecedented decision makes NASCO the first regional fisheries management organization in the world to formally recognize and incorporate Indigenous Peoples into their work. “NOAA Fisheries is committed to honoring the unique relationship we have with Tribal Nations,” said Shannon Dionne, head of the U.S. delegation to NASCO and NOAA Fisheries Greater Atlantic Region. “The rules that NASCO adopted in June are a significant step forward towards inclusivity and representation and strengthen our ability to conserve and responsibly manage Atlantic salmon. We look forward to strengthening our relationships with Indigenous Peoples in this forum as we work together on these important issues.”

Building Bridges to Restore Connectivity: Penobscot Nation and NOAA Fisheries Improve Atlantic Salmon Resilience

The Penobscot Nation received multiple grants from the NOAA Species Recovery Grants to Tribes Program to increase habitat connectivity in the Penobscot River

watershed to aid the return of Atlantic salmon to Tribal lands.

November 05, 2024

The Penobscot Nation conserves and recovers endangered Atlantic salmon and facilitates their return to Tribal lands. The Nation completes these conservation efforts with help from the NOAA Fisheries’ Species Recovery Grants to Tribes Program. Their latest project focuses on restoring aquatic habitat connectivity to promote the species’ resilience in the face of climate change.

The Importance of the Penobscot River Watershed

For thousands of years, the Penobscot River has served as a highway for the Penobscot people, who live along its banks. To this day, the river provides food for the community, is central to their culture, and is considered a Tribal citizen. “We hunt and fish and gather there, and we respect the river as our relative who provides sustenance to us,” said Chuck Loring, a member of the Penobscot Nation and the Director of the Tribe’s Department of Natural Resources. The Penobscot River is now one of the last places in the United States where endangered Atlantic salmon live. The species is important to the Nation.

Atlantic salmon once migrated inland by the hundreds of thousands to rivers in the northeastern United States. Beginning in the 1800s, dam construction along the Penobscot River severely reduced fish passage. Later, undersized culverts prevented fish passage throughout tributaries including headwater streams. Atlantic salmon face many threats in the northeast United States due to dams, including warming waters, high predation from species such as smallmouth bass, and modified habitats.

Free-flowing and connected rivers are vital to anadromous fish such as Atlantic salmon, providing uninterrupted migration between freshwater and the ocean. This connectivity ensures that the salmon can hatch in the river, mature in the ocean, and return to spawn in the waters in which they were born. Sea-run fish also play an important role in the ecosystem by carrying nutrients and energy from the ocean to the rivers. For example, when they die, Atlantic salmon bodies provide nutrients such as nitrogen and phosphorus to the river system. Maintaining connected rivers is essential not only for the survival of Atlantic salmon but also for the health and productivity of the ecosystem.

Dams Block Salmon from Reaching Habitat

Dams and barriers can block, delay, and kill Atlantic salmon and destroy freshwater spawning and nursery habitats, unless they are removed or equipped with adequate fish passage. Today, more than 400 dams along rivers and streams block or impair migration corridors and alter habitat conditions that impede both the survival and recovery of Atlantic salmon. Salmon populations have greatly diminished, with around 1,500 fish returning to Maine rivers in 2023. The West Branch of the Penobscot River was one of the most important, abundant, and historical salmon habitats. However, today it largely remains inaccessible to salmon because of numerous dams that lack fish passage; dams are one of the principal causes of their decline. The Penobscot Nation’s efforts aim to restore these vital “highways” for salmon and other sea-run fish to thrive.

Ongoing Efforts to Restore Salmon Habitat

Culverts can block fish passage or impair migration and destroy habitat by changing streamflows and altering stream channels. However, bridges support more natural stream features, such as water depth and flow speed. This enables fish passage, improves Atlantic salmon habitat, and provides protection for Atlantic salmon eggs. Under the Species Recovery Grants to Tribes program, the Penobscot Nation has successfully replaced culverts with bridges at two road-stream crossings in the Mattamiscontis Stream. Support from the program has allowed the Nation and project partners to complete another 16 connectivity projects since 2011. Together, these projects are helping to reconnect the upper reaches of Mattamiscontis Stream to the Penobscot River.

The Penobscot Nation has also increased their participation in the Atlantic Salmon Collaborative Management Strategy. The Strategy establishes a platform for effective communication and collaboration between multiple partners. The Nation’s voice is important in this process. Their involvement facilitates the implementation of the 2019 Final Recovery Plan for the Gulf of Maine Distinct Population Segment of Atlantic Salmon. This work is critical in supporting ecosystem-wide restoration for the recovery of Atlantic salmon and requires the collective efforts of many partners.

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The Nation's participation in the Strategy provides an opportunity for the integration of Traditional Ecological Knowledge (also known as Indigenous Knowledge). This allows the Nation to voice their cultural perspectives, while advocating for essential dam fish passage structures and operational practices. Traditional Ecological Knowledge offers a profound understanding of local environmental changes and ecological patterns that modern science alone might not fully capture.

As Dan McCaw, the Fisheries Program Manager for the Penobscot Nation, emphasizes, "The Tribal people stewarded these rivers since time immemorial and had some of the most robust fish runs in the world. They continue to manage forests very conservatively. There's a huge benefit of bringing in Traditional Ecological Knowledge and weaving it with modern science in a very respectful way. This integration is not always simple or easy, but it ensures that the Tribe has an important voice in the recovery effort."

In 2023, the Nation's (and their partners) efforts led to the highest return of Atlantic salmon to the Penobscot River in more than a decade. These efforts also have benefits to other sea-run species. Improved fish passage on the Mattamiscontis Stream enabled river herring (alewives and blueback herring) to reach spawning lakes that could support nearly 800,000 fish. River herring are prey for many birds and other fish, such as bald eagles and striped bass, so their resurgence may serve to buffer juvenile Atlantic salmon from predators.

NOAA Fisheries further supports the Penobscot Nations' work through the Bipartisan Infrastructure Law and Inflation Reduction Act. This funding supported construction of fish passage projects on

Birch Stream, a tributary of the Penobscot River. These projects will improve access to additional cold-water habitat for Atlantic salmon. The Bipartisan Infrastructure Law funding will also support the construction of a hiking trail along Sam Ayers Stream on Tribal lands later this year. The trail will highlight recent and future restoration projects through informational kiosks. The Penobscot Nation is hopeful that increasing opportunities for Tribal and non-tribal members to see and access the restored lands and kiosks will continue public support and engagement for important ongoing and future restoration projects.

Building Resilience for Climate Change

Climate change exacerbates the urgency of the Nation's restoration work to increase Atlantic salmon's resilience. Restoring free-flowing rivers and streams aligns with traditional practices and enhances ecosystem and infrastructure resilience in the face of climate change. Projected increases in precipitation and more frequent intense storms in the Northeast United States pose significant risks. For example, flooding in December 2023 highlighted the growing threats associated with these changes in Maine. These road-stream crossing projects help to mitigate flood risks by supporting wider ranges of water flows and improving fish passage. By integrating Traditional Ecological Knowledge into the management of the river system, the Penobscot Nation is better prepared to address these climate challenges. As climate change intensifies, these proactive restoration efforts are crucial for sustaining Atlantic salmon populations and maintaining the health of the ecosystem while protecting critical infrastructure.

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Boat And Ship Yard News



This is a view of the stern of the 28-foot lobster boat/racer CHRISTOPHER, built by Mariner and Isaac Beal in 1976, and owned by Isaac Beal. The transom had some pieces that needed to be replaced. So, the transom was removed and is in the process of being rebuilt.



This is the schooner BRILLIANT, owned by Mystic Seaport in Mystic, Connecticut having work done at Rockport Marine in Rockport. This is a view showing how they opened her up to work on the frames.

Continued from Page 1

BRILLIANT, owned by Mystic Seaport in Connecticut. She is in having repairs made to her backbone and frame ends. They will also remove her GM 371 and repower her with a Yanmar Diesel. This is a complexed system with the engine far forward with a custom chain drive drop gear. In fact, the engine mounts are integral to the top of the cast bronze fuel tank and the chain drive is mounted on the aft end of the tank. It is not as simple as an old diesel out and a new diesel in. They are going to work with the old system as she is a Coast Guard certified boat, and they do not want to make any changes that mean she loses her grandfather status. Presently, they are getting the shaft and bearings approved so they can move forward.

The L. Francis Herreshoff designed NARWHAL, built by Legendary Yachts of Port Townsend, Washington in 1999. She underwent a major restoration and just after, during a major storm in Newport, Rhode Island, she went aground and suffered major damage to her cold moulded hull. She was brought to Rockport Marine in 2023 and they began making repairs to the numerous holes. Then then made repairs due to water damage. This was finished this year and she was launched, but since her owner was not going to use her this past summer she remained in Rockport. The current plan is that she will be going to Front Street Shipyard in Belfast to be stored for the winter.

There is a lot of talk about new projects, both new builds and repair projects, but nothing has been confirmed at this time. Presently, with the current projects they will be busy through next summer.

Rumery's Boat Yard Biddeford, Maine

Electric power is a major subject in today's world and the boating is no exception. Over the years there has been a number of boats either built or repowered with electric engines. Early on the technology was not where it needed to be and the results were not as expected, however today the technology has improved considerably. Rumery's Boat Yard has been focusing on electric power and this is headed by Matt Tarpey, who owns Maine Electric Boat Co.

Out in the side shop, they have a boat with a Flux outboard. Flux Marine of Bristol, Rhode Island offers four models with a 100-hp electric outboard. Sean Tarpey, owner of Rumery's Boat Yard added, "Our goal is to get the working waterfront to at least understand what an electric boat is all about and how it can be used so they can set it up and use an electric motor just the way they would use an internal combustion motor and not suffer range anxiety. There are several ways of doing that. The most effective is to have a little device that you put on your boat, which will monitor your use over a month or two and then the engineers can analyze how you use your boat and then match the horsepower and battery capacity



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Boat And Ship Yard News



One of the big projects ongoing at the Henry Dupont Shipyard at Mystic Seaport is the rebuilding of the Gloucester schooner L. A. DUTTON. This is a view forward.



The fishing schooner EMMA C. BERRY having some bottom work down at the Henry Dupont Shipyard at Mystic Seaport in Connecticut.

to what you want to do. Then you can go out and use the boat without changing your patterns. Matt is working on that and he is working on getting some people trained in repairing and installing them. You have got three different types of electric boats. You have boats that run on 12 volts, ones that run on 50 volts and ones that run on 400 volts. The one out there is 400 volts. His goal is to get 4 or 5 people who are trained in the high-voltage part of this so that once people start embracing electric motors, they have a place to turn to get things fixed.”

“Torqeedo was out there for a while and they had some growing pains,” continued Sean. “They changed hands and now they are in the Yamaha group. Torqeedo is very closely related to the E-Propulsion people and are starting to develop larger inboard motors. The oyster farm in Yarmouth has got an aluminum boat that they had built. The aquaculture people go out every day

in Carolina Skiffs. They use a particular model, extra wide and a little extra long. When asked how they like it? “I hate it.” Carolina Skiff does not make them anymore and they scour the used market and buy them up. Maine really needs to develop an aquaculture boat. Matt is trying to persuade the State to help support that project and so far the State has not been very welcoming to electric propulsion.”

They have the Flux powered boat so they can show interested customers what it will do. There is no question that there are certain applications where it makes sense.

Also in the side shop was another boat powered with a small electric engine. Unfortunately, the lower unit, which is the entire electric engine, struck a rock hard enough to crack the case. They will be repairing this boat with a new unit, because water got into the internal workings making it unrepairable.

The yard stores approximately 80 boats and each of these need some degree of work before going over in the spring. They have the usual annual maintenance, paint, varnish and systems, however, one sailboat will be getting a roller-boom.

Woodman Boats Kennebunkport, Maine

One never knows what they might find going on in some of the yards along the coast. When I stopped by Woodman Boats I was thinking that the lobster boat they started rebuilding a couple of years ago would be back inside to finish the project. I was certainly surprised to see a bright finished runabout getting a major rebuild. They started the project by removing the hardware, stripping out the interior, including frames that were not original, and removing the transom.

This boat is a 26-foot Chris Craft standard runabout, hull #72, built in 1924. John

Perkins, her owner, said, “This was the first and only model that Chris Craft built when they entered the recreational boat business starting in 1922. It was the only model boat that they manufactured from 1922 through ‘25. There are approximately 10, maybe 12, of these original numbered hull boats left in existence. This one is original and also has the original power plant which was a marinized Curtis OX5 aircraft engine. The engine and the transmission have been extensively rebuilt over the course of about 5 or 6 years. In doing this, we addressed all of the shortcomings that it was born with and incorporated some new technology and parts. Now we have an engine that will exceed what the original service life was when it was in the Curtiss Jenny airplane which was roughly 70 to 90 hours.”

Rich Woodman, owner of the shop, is

Continued on Page 18

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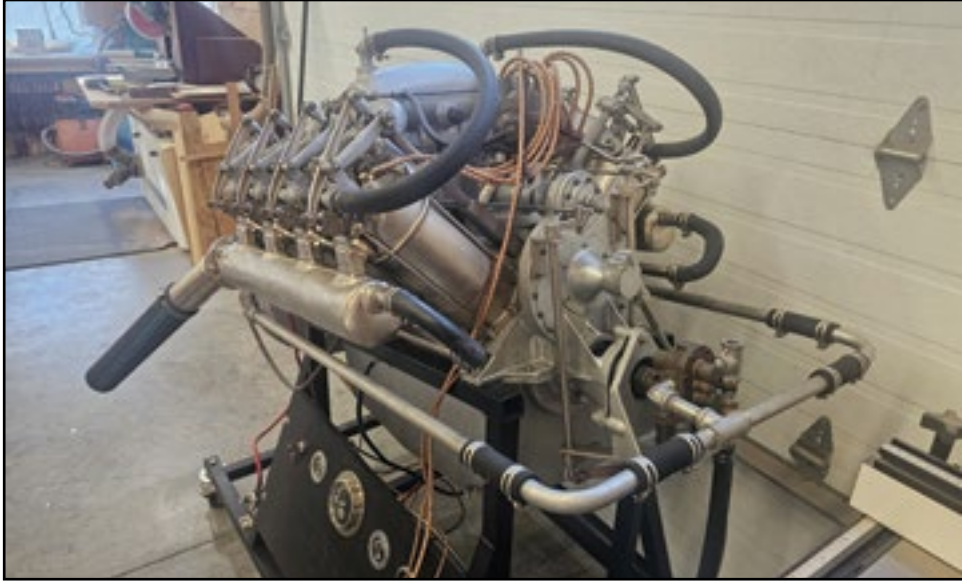
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Boat And Ship Yard News



This is a Curtis engine (8-cylinder and over 500 ci) for a 1924 Chris Craft. The engine has been rebuilt and now the boat is getting worked on at Woodman Boat in Kennebunkport.



This is the 1924 Chris Craft being rebuilt at Woodman Boat in Kennebunkport.

Continued from Page 15

rebuilding some of the knees and braces. Someone in her distant past had tried to make repairs, but they did not do a very good job. Rich explained, "We have taken out the stringers and we are going to put in new stringers, but not until we address every frame that isn't original or complete. So, frames first, stringers next, then we will roll her over. I think what we are going to do is a cold moulded bottom. The bottom was two layers. They always did an inter-diagonal, a layer of canvas and then an outer fore and aft layer."

John added, "The catalogue at the time would be very up front and tell you, depending on use, expect probably 7 to 8 years worth of use out of the bottom before it needs replacement."

"The bottom we are putting on," said Rich, "will go longer than that. It will appear the same, but I will probably do a double-diagonal. I don't know if we will vacuum bag or just hand layup two diagonals and then a fore and aft and when that is all glued up, we will take those panels and set them aside; take the old bottom off and then reattach the new bottom to the keel. There is going to have to be a new keel, new chines and then put the bottom on."

John added, "We didn't put the proverbial cart before the horse and what I mean by that, is that we got all of the mechanical which you have seen, the transmission, engine, hardware, steering column, steering box, all of that, has been retained. This will make this job a lot easier."

A big question arose as to what model was this. Rich explained, "I have taken a

laser and shot it right through the strut, up through the shaft log and establish the shaft line in the boat. We married it to the mounts on the OX5 over there and said that engine go here."

John added, "That was significant because they made the boat in two different configurations. One was what is today referred to as a triple cockpit, which there were two forward cockpits, the engine bay and the rear cockpit. The other configuration that they built was a single forward cockpit. Otherwise, we would not have known had we not had the engine, strut and the stuffing box. Everything was just lining up."

This determined that she was the standardized model with the engine right behind the helm seat, with two rows of seating aft of the engine. An advertisement that appeared in Motor Boating, May 1924 said she was 26-feet by 6 feet 8-inches by 24-inches; powered with a 100-hp Smith-Curtiss V8; speed 32 to 35 mph; at a cost of \$3,200.

Rich is hoping to have this project completed next fall.

The lobster boat he was rebuilding

has been moved into a temporary shop on the side of the main shop, where he can comfortably work on her. She is the 30-foot Booth Chick built MELODY, which fished for years out of Kennebunkport. Rich said that he now had a client that wants to see her finished off as a lobster boat, which pleased Rich. When he started working on her two years ago, he had reframed her half way from the transom to the bulkhead, when his charter boat ELEANOR fell off her jack stands suffering some minor damage, which needed to be repaired by the season started. He is going to finish the framing and then put in the platform. She originally had a cedar deck, but Rich is thinking of plywood and fiberglass. There is a little bit of plank work and then he will replace the trunk and house. She is powered with 292 Chevy, which should be good to go.





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U. S. NAVY NEWS



The Los Angeles-class attack submarine USS Hampton (SSN 767) arrives at Portsmouth Naval Shipyard for a scheduled maintenance period Nov. 21, 2024. While at the shipyard, Hampton will undergo essential repairs and system upgrades critical to extending a submarine's service life and ensuring the Navy's long-term fleet readiness. As America's leader for attack submarine maintenance, repair, and modernization, PNSY is enhancing critical warfighting capabilities by safely delivering first time quality service, on-budget, on time to the fleet and helping enable warfighters to be battle-ready when called upon.

(U.S. Navy photo by Neil Boorjian)

Continued from Page 9

ments. From early struggles for inclusion to breaking barriers in leadership and combat, women have played an essential and evolving role in shaping the modern Navy. Their contributions, often underappreciated or restricted, have been crucial to the development and success of the U.S. Navy over the past century.

Women's involvement in the U.S. Navy informally began during the 19th century, often as nurses or in administrative roles, but they were not permitted to officially serve. This began to change during World War I, when the need for personnel to fill stateside positions opened new opportunities for women of that time.

On March 17, 1917, then-Secretary of the Navy Josephus Daniels declared that the Navy would enlist women. On that day, Loretta Perfectus Walsh became the first woman to officially enlist in the Navy, serving as a yeoman during the war. As a Yeoman, or "Yeomanette" as female Yeomans were called, she and thousands of other women took on clerical and support roles, freeing men for active service. These women proved their capability, but after the war ended, they were released from service, and the opportunity for women to enlist again was rescinded.

The outbreak of World War II saw an urgent need for skilled personnel, leading to the creation of the Women Accepted for Volunteer Emergency Service (WAVES) program on July 30, 1942. WAVES allowed women to serve in the Navy Reserve, primarily in shore-based positions like communications, aviation support, intelligence and medical services.

By the end of the war, more than 100,000 women had served in the WAVES program, contributing to the Navy's victory

in critical capacities. These women not only helped fill personnel shortages but also showcased their competence in technical and operational roles. However, WAVES women were still restricted from serving aboard combat vessels or aircraft, and after the war, most returned to civilian life.

A turning point came on June 12, 1948 with the passage of the Women's Armed Services Integration Act, which allowed women to serve as permanent, regular members of the armed forces for the first time. This law established the foundation for the future inclusion of women in the U.S. Navy but came with limitations. Women could only occupy 2% of the force and were still barred from serving on combat ships and aircraft.

Despite these restrictions, the post-war period saw women making significant contributions in non-combat roles, including those in medical, administrative and intelligence fields, often at Naval bases across the world. They also participated in strategic planning and the development of new technologies.

One standout figure from this era was Rear Adm. Grace Hopper, a pioneering computer scientist who joined the Navy Reserves during World War II. Hopper's work in programming early computers and creating the COBOL (Common Business

Oriented Language) programming language laid the groundwork for future advancements in computer science. She became a symbol of the technical expertise women could bring to the Navy.

The 1970s marked the beginning of a significant shift for women in the U.S. Navy. In July of 1978, the Navy began accepting women into the Naval Academy, allowing them to train for leadership positions alongside their male counterparts. This was a crucial step in advancing gender equality within the officer corps.

The 1970s also saw the lifting of many restrictions on where women could serve. In

1978, Congress passed legislation allowing women to serve aboard non-combat ships, and in the 1980s, women began to serve in more operational roles.

However, it wasn't until 1994 that the Department of Defense officially lifted the ban on women serving aboard combat ships and aircraft, which was a historic moment for gender equality across the fleet.

The opening of combat roles to women transformed the Navy, allowing women to command ships, fly combat missions and serve in submarines. In 1998, Cmdr.

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The 2024 Vendee Globe Race - Solo Non-Stop Round the World

Continued from Page 7

about 300 miles, but they are all converging almost at the same place to pass through the doldrum. There is a lot of strategy playing out, but who guessed right?

NEW EUROPE is back in the race with her main all stitched up, which took two days to complete. He stitched the sail together with Dyneema yarn, making sure he had the pieces stitched closely together. He then took Sikaflex and glued the yarn to the sail. This took one day to do and the second day he used Hydranet, a Dyneema patch to cover it all. While looking around he discovered one of the wind instruments at the top of the mast was gone. This probably happened when he was knocked down. His bigger problem was the people of Maderia that came out to see what was going on. He had to make sure none of them touched the boat so he would not be disqualified.

20 November

Last week HOLCIM-PRB set a new 24 hour record, well that was broken by PAPREC ARKÉA with a distance of 551.84 nautical miles in 24 hours. Fortune did not last long as he found light air and was sitting waiting for the wind to come back.

VULNERABLE was in the lead, but had been slowed. GROUPE DUBREUIL was back by a mere three or four miles.

The doldrums would not only have light air, but some severe squalls. However, the South Atlantic looked too good to be true. The high was more to the east and the front moving in should push the competitors into the southern ocean. This could help if the record time for the race is to be broken.

21 November

MEDALLIA, Pip Hare, has worked her way up to 13th and is just 80 miles behind the leaders. If she can get to the low pressure system this could give her a big push.

PAPREC ARKÉA, who set the 24-hour record yesterday, has been sitting with no wind in the doldrum.

The South Atlantic still looked fast, but who is going to be able to take advantage of it? Those that did not gain this advantage would fall well behind.

Now the question was who would cross the equator first?

22 November

During the night VULNERABLE was the first to cross the equator and now almost half the fleet are on the southern side. VULNERABLE's time of 11 days, 7 hours, 8 minutes and 15 seconds is nearly two days slower than the record set in 2016. It is also the slowest time since 2008.

However, VULNERABLE suffered a technical issue and that let MACIF SANTÉ PRÉVOYANCE sneak by for the lead. Dalin has a very powerful boat, especially in the present conditions. Those towards the back are still facing light air as the leaders begin to put more and more miles between them. If those in the back miss the low that is developing north of Rio they are going to lose a lot more miles to the leaders.

A low pressure system will help the leaders fetch the Cape of Good Hope in a straight line.

23 November

The big low pressure system that will launch the leaders of this race further into the lead and straight to the Cape of Good Hope,

will hit them tomorrow. The thought is that only the front half of the fleet will get this benefit leaving the others behind. The front half was doing all they could to maximize their speed so as to position themselves to take advantage of this low. The next trick is to stay with the low as long as possible to get the maximum benefit. The back half of the fleet are out of the doldrum, but would not be able to take advantage of the low. They are 500 miles behind the front half.

24 November

Those in the best position were the top ten boats and the top two boats might be in a position to ride the low right to the Cape of Good Hope. Those in the centre of the low will have a bumpy ride and depending on the design may have a hard time going full speed. Some of the designs are such that they do not dig the bow in as much.

25 November

The record for 24 hours has been broken twice, but it has fallen again. The six top boats all pushed to break the record, but it was PAPREC ARKÉA, who broke the record again with a distance of 579.86 miles. The group was in about 20 knots of wind in flat seas. In the end the front group had extended their lead to more than 200 miles. The back group saw the front group just keep getting richer and richer. One racer said that everything has to be designed so everything is right within your grasp. When you are going fast it is just about small adjustments. One saw the speedometer hit 32 knots and added that you have to be careful moving around as the boat sometimes makes unexpected moves.

26 November

The pace has been tough, but the speeds and distance gained have been well worth it. The leaders have managed to stay ahead of the depression and those behind are going further back. The leaders are now looking to pass the Cape of Good Hope and planning how they will attack the South Ocean. The race directors dropped the Antarctic Exclusion Zone (AEZ) another 100 miles south since there is no threat of ice in that area. This means a shorter course and they can take advantage of the lows, which are running deeper in the lower latitudes. The winds were forecast to be gusty and a heavy sea building.

27 November

DUBREUIL GROUP said that they were in about 25 knots of wind. Six boats have surpassed 560 nautical miles in the last 24 hours. They had broken the 24 hour record for singlehanded sailing, they now wanted the crew record of 640 miles. The leaders will have 30 knots of wind for another 24 hours. The big question is to sail a direct route in a narrow alley of wind or drop to the AEZ and sail a shorter course. Another change is the water temperature, which was dropping dramatically and the racers were putting on extra clothing.

TEAMWORK-TEAM SNEF, Justine Mettraux, made repairs yesterday after suffering damage to her J0 headsail. She could not save the sail, but did manage to bring the sail, halyard and sheets on board. Fortunately, no other damaged occurred.

28 November

MACIF SANTÉ PRÉVOYANCE is still the leader as he is one quarter of the way around the world. It was wondered if he would break the record from the equator to the Cape of Good Hope, which was 8 days 15 hours. The thought was he would by one day. Even though being the leader, the lead has been shrinking with the top four boats within 40 miles. One thing the racers need to be aware of is the Agulhas current off the Cape of Good Hope. This is a hurdle to get over. The question is when to jibe? They

have been on a port jibe for 12 days and this will be the first major change taking place. Over the next 48 hours the wind will go light and then they will need to transition from the low to the Austral low east of the AEZ.

29 November

MACIF SANTÉ ET PRÉVOYANCE was first to pass the Cape of Good Hope with a time of 19 days 3 hours 43 minutes from Les Sables d'Olonne and 7 days from the equator. He still must keep the peddle down as he has three competitors within 40 miles of him. Those further back in the pack should get to the Austral low before the leaders.

30 November

Just nine miles separate the top three boats and there is a new leader. PAPREC ARKÉA took the lead, but second is back just three miles and third just seven. There is another battle further back in the fleet, a battle between the non-foilers, with TOUT COMMENCE EN FINISTÈRE - ARMOR-LUX with the next seven competitors within 110 miles. The problem is that they are 2,000 miles behind the leaders.

VULNERABLE is the first second generation foiler, and is 250 miles behind the leader. He did not have a good night when the rudder kicked up due to the mechanism holding it in place broke. The sailing conditions were not optimal, 10 to 30 knots with the bow burying itself here and there.

A strong southern low would hit the leaders in a couple of days. Usually, you go north and dodge it, but that would mean sailing out of the way of the preferred course.

1 December

A line of lows are approaching the leaders and they are more focused on them as to where their competitors are. The weather models are conflicting and that means it is anyone's guess as to whether you go south or north. If you go south the winds are much greater, but if you go north you go 1,000 miles out of the way. The Agulhas current still is causing challenges, but it also brings new wildlife and the first albatross was seen.

2 December

By week's end the leaders will be hit by a big low with wind gusts up to 50 knots and confused seas. Most think that avoiding these conditions is best. They are hoping to find the wind that they can handle. For those that waited too long the south option closed as they would be in the system longer, with bigger seas, up to 30 feet and 65 knot gusts and this was just not a good option anymore. The leaders were already feeling the effects of the low, but they were heading north to skirt it. Everyone close to the low is really doing a detailed inspection of their boat to make sure that nothing needs attention.

3 December

The top two boats are moving north away from the low, which has winds gusting over 60 knots with 30 foot seas. PAPREC ARKÉA decided to do a more radical course to the north, but this may cause him to lose miles to the leaders. The top two boats are just 12 miles apart with MACIF SANTÉ ET PRÉVOYANCE in the lead. The position of the leaders will not be pleasant for the next 48 hours. They knew it was not going to be easy and that they would suffer.

MEDALLIA suffered an electrical issue during the night. This failure drove the motor that controlled her canting keel. Pip rebuilt the relay and she was back going. While doing this a furling line snapped and two sails were damaged. She has repaired one of the sails, but will have to wait for calm seas in order to go up the mast to repair the other sail.

Some of the boats in the back of the fleet will fair better than the leaders. They may even have an easy time getting through the Agulhas currents.

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/

THE NATIONAL FISHERMAN COLLECTION
 @ PENOBSCOT MARINE MUSEUM

www.penobscotmarinemuseum.org
 Route One, Searsport, Maine 04974 ■ 207-548-2529

LB2012.15.8056

The 2024 Vendee Globe Race - Current Positions

RESULTS

As of 2 December

Pos.	Boat	Skipper	Distance to Finish	Distance to Leader
1	MACIF Santé Prévoyance	Charlie Dalin	16,053.79	---
2	Groupe Dubreuil	Sebastian Simon	16,082.83	29.04
3	Paprec Arkéa	Yoann Richomme	16,151.27	97.48
4	Vulnerable	Thomas Ruyant	16,419.31	365.53
5	Charal	Jeremiah Beyou	16,577.63	523.84
6	Holcim - PRB	Nicholas Lunven	16,591.63	537.85
7	Maitre Coq V	Yannick Bestaven	16,782.60	728.81
8	Vulnerable	Sam Goodchild	16,783.79	730.00
9	Biotherm	Paul Meilhat	16,973.90	920.11
10	Initiatives-Cœur	Samantha Davies	17,356.65	1,302.86
11	Teamwork-Team Snef	Justine Mettraux	17,375.68	1,321.89
12	Malizia-Seaexplorer	Boris Herrmann	17,385.54	1,331.75
13	L'Occitane en Provence	Clarisse Cremer	17,421.09	1,367.30
14	Guyot Environnement...	Youngest Dutreux	17,676.35	1,622.56
15	Fortinet - Best Western	Roman Attanasio	17,689.24	1,635.45
16	Bureau Vallee	Louis Burton	17,726.04	1,672.25
17	Medallia	Pip Hare	17,783.28	1,729.49
18	Groupe Apicil	Damien Seguin	17,841.05	1,787.26

19	MACSF	Isabelle Joschke	18,201.52	2,147.73
20	Tout Commence en Finistère	Jean Le Cam	18,210.14	2,156.35
21	Prysmian	Giancarlo Pedote	18,258.98	2,205.19
22	Monnoyeur-Duo for a Job	Benjamin Ferre	18,268.27	2,214.49
23	Hublot	Alan Roura	18,291.64	2,237.85
24	Le Mie Caline	Arnaud Boissières	18,318.93	2,265.15
25	Lazarus	Tanguy Le Turquais	18,344.87	2,291.08
26	Devenir	Violet Orange	18,355.94	2,302.15
27	Foussier	Sebastian Marsset	18,406.68	2,352.89
28	Fives Group - Lantana Env.	Louis Duc	18,408.48	2,354.69
29	Stand As One – Altavia	Eric Bellion	18,432.97	2,379.18
30	Freelance.com	Guirec Welded	18,473.09	2,419.30
31	Dmg Mori Global One	Kojiro Shiraishi	18,527.18	2,473.39
32	MS Amlin	Conrad Colman	18,527.57	2,473.78
33	Tut gut	Oliver Heer	18,591.13	2,537.34
34	Human Immobilier	Antoine Cornic	18,672.42	26,18.63
35	Nexans-Wewise	Fabrice Amedeo	18,799.92	2,746.13
36	Coup de Pouce	Manuel Cousin	18,814.99	2,761.20
37	D'ieteren Group	Denis Van Weynbergh	1,8881.64	2,827.85
38	Singchain Team Haikou	Jingkun Xu	19,030.03	2,976.24
39	New Europe	Szabolcs Weöres	20,274.50	4,220.71
	V & B-Monbana-Mayenne	Maxim Sorel	Withdrew	15/11/2024



This is a cargo ship in at Estes Head in Eastport. This is the best port on the East Coast. It is the port closest to Europe, has a depth of 64 feet at the dock and never needs to be dredged.

International Maritime Library

Version 6 up

internationalmaritimelibrary.org

We now have a listing of over 150,000 vessels, mostly compiled from the “List of Merchant Vessels of the United States” (MVUS) for the years 1867 to 1885. Numerous other lists have been added to this.

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

Also Shipwreck Index and Chronological listing up online!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.
 Also, transcribing maritime articles from: Maine Industrial Journal (1880 to 1918); Bangor Whig & Courier (1836-1899); Republican Journal (1829 to present); and various others including Eastern Argus (Portland), Bath Daily Times, Eastport Sentiniel, Ellsworth American, New Bedford Mercury, Salem Gazette and Boston Evening Transcript.
 Transcribing: WPA Ship Documents, especially ones not published.

There is a massive amount of work to be done to accomplish these goals.
 To make this happen we need support, please help us do more!

I want to join

<input type="checkbox"/> Admiral of the Fleet \$1,000.00	<input type="checkbox"/> Captain \$100.00
<input type="checkbox"/> Admiral \$500.00	<input type="checkbox"/> Lieutenant \$50.00
<input type="checkbox"/> Commodore \$250.00	<input type="checkbox"/> Midshipman \$25.00

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Dedicated to the Preservation of Maritime Writings

U. S. NAVY NEWS

Continued from Page 19

Maureen Farren became the first woman to command a U.S. Navy combat ship, the USS Mount Vernon (LSD 39). Her command proved that women could lead in high-stakes, high-pressure environments.

In 2010, the Navy took another historic step by allowing women to serve aboard submarines, a domain previously reserved for men. This change opened new opportunities for female officers and enlisted sailors to serve in one of the most elite and challenging branches of the Navy.

One of the most significant milestones came in 2014, when Adm. Michelle Howard became the first woman to achieve the rank of four-star admiral in the U.S. Navy. Howard, who also made history as the first African American woman to command a ship, embodies the progress women have made in the highest positions of Naval leadership.

Today, women serve in nearly every capacity in the U.S. Navy, from naval aviators to submarine officers; medical personnel to admirals. Their contributions have reshaped the Navy, leading to a more inclusive and diverse force that better reflects the population it serves. The Navy continues to evolve, with women playing critical roles in combat, leadership, engineering and strategic planning.

The impact of women on the Navy is not just measured by the roles they occupy but by the profound changes they have brought to the institution itself. Their service has helped break down gender barriers, creating opportunities for future generations of women to serve their country with honor and distinction. Women's history in the U.S. Navy is a testament to the courage and perseverance of those who fought to serve and the legacy they leave behind for others to follow.

The journey of women in the U.S. Navy reflects broader social changes and ongoing efforts toward gender equality in the military. From clerical work during World War I to commanding combat ships, women have proven their capability, resilience and leadership, helping to shape the modern Navy into the formidable force it is today.

Greatest Lady of the Seas, USS Nantucket Commissions

From Lt. Ayifa Brooks

18 November 2024

BOSTON, MA – The U.S. Navy commissioned its newest Freedom-variant littoral combat ship USS Nantucket (LCS 27) November 16, 2024, in Boston, Massachusetts. To honor naval history, Nantucket became the newest ship in the fleet while moored stern-to-stern with USS Constitution, the U.S. Navy's oldest commissioned ship.

"I want to thank all of you for your service and your dedication, I know it's been a long journey to get to this point. In the past few weeks alone, you've traveled over 2,000 nautical miles through four Great Lakes and 15 locks to get here." said the Honorable Michelle Wu, mayor of Boston, Massachusetts. "While we know the Charlestown Navy Ship Yard isn't your final stop, it's a source of great pride for this city and the people of Boston to be granted the privilege of sending you off to your homeport."

Guest speakers for the event also included the Honorable Maura Healey, Governor of the Commonwealth of Massachusetts, who delivered the commissioning ceremony's principal address. Remarks were also provided by the Honorable Polly Spencer, ship's sponsor; the Honorable Bill Keating, U.S. Representative, Massachusetts' 8th District; the Honorable Meredith Berger, Assistant Secretary of the Navy for Energy,

Installations and Environment; Vice Adm. Michael Boyle, Director of Navy Staff; and Mr. Paul Lemmo, Vice President and General Manager, Lockheed Martin Integrated Warfare Systems and Sensors.

"Today we gather to celebrate a remarkable addition to our naval fleet, USS Nantucket. I'm honored to represent Lockheed Martin and we're proud to partner with the U.S. Navy to build the Freedom-variant littoral combat ships," said Lemmo. "USS Nantucket is not just a ship, it embodies innovation, resilience, and the spirit of our maritime forces."

The ship's sponsor, The Honorable Polly Spencer, wife of the 76th Secretary of the Navy, joined by her two daughters, Sarah Minella and Amy Ambrecht gave the order to "man our ship and bring her to life!"

"I'm so heartened to look out and see young boys and girls here and I hope they leave today inspired to answer the call to service," said Healy. "The freedom - all the freedoms, all the privileges that we enjoy today as Americans are only possible because of those who have served and those who continue to serve."

Nantucket is the 14th Freedom-variant littoral combat ship (LCS) commissioned in the United States Navy and the third to be commissioned in naval service to bear this namesake.

USS Nantucket (LCS 27) was built by the Lockheed Martin and Fincantieri Marinette Marine in Marinette, Wisconsin. The ship was authorized on Oct. 10, 2017, and named on Feb. 13, 2018. It was christened Aug. 7, 2021, and completed acceptance trials the following year. The ship was delivered to the U.S. Navy on July 29, 2024.

"My journey began in September 2021 when I received word that I would be the first commanding officer of USS Nantucket and unveiled the crest on the island," said Cmdr. Kari Yakubisin, Nantucket's commanding officer. "Our mission on Nantucket is the same as the Constitution was in 1812, while technology has changed over the last 200 years, the mission of the United States Navy remains the same, keep the sea lanes open for commerce, deter piracy and promote peace around the world. I am proud of this crew and the hard work they put in for the last seven months."

LCS class ships like Nantucket will be equipped with Over the Horizon – Weapons System (OTH-WS) Naval Strike Missile (NSM). The OTH NSM provides the U.S. and its allies with long range anti-surface offensive strike capability as well as increased coastline defense, deterrence, and interoperability. This will include the MK 70 Payload Delivery System (PDS) which uses combat proven MK 41 Vertical Launching System (VLS) technology to provide mid-range precision fires capabilities. The MK 70 enables rapid deployment of offensive capability to non-traditional platforms and locations.

The ceremony featured early successes, milestones, fair wishes, and following seas while showcasing a weeklong series of events celebrating the ship, its crew, community and namesake city.

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

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 Hampton (SSN 767) Arrives at Portsmouth Naval Shipyard

From Branden Bourque

22 November 2024

USS Hampton (SSN 767), a Los Angeles-class attack submarine and its complement of more than 130 crewmembers arrived at Portsmouth Naval Shipyard Nov. 21, 2024.

"The arrival of Hampton at Portsmouth Naval Shipyard underscores our commitment to ensuring that our attack submarines remain ready for the challenges of tomorrow. The maintenance and modernization of these vital assets, not only extend their operational lifespan, but directly contributes to the Navy's warfighting readiness," said Shipyard Commander Capt. Michael Oberdorf. "In alignment with the CNO's NAVPLAN 2024, this work is a clear reflection of our unwavering focus on lethality, readiness, and the integration of cutting-edge capabilities into the fleet. The critical work we do here strengthens our nation's ability to project power and deter adversaries, ensuring that our warfighters are always prepared to fight and win, wherever and whenever required."

While at the shipyard, Hampton will undergo scheduled maintenance and system upgrades. The work will prioritize technological advancement and modernization of systems to maintain a competitive edge in maritime operations ensuring Hampton remains mission-ready and is returned to the Navy fleet ready to meet any tasking the Navy and Nation needs.

Commissioned in 1993, Hampton is named for four cities: Hampton, Virginia; Hampton, Iowa; Hampton, South Carolina; and Hampton, New Hampshire. Over the years, Hampton has built a reputable deployment record, completing three Western Pacific deployments in support of U.S. national security interests. Its most recent operational service was in the U.S. 7th Fleet area of responsibility, where it carried out crucial maritime security operations and demonstrated the Navy's forward presence in the region focusing on deterrence strategies to counter threats from potential adversaries. Hampton has also participated in numerous training exercises, including the Unmanned Systems Integrated Battle Problem and the multinational UNITAS LXV exercise off the coast of Chile. These exercises help the Navy build collaborative partnerships with other nations and services to enhance collective security and interoperability within the joint forces strengthening them as a whole.

Attack submarines like Hampton are designed to excel in a wide array of mission areas. These include anti-submarine and anti-ship warfare, strike operations, special forces deployment, intelligence gathering, and mine warfare. With its advanced systems, Hampton plays a key role in maintaining maritime security, projecting power ashore with Tomahawk cruise missiles, and supporting special operations forces in various global theaters.

"We're excited to welcome the USS Hampton to Portsmouth Naval Shipyard. Getting the Hampton back to the fleet to defend freedom is a top priority for our team. We're fully committed to putting in the hard work necessary to ensure the Hampton is ready to fight and serve wherever the Navy is needed," said Tim Doyon, Hampton Project Superintendent.

Hampton's Commanding Officer is Cmdr. Grant Wanier, who assumed command on May 30, 2024.

Throughout the maintenance period, Hampton will be supported by its host community of Hampton, New Hampshire. The host community program helps strengthen

the bond between the Navy and the surrounding community. Hampton's crew may help the host community in a variety of ways, including painting projects at schools, park cleanups, participating in parades, or other community events as scheduled. Residents in the seacoast community often show their support for the crew, the mission, and the shipyard.

As Hampton undergoes its scheduled work, the crew will continue training and preparation to ensure they are ready to execute a full range of missions upon returning to the fleet. The maintenance and modernization work at PNSY will position the Hampton for continued success as it remains a key player in the Navy's operations around the world.

As America's leader for attack submarine maintenance, repair, and modernization, PNSY is enhancing critical warfighting capabilities by delivering first time quality service, on-budget, on time to the fleet and helping enable warfighters to be battle-ready when called upon.

Keel Laid for Future USS Sam Nunn

From Team Ships Strategic Operations

22 November 2024

PASCAGOULA, MS. – The keel for the future USS Sam Nunn (DDG 133), an Arleigh Burke-class guided-missile destroyer, was laid during a ceremony on Nov. 22 at HII's Ingalls Shipbuilding division.

The ship is named in honor of United States Senator Samuel Augustus Nunn Jr, who represented the state of Georgia, served as Chairman of both the United States Senate Committee on Armed Services and the Permanent Subcommittee on Investigations.

As the living namesake, Sen. Nunn attended the keel laying ceremony alongside his daughter and ship's sponsor, Michelle Nunn.

A keel laying ceremony represents the joining together of the ship's first major modular components at land level. During the ceremony, the keel is authenticated when a welder etches the initials of the ship's sponsor into the keel plate. In addition to Ms. Nunn's initials, Sen. Nunn's initials were also etched into the plate.

"The future USS Sam Nunn and all who sail aboard her will honor the legacy of Sen. Nunn and his dedication to the men and women serving our country," said Capt. Seth Miller, DDG 51 class program manager, Program Executive Office, Ships (PEO Ships). "DDG 133 will be yet another player on the field providing the most advanced capability to our Navy and the nation."

DDG 51 Flight III destroyers feature the AN/SPY-6(V)1 Air and Missile Defense Radar and incorporate upgrades to the electrical power and cooling capacity plus additional associated changes to provide greatly enhanced warfighting capability to the fleet.

Future destroyers USS Ted Stevens (DDG 128), USS Jeremiah Denton (DDG 129), USS George M. Neal (DDG 131), and USS Thad Cochran (DDG 135) are also under construction at Ingalls.

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



MISCELLANEOUS COMMERCIAL FISHING NEWS

Continued from Page 13

Despite significant progress, much work remains to recover Atlantic salmon populations in Maine. With support from NOAA's Species Recovery Grants to Tribes Program, the Penobscot Nation continues its restoration efforts for Atlantic salmon populations in the Penobscot River watershed. These efforts align with NOAA Fisheries' broader vision to restore habitats and reopen migratory routes, ensuring fish access to healthy environments.

Chuck Loring highlights the Penobscot Nation's commitment to restoration: "The Tribe takes a seven-generation approach to conservation. That's our motivation to work hard now. I might not be able to see the results, but my descendants will."

Nomination Period Now Open for the Marine Fisheries Advisory Committee

Nominations are being accepted through December 23, 2024.

November 06, 2024

NOAA Fisheries is seeking nominations to fill vacancies on the Marine Fisheries Advisory Committee. The Committee advises the Secretary of Commerce on all marine life matters that are the responsibility of the Department of Commerce. It researches, evaluates, and provides advice and recommendations to the Secretary and NOAA on agency policies, activities, science, conservation, and regulatory programs critical to the mission and goals of NOAA Fisheries.

Committee members are highly qualified, diverse individuals with experience in: Commercial, recreational, aquaculture, tribal, indigenous, and non-commercial fisheries and businesses; Seafood industry, including processing, marketing, restaurants, and related industries; Marine, ecosystems, or protected resources management and conservation; Human dimensions, social sciences, and economic issues associated with marine resources and working waterfronts.

Nominees should possess expertise in one of these areas. They may be from: Tribes or indigenous groups; Environmental organizations; Academia; Consumer groups; and Other marine life interest groups.

Advancing racial equity and supporting underserved communities are administration and agency priorities (see Executive Orders 13985 and 14008 and the NOAA Fisheries Equity and Environmental Justice Strategy). One key way NOAA Fisheries learns how to better support communities dependent on healthy ocean and marine resources is through the Marine Fisheries Advisory Committee. Committee members play an important role in providing a broad spectrum of viewpoints to ensure NOAA is protecting living marine resources in a manner consistent with public interest and that the outcomes of our work advance racial equity, environmental justice, and support underserved communities. To achieve this, we strive to have a Committee that represents all the communities in which we serve.

NOAA Fisheries encourages nominations of diverse people, including qualified women, people of color, tribal members, subsistence users, gender diverse, and individuals representative of historically underserved communities, who are currently underrepresented on the Committee. Membership is also balanced geographically across all U.S. geographic regions, including the Western Pacific and Caribbean.

Nominees must be able to commit to two in-person annual meetings and year-round subcommittee work. Individuals serve for a term of three years. Members may serve a second consecutive term, if re-appointed.

More background on MAFAC

A member may not be a federal employee; a state official, their designee, or an appointed member of a regional fishery management council; a registered federal lobbyist; or agent of a foreign principal. All members serve voluntarily and service is without pay. However, all travel and related expenses to attend meetings are reimbursed. The Committee functions solely as an advisory body complying fully with the Federal Advisory Committee Act.

Nomination instructions and guidelines

For questions or more information, contact Katie Zanolowicz, katie.zanolowicz@noaa.gov.

NOAA Fisheries Announces Action Plan to Enhance the U.S. Seafood Import Monitoring Program

After gathering feedback from more than 7,000 stakeholders, NOAA shaped an action plan focused on combating illegal fishing and enhancing seafood traceability.

November 14, 2024

In November 2023, NOAA Fisheries launched a comprehensive review of the Seafood Import Monitoring Program (SIMP) to explore opportunities for improvement. We engaged with a diverse set of more than 7,000 stakeholders, including seafood industry professionals, foreign governments, researchers, and civil society groups. We gathered feedback on how to enhance the program's effectiveness. This input shaped an action plan designed to strengthen its impact, focusing on combating illegal, unreported, and unregulated (IUU) fishing, and bolstering seafood traceability.

While implementing the action plan, we will continue to support industry to minimize disruptions in seafood supply chains, reduce compliance challenges, identify supply chain risks, and increase confidence in the process. NOAA Administrator and Undersecretary of Commerce for Oceans and Atmosphere, Dr. Richard Spinrad states, "Our goals are to strengthen the U.S. domestic seafood industry by promoting fair trade practices in the global seafood supply chain while building capacity to maintain and grow the Program. Once implemented, the changes to our Seafood Import Monitoring Program that we are announcing will fundamentally improve our ability to prevent and deter IUU fish and fish products from entering our market and will contribute to U.S. government efforts to address labor abuses in the seafood supply chain."

Key Action Plan Goals

We will begin to implement parts of its action plan now, while other components will take more time. "NOAA Fisheries remains committed to implementing an impactful tool in the fight against illegal, unreported, and unregulated fishing while upholding the integrity of U.S. seafood imports," said Alexa Cole, Director of the Office of International Affairs, Trade, and Commerce at NOAA Fisheries. Throughout this process, the existing SIMP requirements and reporting obligations will remain in effect. The actions outlined in the plan aim to achieve several key goals:

Enhance NOAA Fisheries' Ability to Combat IUU Fishing Through Improved Traceability and Risk Detection, Strengthening the Sustainability of Seafood Globally

We aim to improve seafood traceability and prevent IUU fish and fish products from entering U.S. markets. Key planned actions include: Expanding SIMP traceability requirements to all U.S. seafood imports by creating a two-tier system that prioritizes species based on their risk level; Enabling pre-entry screening of SIMP imports; Developing a pilot program for a voluntary government-to-government import data program; Contribute to Government-Wide Efforts to Address Forced Labor in the Global Seafood Supply Chain; We will work with partner agencies to take a more proactive approach to identify and prevent products produced with forced labor from entering the U.S. market. This includes: Strengthening partnerships with U.S. Customs and Border Protection and the Department of Labor; and Collecting additional data to address forced labor risks in seafood supply chains.

"With improved data sharing, transparency, and traceability, SIMP will elevate U.S. Customs and Border Protection's abil-

ity to protect the U.S. economy, global food security, and the sustainability of our shared ocean resources to a new level. Having more information about seafood shipments earlier in the process will also strengthen our efforts to combat forced labor in the global seafood supply chain," said AnnMarie R. Highsmith, Executive Assistant Commissioner of U.S. Customs and Border Protection's Office of Trade.

Strengthen the Integrity and Fairness of Global Seafood Supply Chains by Promoting Fair Seafood Trade Practices Around the World

To promote fair trade, the program will address administrative challenges and simplify reporting procedures. This includes: Updating permitting and reporting procedures; Modifying current data requirements; Developing additional SIMP compliance materials; and Modernizing the National Permit System.

Improve Implementation and Build Capacity to Maintain and Grow the Program

We are strengthening our internal operations by stabilizing and expanding the program team and enhancing data systems to better process and analyze seafood import information. These improvements will increase the program's ability to identify risks and conduct more thorough reviews.

"The NOAA Fisheries action plan serves as a roadmap to bolster and enhance SIMP. We are fully committed to strengthening confidence in the process, driving greater transparency, and maximizing its overall effectiveness," says Janet Coit, NOAA Fisheries Assistant Administrator.

Next Steps

We are prioritizing the implementation of these changes, with plans to issue a proposed rule, with an opportunity for public comment. A final rule will follow thereafter, with internal improvements rolling out as resources allow.

We will host webinars to discuss the action plan and next steps on November 15 at 2:00 PM ET/11:00 AM PT/9:00 AM HST and November 20 at 2:00 PM ET/11:00 AM PT/9:00 AM HST. For those unable to attend a webinar, a podcast will be available on our website November 21, 2024.

For questions, contact: iuu.fishing@noaa.gov

Breakthrough Achieved in ICCAT's Challenging Negotiations

In a banner year for the International Commission for the Conservation of Atlantic Tunas, U.S. leadership led to several breakthrough outcomes, including new management measures for Atlantic tropical tunas and North Atlantic swordfish.

Breakthrough in Tropical Tunas and Swordfish Negotiations

November 20, 2024

Following years of hard-fought negotiations, the International Commission for the Conservation of Atlantic Tunas adopted a comprehensive conservation and management measure for Atlantic tropical tunas, including bigeye, skipjack, and yellowfin tuna. The negotiations involved a diverse set of parties from around the world with widely divergent fisheries, conservation, and development interests. The Commission adopted new control measures and allocation decisions that reflect the diverse interests within ICCAT's tropical tunas fisheries for the first time after years of unsuccessful negotiations. As a result, the United States solidified its current level of access to this fishery and collaborated to advance a path to future management strategy evaluations

Continued on Page 24

Woods Hole Institute News

Continued from Page 10

circulation could significantly impact global climate."

The researchers analyzed sediment core samples collected during the International Ocean Discovery Program (IODP) Expedition 361 near Cape Town, South Africa. By studying carbon and oxygen from fossils of single-celled organisms called foraminifera and isotopes of neodymium, the team uncovered details about the changes in deep ocean temperature and salinity, as well as the mixing histories of waters originating in both the northern and southern hemispheres.

Dr. Sidney Hemming, the Arthur D. Storke Memorial Professor of Earth and Environmental Sciences at the Lamont-Doherty Earth Observatory and co-chief scientist on the expedition, said, "Crucially, we show that shifts in different deep ocean properties are not always coincident. With our more highly resolved multi-proxy record that includes transitional intervals, we find that ice age intensification was influenced primarily by changes around Antarctica."

It is suggested that as the Antarctic Ice Sheet expanded, it enhanced the ocean's capacity to store carbon, leading to lower atmospheric CO₂ levels, colder climates, and

prolonged ice age cycles.

Dr. Hines added, "Our research sheds light on the intricate interplay between ocean dynamics and climate change, underscoring the significance of the Southern Ocean in understanding our planet's climate history."

Recent studies stress the urgency of anthropogenic climate change, particularly in relation to reductions in the AMOC. As the Southern Ocean continues to warm at an alarming rate, understanding its dynamics is critical. The Southern Ocean plays a pivotal role in regulating global climate patterns, and its changes could have significant implications for ecosystems and weather systems worldwide.

Woods Hole Oceanographic Institution is a private, non-profit organization on Cape Cod, Mass., dedicated to marine research, engineering, and higher education. Established in 1930 on a recommendation from the National Academy of Sciences, its primary mission is to understand the oceans and their interaction with the Earth as a whole, and to communicate a basic understanding of the oceans' role in the changing global environment. For more information, please visit www.whoi.edu.

MARITIME NEWS FROM THE PAST - Republican Journal - 1850

25 October
Page 2.

For the Republican Journal CITIZENS OF MAINE IN THE CHAIN GANGS

(Continued from Last Issue)

Under his administration, who will venture to state the amount of "secret service money" that is used to pay political hacks who are made bearers of dispatches, and to compensate Northern newspapers for the loss of their character in their efforts to debauch the public mind of the North, and to teach Whigs how to become lick-spittles and dough faces? Who will say that money does not go from Daniel Webster's administration for these purposes with a lavish hand? Not a cent, however, could he furnish for this poor, unfriended woman! It is bad enough that Daniel Webster belongs to America. The next presidential election will tell the world that America does not belong to him.

There is not a first or second rate power on the globe, that would have suffered its citizens and property to be treated thus with impunity.

The French Minister, M. Poussin, in fact, quarreled with our Secretary of State

about some tobacco, but here is a sacrifice of a portion of our commercial marine, and of American citizens, whom Daniel Webster permits to be dragged off to chains and death! Nay, more: his chief solicitude is to provide vessels of war to protect the Island of Cuba, not to release American citizens! American mothers in distress, and American sons in durance vile, can get no access to him. Little protection is it in a foreign land, to claim to be an American citizen. While Webster's commissioners are handing over colored men and women into slavery in the South, he leaves white men to groan in slavery in a foreign clime. We hope the press will speak out upon this matter. If a citizen of a Southern State had been detained, Webster would, ere this, have dispatched half the American Navy to demand his release. But, in his debauched vision, the son of a poor New England widow has caused his government too much already. We add the extracts alluded to. Camden.

P. S. The mate of the SUSAN LOUD belongs to Massachusetts!

* * * * *

Last of the Contoy Prisoners – Appeal of an American Mother. – The New Orleans Delta of the 27th ultimo, contains a

true-hearted and sympathy-reaching letter from Mrs. Sarah Graffam, mother of the mate of the GEORGIANA, one of the American vessels captured by the Cuban authorities. She has just returned from Havana, whither she had gone to effect the release of her son. She arrived in Havana a few days too late. Her son, together with Capt. Benson and the mate of the SUSAN LOUD, had been sent in irons to Spain. She says:

"Capt. Benson and the two mates of the brig and bark were condemned to be shot. I was told in Havana that the Conde Alcoy refused to sign the warrant. After a long altercation and much excitement in Havana, they commuted the punishment to banishment or imprisonment in some penal settlement; Capt. Benson for ten years, his mate, J. A. Graffam, for eight years, and the mate of the SUSAN LOUD four years. They are condemned to work in the chain gangs.

Now, my dear sirs, place yourself in my situation, and you may appreciate the distress and agony which this news communicated to the heart of a doating mother. I have taken my life in my hand – a widow, and alone, and came from Camden, Maine, to Washington, to intercede with our Government to interfere in behalf of my son.

From Washington I went to Havana. There I had an interview with the Governor-General of the island. He also prostrated my heart and life, by informing me that it was impossible for him to do anything for the prisoners, as they had sailed on the 10th; but he remarked that he thought they would be given up by the Spanish Government, if demanded by ours. At Havana I learned that the men were convicted on the testimony of a traitor, who swore to everything the Spaniards desired him to say.

The people in Havana say that if the press was to take the matter in hand, their release would soon be accomplished. Dear sirs, what will you aid with your efforts the prayers and exertions of a mother, who, at the age of sixty-two, has made this long and perilous voyage to accomplish her son's redemption from captivity? I leave this city in two hours for Washington, where I shall spare no efforts to stimulate our authorities to action."

The respited man of the five who were taken at Cárdenas, and the one that was picked up on the island, have been sent to Spain, on their way to Africa, as have also the captain and two mates of the vessels taken at Isla de Mujeres.

The mother of poor Graffam, after having long waited at Washington to obtain a hearing, arrived here yesterday in the GEORGIA, to add a mother's tears to the thousand reasons why her son should not be condemned. With all the impatience of a mother's love she waited at Washington for some ray of hope, and at last, impelled by despair, she determined to throw herself at the feet of the Governor of Cuba. She arrived too late to see her child. Her reception by the Captain General was a kind one, but he could give her no assistance. The prisoners were condemned by another tribunal. They left here on the 10th instant, in the same ship with the Count Mirasol.

Correction. – Our California correspondent last week put down the name of C. Rowe, among the passengers in the WM. O. ALDEN, from San Francisco for Panama. It is an error. Mr. Cyrus Rowe is at Sacramento, and says he shall remain until he makes his pile. We presume it must have been another man by the name of Rowe.

Page 3.

Marine Disaster. – Captain Everett, of the bark SOPHIA, arrived at this port, yesterday, from Newport, reports that on the 3rd of September, in latitude 59, longitude 25, he fell in with the brig JOHANNA, Capt. H.

F. Johnson, in a disabled condition, with five feet of water in the hold, and leaked at the rate of an inch a minute. The weather was very heavy but he succeeded in rescuing the captain and crew, but in the attempt unfortunately lost his chief mate and one of his sailors.

The JOANNA belong to Stockholm, and was bound from Charleston, South Carolina to Bremen, with a cargo of pitch pine timber and spirits of turpentine. Nothing was saved but what the crew stood in. Capt. Johnson had placed his chronometer and the brig's papers in the small boat, but on reaching the bark the boat was upset and thus the last vestige of the unfortunate vessel was swept away.

The mate, Joseph C. Clark, who was lost belonged to Calais, in this state. The seaman lost was a native of Marseilles. – *Advertiser.*

A few weeks since Capt. Freeman B. Gibbs, of this town, was obliged to submit to a somewhat painful surgical operation, in order to have a large sail-needle extracted from his breast. More than a year ago, and while at sea, an accidental fall drove the needle into the flesh of his armpit. For a month or two succeeding, the needle caused him much trouble; the pain however ceased, and for the lapse of a year he experienced no unpleasant feeling from the piece of steel which was making a highway of his system. A return of the painful sensation, however, induce Capt. Gibbs to have the unwelcome intruder ousted from his hiding place. – *Sandwich Observer.*

To Ship-owners. – The act "to provide for the conveyance of vessels and for other purposes" passed at the late session of Congress, went into effect on and after the first instant. By that act it is provided that "no bill of sale, mortgage, hypothecation or conveyance of any vessel or part of any vessel of the United States, shall be valid against any person other than the grantor or mortgagor, hypothecation, or conveyance, be recorded in the office of the collector of customs, where such vessel is registered or enrolled." – *Boston Atlas.*

Trial of an American Steamer. – New York 21st. The Collins steamer ARCTIC, returned from her trial trip yesterday, having given the utmost satisfaction, as to her capability of plowing the waves whether smooth or rough, whether to the wind or before the wind.

DIED

In Islesboro, September 27, Eugene P., aged 7 years; 5th instant, James W., aged 9 years; 9th instant, Thomas, aged 4 years; sons of Capt. Thomas Cookson. Thus, within the space of two weeks, have been conveyed to the grave three bright, active and intelligent little boys, there to wait until the Resurrection Morn, when mortality shall put on immortality, and death be swallowed up in victory.

SHIP NEWS Port of Belfast

ARRIVED – 18th, L. JANE, Holbrook, Salem; 21st, CHAS. EDWARD, Doak; CAROLINE, Bradman, Fall River; 22nd, L. BROOKS, Mayo, Salem; J. FREDERICK, Wheeler, do; 23rd, CASPIAN, Matthews, do.

SAILED – 17th, ELIZABETH, Clark, Bangor; 20th, MORA, Cottrell, New Haven; D. BREED, Linnekin, Lynn, CATHERINE, Ryder, do; F. ELLEN, Doar, Salem; D. P. Bramhall, Lynn; PEYTONA, Gilman, Boston; WALDO, Bird, do; S. & WILLIAM, Brown, Salem; 21st, ERIE, Coombs, Nantucket; ELIZABETH, Burgess, Weymouth; 23rd, SAVANNAH, Small, Machias; 22nd, KATE ANDERSON, (new) Bangor to load for Chagres.

SEARSPORT – Arrived 18th, L. BEAN, Noyes, Bangor, and sailed 20th for New Haven; arrived 21st, MAJESTIC, Smart,

MISC. COMMERCIAL FISHING NEWS

Continued from Page

for tropical tunas.

ICCAT also adopted its first management procedure for North Atlantic swordfish. A management procedure establishes an agreed framework for future management decision-making—such as setting catch limits—designed to achieve specific objectives. These objectives could include attaining conservation goals and maintaining stability in fisheries. ICCAT continues to make significant progress in adopting management procedures for several stocks under its management, thanks to years of dedicated effort by scientists and managers. This advancement will allow for more effective management of stocks in the face of identified uncertainties. The management procedure establishes the annual total allowable catch for North Atlantic swordfish through 2027.

With its adoption, ICCAT parties also renegotiated the allocation of North Atlantic swordfish. The United States maintained its current quota of 3,907 tons.

"After lackluster progress in 2023, this year, ICCAT demonstrated the value of multilateral, consensus-based decision-making in managing international fisheries sustainably. The United States not only maintained access to our historical allocations for both bigeye tuna and swordfish, but our team also led efforts to progress ICCAT's work on climate change—helping the organization build toward a more flexible, responsive, and adaptive fisheries management regime in the future." – NOAA Deputy Assistant Secretary Kelly Kryc, Ph.D., U.S. Commissioner to ICCAT

Climate Change Enshrined in the Commission's Agenda

In recent years, the United States has spearheaded an ICCAT initiative to better incorporate climate change considerations into the Commission's work. Deputy Assistant Secretary Kelly Kryc, who chaired this initiative on behalf of the United States, led ICCAT parties to adopt a Plan of Action on Climate Change. This plan outlines clear steps for the Commission and the Scientific Committee to continue exploring the best methods to integrate climate change into its management advice. The adoption of the Plan of Action also commits ICCAT to continue a scientists-managers dialogue on this issue. It also ensures that climate

change remains a standing agenda item for the Commission and its subsidiary bodies. This guarantees that the latest climate science is considered in the Commission's decision-making process.

New Safety Measures for Fishery Observers and Stronger Transshipment Controls

The U.S. delegation also ushered through two significant achievements related to monitoring, control, and surveillance measures in ICCAT fisheries. A U.S.-led proposal requires new, robust health and safety measures to better protect ICCAT parties' domestic scientific observers deployed on fishing vessels operating in ICCAT fisheries. The proposal's adoption is a significant step forward, ensuring all ICCAT parties protect the independent observers who collect the data critical to effectively manage ICCAT species. Thanks to U.S. leadership, ICCAT has also adopted a measure to strengthen its existing controls on transshipment activities, aligning more closely with ICCAT's internationally accepted standards and best practices.

Making Seafood Imports Safer by Reducing Illegal Fishing

Our new podcast shares updates to the Seafood Import Monitoring Program. November 21, 2024

The global seafood trade is complex, far-reaching, and—in many cases—opaque. Unfortunately, these conditions can mask international cases of illegal, unreported, and unregulated (IUU) fishing.

In our new podcast episode, we'll hear from Alexa Cole, director of the Office of International Affairs, Trade, and Commerce, about updates to the Seafood Import Monitoring Program. It's a reporting and record-keeping program designed for us to gather information about certain seafood imports to be able to combat IUU fishing and seafood fraud.

Alexa discusses new technology, including AI machine learning tools, used to increase data collection and expand the program. After soliciting feedback from more than 7,000 interested and relevant parties—including seafood industry professionals, foreign governments, researchers, and civil society groups—the updates will strengthen the program's impacts and increase its effectiveness in combatting IUU fishing.

MARITIME NEWS FROM THE PAST - Republican Journal - 1850

Bangor; MONADNOCK, Colson, do; MARIA, Sweetser, do; F. A. HEATH, Carver, Providence.

Arrived at Boston 17th, BRUNETTE, Magrath, Malaga; J. BALCH, do; LUCY ATWOOD, Atwood, Turks Island; M. DUTCH, Philadelphia; MELISSA ANN, do; ABAGAIL, Ellsworth, A. TREAT, Bangor; arrived 18th, LEANDER, Mayo, Aux Cayes; LYRA, Rose, Matamoras, 25th; MARTHA ROGERS, Boardman, (of Deer Isle) Torrey, Wilmington, North Carolina; GALLIO, Wording, Philadelphia; A. DUNBAR, Howes, do; Arrived 19th, EMMA LINCOLN, Bartlett, Hull, England; ALBANO, H. D. LEIGHTON, and MARTHA WASHINGTON, Philadelphia; cleared MERCATOR, Leland, Bucksville; DOLPHIN, Lord, Wilmington; ST. LEON, Parker, and ADELAIDE, Lansil, Bangor; arrived 20th, OVANDO, Emery, New Orleans 20th; W. H. SPEAR, Dickey, do 20th; WILLIAM, Coombs, and GAZELLE, Coombs, Philadelphia; JOHN, SALINE, and SAGAMORE, Bangor; CIN-CINNATUS, Ellsworth; arrived 21st, M. AND J. C. GILMORE, Eldridge, Wilmington, North Carolina; NORA, Jordan, Rondout; HERO, (of Searsport) Eaton, St. Johns, New Brunswick; MONCLOVA, French; WESCOGUS, Wass, and J. WARD, Anderson, Philadelphia; DELEXO, Dennysville; EL DORADO, Harrington; PRUDENCE; MARY EMILY; ABEONA; DECEMBER; ILLUMINATOR, and BANNER, Bangor; CIVILIAN, Treat, Frankfort; SMILAX, Orland; SEVEN SISTERS, Addison; JAMES, Sedgwick; GEORGIA, Ellsworth; cleared, DEMERARA, Merri-Philadelphia; arrived 22nd, NAPOLEON, Durham, Philadelphia; L. COPELAND, do; EMELINE, Clifford, Bangor; HUNTRESS, Tremont; MAGNOLIA, Blue Hill; PATAPSCO, Castine; cleared ROUND POND, Pierce, Belize; ALPHAGE, Brown, St. Thomas

Arrived at New York, 16th, ETRURIAN, Leland, Santa Cruz, Cuba; R. H. GAMBLE, Hosmer, Cedar Keys; MARIA, Foss, Jacksonville; cleared PROTECTION, Hill, Eastport or Mobile; arrived 17th, RADIUS, Magrath, Curacao; HELENE, Griffin, Charlestown; ORIANA, Dodge, Richmond; arrived 18th, ORTANA, Emery, Turks Island; VANDALIA, Norton, Bremen; TALLY-HO, Smith, Rochelle; EMILY, Nichols, Charlestown; CELESTIAL, Rockland; RIO, Merrick, Machias; Arrived 19th, J. FARWELL; ZEPHYR, GEN. CASS, and BENGAL, Rockland, Cleared 18th; TORONTO, Parker, New Orleans; MATAMORA, Wass, Charges, XENAPHON, Wording, Madeira; P. R. HICHBORN, Colcord, Darien; cleared 19th, BELLE, Harriman, Jacksonville; Arrived 19th, PATRIOT, and GEORGE AND WILLIAM, Rockland; Arrived 29th, CREOLE, Young, Ellsworth; via Boston, with loss of 20,000 feet lumber, and anchor; AMERICAN, Ross, Savannah; KELOS, Matthews, Eastport.

Arrived at Philadelphia, 16th, ARIEL, Miller, Cienfuegos; WM. MCGILVERY, Hichborn, Wareham; MARIETTA, Shackford, Eastport; cleared DENCEY, Mudgett, Boston; E. MERITHEW, Griffin, do; arrived 17th SARRONAC, Danbury, Liverpool; EOLUS, Moore, and LEGHORN, Pendleton, Eastport; SARAH EMMA, Calais; MONTE-REY, McIntire, and BROOKSVILLE, Limeburner, New York; cleared H. B. BASCOMB, Corson, Providence; VENEZUELA, Wilson, Leguraye; arrived 18th, ST. CROIX, Eaton, Calais; ROAMER, Nichols, Boston; cleared WM. MCGILVERY, do; arrived 19th, P. PATTERSON, Patterson, Belfast; cleared ONTARIO, Carlisle, Bangor.

Arrived at Baltimore 19th, NANCY, Patterson, San Blas.

Arrived at Wilmington, North Carolina, 11th, NARRAGUAGUS, Hinckley, Charles-

Arrived at Charleston, 14th, W. T. DUGGAN, Corson, New York; arrived 17th, ZAVALLA, Friend, Pensacola for Boston, put in in distress, lost spars, &c.

Arrived at Georgetown, South Carolina, 10th, SEA BEAU, Merithew, Wareham.

Arrived at Richmond, 18th, MT. VERNON, Drinkwater, Providence.

Arrived at San Francisco, September 2nd, bark PERU, Boston; 4th bark SPLENDID, do; 6, bark CUBA, do; 8th, ship HERBERT, do; brig CALEB CURTIS, do; 9th bark DELPHUS, do; PHILOMELA, Jewett, Portland; 10th OXFORD, Boston.

Arrived at Stockton, September 12th, CONDOR, of Portland.

Arrived at Monterey, September 8th, E. WAITE, of Bangor.

Arrived at New Bedford, 19th, DELL NORTE, Simpson, Norfolk.

Arrived at Providence, 19th, MONTICELLO, Clifford, Bangor.

Arrived at Holmes' Hole, 18th, E. HINDS, Perry, Bangor; COMPEER, Mayo, Sullivan, for Providence; SEA MARK, Harriman, Portland for New York; DELMONT LOCKE, Ginn, New York for Boston.

Arrived at Newport, 18th, OPHIR, Beal, Orland for New York; SPLENDID, Kellar, Machias for do; GAZELLE, Whitcher, Thomaston for do.

Brig ZAVALLA, (of Blue Hill, Maine,) Friend, 23 days from Pensacola for Boston, put into Charlestown 17th instant, in distress, having had heavy weather, which damaged spars and caused the vessel to leak.

Foreign Ports

Arrived at Cienfuegos 20th ultimo, bark CLARA C. BELL, Porter, for Boston, October 1st.

At San Juan de los REMEDIOS 25th ultimo, E. GLEASON, from and for Boston.

At Mariel 7th instant, GEO. E. PRESCOTT, to load for Boston.

At Havana 8th instant, ORLANDO, White, for New Orleans; RAPID, Ward, for New York next day; sailed 4th, MAINE, White, Colonas, to load for Boston.

Cleared from Matanzas 28th ultimo, N. W. BRIDGE, for Boston, was seen 1st instant in Straits of Florida.

At Cardenas 3rd instant, ABEONA, Robbins, Matanzas.

Arrived at Gibraltar 18th ultimo, DAVID NICKELS, Nickels, from Malaga, for Philadelphia.

At Cronstadt 23rd ultimo, INDIAN QUEEN, Drummond, for Liverpool, RHONE, Davis, for Stockholm.

At Malaga 24th ultimo, ORK, Dunbar, for Boston, loading; L. MARIA, Rich, for New Orleans, do; KANAWA, Higgins, Newport; ZANTEE, Parker, for New York.

At Zantee 21st ultimo, ROBERT PATTERSON, Linnekin, for Boston next day.

Sailed from Havre October 2nd, MEDOMAC, Rich, New Orleans.

Cleared from Bristol October 2, BELL ROCK, Pendleton, New Orleans.

Arrived at Liverpool 4th instant, LAPLAND, Simpson, New Orleans; adv. for New York, HY CLARY, French, 11th; for New Orleans, JUDAH TONRO, Nickerson, 20th; loading at do, CRESCENT, Nickerson, Sullivan, Maine.

At Panama 4th, steamer TENNESSEE, San Francisco; no date, bark WM. O. ALDEN, Alden, (of Belfast) from San Francisco, with 118 passengers. [We learn that the WM. O. ALDEN made the passage in 30 days.]

Arrived at Kingston, Jamaica, 7th, brig EMELINE, from Calais, (was in port 13th.)

1 November

Page 1.

Variation of the Compass. – According to the Journal of Commerce, it has been ascertained from authentic records that Great

Britain loses by wrecks between five and six hundred ships every year, or about three vessels in every two days. A considerable proportion of these disasters is supposed to result from errors of the compass, caused by the attractive power of the guns of vessels of war, the presence of tanks or funnels, or the iron used in the construction of a ship. This deviation of the compass is found, by observation, to differ greatly in different vessels, so that there is no remedy for ascertaining the true amount but by direct experiment on board each ship. The "Compass Observatory" has in consequence been established in England, where every ship of the Royal Navy has its compass adjusted previous to setting sail on a long voyage. Up to this time however this practice has not been observed in the mercantile marine, notwithstanding the enormous loss of life and property.

Page 2.

"California Packet." – We received some time since the conclusion of the journal of a passenger in the CALIFORNIA PACKET, Capt. Kimball. These last letters relate to the same localities described by Mr. Griffin in his letters. The voyage seems to have been an eminently fortunate and pleasant one. The 4th of July was celebrated on board the ship in latitude 24° 25' S., Longitude 82° 25' W. It appears to have gone off in fine style. Capt. George Kimball, of Frankfort, was president of the day. There were nine vice presidents. U. Miller was the orator. We are much gratified at the partiality of the passengers in the CALIFORNIA PACKET, who voted that the account of their voyage might be published in this paper. But we think that a few considerations will satisfy them that we must decline publishing the manuscript in full. And the same considerations will apply to anyone who writes for the press. The newspaper of an editor (to illustrate by comparison,) is his little patch of ground, upon the successful improvement of every part of which depends his bread. His space is at best but small, and no one who does not judge from experience, can estimate his watchful care to make every nook and corner of the most productive. Men who write upon a subject which may profoundly interest themselves, may not realize that it will not have the same interest with a majority of the five thousand readers of a newspaper. Now, in the present

case, the CALIFORNIA PACKET has been for months the entire world of her passengers. Those minutia which so much interest them, may not so much interest a majority of our readers as the daily events passing around us. We estimate that the amount of manuscript sent us would make fifteen columns. At three columns per week, there would be five weeks occupied in publishing. It embraces an account of the celebration we have spoken of, which would make (address and all,) six columns. Now we have had dozens of addresses of this kind offered us for publication, but we never saw one so far out of the ordinary course as to warrant us in publishing it. We think these suggestions will be a sufficient excuse to our friends, and of service to others.

Correspondence of the Republican Journal.

Buenos Ayres,
Argentine Republic, S. A., August 5, 1850
GETTING TO SEA

Dear Brother: – You see that since my letters from Washington, published in the Journal, I have turned up in a new spot. I left New York in the bark ANN HOOD, the 9th of May, and we made the passage here in sixty five days. Having brought my industry to a bad market, I occupy a portion of my not over precious time in writing to you. There were two passengers besides myself, clerks, one going out to a large mercantile house in Montevideo, and the other to Buenos Ayres. We passed the time very pleasantly with books and other means, though the captain contributed little to our enjoyment. I wish to speak of him as setting examples which ought to be avoided by our captains.

The bark was ready for sea; she left the pier and hauled out into the North River; I went on board; the captain was on shore, but soon made his appearance. We were to sail at 8 o'clock next morning. I concluded to stop on shore that night, and, as the captain had to return to land, I stepped into the boat with him. It was then he assumed new dignities. The mate was busy in the cabin, and did not hear till the second call; this drew down upon him, from his superior, a haughty rebuke. The mate apologized, manfully, and respectfully, but it would not do. The new skipper, (like the newly instated governor,) who thinks the body politic a horse whereon he rides, and that it may know he can command, straight

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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

lets it feel the spur,") thought it a fit occasion to display his authority, and establish a reputation for discipline; so, Tarquin like, he began by cutting off the tall poppies first, and discharged him; but this proved an unwise step. The consequence was, that in addition to a tremendous blow up from the owner, the crew whom he had taken so much pains to inspire with dread, refused duty. Here was the d—l to pay, and no pitch hot. The next morning was thick, with a headwind. In the course of the day another mate was shipped; and in the afternoon the wind veered more easterly, and blew a gale. Night came on, the mate wanted to set an anchor watch, but the men refused. The captain was still on shore, and could not get off on account of the weather. So the two mates and cook had to stand watch; but the old smut fell asleep on his tour, and let the vessel drag over to Jersey shore, where she was near going aground. Next morning the wind was fair, and the captain came on board with a pilot. The crew, with one exception, came aft and demanded to be set on shore, upon the pretext that advantage had been taken of their inebriety, inability to read, &c., and that they shipped for more than they were down for on the articles. The skipper produced the articles, and reasoned with more forbearance than I could have given him credit for; but they would not listen to him, and declared that they would not go to sea with him. Then the scene changed. He swore they would go. No, they be damned if they would. He lost all patience, and in the crack of a whip, had one of them by the throat on the deck, and called his mates to help. They came, and soon the poor tar was seated aft, on the booby hatch, in double rope-yarns. The other recusants soon followed; one, with his nose flattened to a pancake by a blow from the captain's fist. Four men only – the mates,

one seamen, and the old cook – were left to get up the anchor, and get the ship under sail. But with a little aid from the passengers, in which my own nautical experience was put in play, we accomplished it, and as she went down the Narrows, the prisoners, seeing it a bad chance, went one by one to duty. This is a brief history of the beginning of too many foreign voyages.

A "MODEL" CAPTAIN ON BOARD

I need not narrate how, a few days out, the captain realized the expectations we had formed of him. Between him and the passengers there soon sprung up a mutual desire to annoy each other. We were three to one, and the official had much the worst of it. As for myself, I was peculiarly obnoxious, being put down as the prime mover of the whole. The captain even signified to one of the passengers the benevolent intention of locking up his obnoxious passenger, and regaling him on bread and water. This rather disturbed the placid waters of your unworthy correspondent's disposition and it was intimated back through the same channel, that all such attempts to impress his passengers with an awful sense of his authority, were utterly idle. That the relation in which he stood to them was well understood. That they had bargained with, and paid, the owner for the best accommodations the ship afforded. That the captain was bound to carry out the conditions of the contract; and so far from having the right to abridge their comforts, he stood in the same light as a land lady's housekeeper on shore. This kind of sea logic went home to his stomach, (he had no heart,) and nothing more was heard of confinement, low diet, or anything of the kind. He honored us with his company at meals, but at other times, whenever we entered the cabin he would retire, leaving it to us, which is the only favor for

which I remain indebted to him. Immediately after meals, he would withdraw, and take position on the bulwarks, and leaning back against the rigging, in sullen silence, (except now and then a haughty "How d'ye head?" or a "Damn ye keep full;") direct his eyes fiercely and fixedly, ahead, at something, we never could determine what.

STORM AT SEA

Occasionally we diverted ourselves by fishing up clusters of gulf weed, which we found peopled with diminutive crabs and curious fishes, some of the most singular formation, unlike any I ever saw described in natural history.

Now and then a gale came to our relief, and one storm we encountered, which combined all the ingredients necessary to a war of the elements. It lasted about 24 hours. The furies of air and sea were turned loose against each other. I went on deck at midnight, to contemplate the grandeur of the scene. Tartarean darkness palled the deep, the wind shrieked madly through the rigging, an intermitting phosphoric light gleamed around the prow, as the ship dashed madly on, like the storm-steed, breathing fire; anon a thousand electric shafts vaulted the heavens, rifling in a thousand ways the black curtain that shut out, as it were, a world of light beyond, lighting up the dark caverns, and gleaming on the crested ridges of the watery chaos below, followed by the most terrific peals of thunder I ever heard. The lightning struck at one time so near the vessel that it nearly blinded me, and stretched the second mate, a brawny Prussian, flat on deck. He was only a little stunned, however, though most cruelly frightened; and he gathered himself up in a mortal hurry, thinking the mizzen-mast was falling in fragments about his ears. But no – the gallant bark still kept her way, bounding like a naiad over

the waves, unharmed by the sulfurous bolts which the thunderer hurled in such fearful volleys about her. The next day the storm subsided, and a placid night followed one of the most gorgeous sunsets imaginable.

On the 26th of June the promontory of Cape Frio appeared, looming up like a pile of clouds in the western horizon.

LAND AGAIN

On 7th of July we entered the mouth of the Rio de la Plata, in a dense fog. We laid to awhile for it to clear up. We could distinctly hear the surf rips on the beach of St. Mary's. The seals kept up a constant snorting and snapping, like so many dogs. The mouth of the river abounds with these animals, many thousands of which are taken annually, at the proper season, for their fur. The island of Lobos, in the mouth of the river, is so named from the numbers of seals which congregate there, (Lobo marina, – sea-wolf, – being their Spanish name,) and is the principal place of taking them.

The winds were so light that we were in three days in getting to Montevideo. The skipper being a prudent man, and unacquainted with the navigation of the river, brought the ship to anchor every night. Every morning, invariably, we were encompassed by a thick fog, and here we had an opportunity of observing a phenomenon which, although it may be very common, I never before noticed, viz.; what sailors call a fog-eater. It is a circle of pale light, though sometimes a segment is cut off by the surface of the water, which, in a thick mist, appears close to the ship, its diameter not exceeding one third or one fourth of the ship's length. It is produced by the same causes as the rainbow, and is to be accounted for on the same principles; but it does not display varied colors, from the fact, as I presume, that the particles of mist, unlike raindrops, being extremely minute, have not refractory power sufficient to decompose the rays of light.

As the rising of the vapory curtain caused the circle of observation to expand, in a scene perfectly South Atlantic would be disclosed. Thousands of seabirds speckled the placid surface of the river; companies of seals might be seen leaping like porpoises on their way, a stray one occasionally poking his head out of water close to the vessel, signing like a maid, and looking as rueful as a drowning terrier.

TOO NEAR LAND

In the afternoon of the 10th, we anchored off Montevideo and took a pilot. Got up anchor next morning, and proceeded up the river with a head wind. On the night of the 12th, while running on a taut bow line, at the rate of 7 knots, we brought up on the Chico bank. He was a fine mess. There was a short, ugly sea, the wind was every moment freshening, and the vessel on a clay bank, handsomely shoved up, as may well be supposed, from the rate of her sailing, and the fact that the slide was to gradual that her stoppage was scarcely perceptible. After much bracing and pulling, we managed to get her partially round; but she would not move ahead a single peg. Presently she began to thump. We lowered the boat for the purpose of sounding around her, but it would not stand the sea, and was with difficulty returned to the ship. The thumping became more violent as the wind increased, threatening to throw the masts out of her at every jump; but the pilot kept all the sail on her that she would bear, as the only chance of getting her off. After thumping for about three hours, I began to think she would leave her bones there, and made arrangements for performing the remainder of the voyage on my state room door, but at last she started, and making about a dozen kangaroo leaps, got off into deepwater, when we again came to anchor. We all felt much relieved, I assure you; and upon calculation the pilot ascertained that during the four hours on the

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bank, he had consumed one and three fourths pounds of tobacco! The next morning we got underway again, and at 4 PM, anchored in the outer roadstead of Buenos Ayres.

THE CITY OF BUENOS AYRES

The river here is about thirty miles wide. There are two places of anchorage, the outer and inner roads. Vessels of more than ten feet draft lie in the outer roadstead, about five miles from the city. The beach shelves so gradually, that, (except at high water,) boats are fast in the sand and from thirty to forty rods from the landing places, and passengers and baggage are taken from them, and brought to land in carts, drawn by horses or mules. The horses are harnessed to these carts in the most primitive manner; One is placed in the shafts, and instead of drawing by a collar, draws by the girth passing round him; the other by a thong of hide rope, one end of which is attached to the girth, the other to the axle, or some other part of the vehicle pulling sometimes abreast, but, often swinging off at right angles, when he is whipped into line again by the driver. Their mode of harnessing an ox team is equally antique and unique. The yoke is from six to eight feet long, and is lashed to the horns, so that the whole labor comes upon the spine. The driver sits on the middle of the hindmost yoke, and guides his team by means of a pole of cane, from 10 to 20 feet long, according to the number of pairs in it. But I will finish my own story before digressing further.

Our landing was somewhat anomalous, and quite contrary to the port regulations. It being late when we came to anchor, the crew could not be spared to row was ashore, so we hailed a passing boat, which proved to be in the employ of some of the authorities. There was no officer in the boat, but the coxswain agreed, for a stipulated sum, to take us, though, by so doing, he ran the hazard of being locked up; it being contrary to law for strangers to land after sundown. The pilot, who was well acquainted with the regulation, took his chance with us, hoping to get

to land in season; but it was pitch dark long before we reached it, and the lights of the city streamed far out on the water. At length the boat struck the ground, about fifty rods from the shore, and one of the crew waded ashore to report us. It was too late to think of getting a cart, and the question was, how we were to get landed; but our boatmen soon resolve it. They threw out the anchor, and began to roll up their trousers. We were to ride ashore on their shoulders. I did not much relish the idea of trusting my corporation to one of these bipedal steeds; more especially, as they exhibited evident symptoms of having been too freely "wateredered" during the day. But presently a dark object was seen approaching; the coxswain jumped into the water, and advanced toward it. Suddenly he turned and ran back: "Up anchor and away," he shouted, "the soldiers are coming!" But before it could be done, we heard the shout, not of the soldiers, but of the cart-driver, coming off for us.

The captain of the port happened to be in uncommon good humor - he excused all irregularities, and, after the customary forms, dismissed us to shirk for ourselves. I went, at first, to an English house, but soon left. I am now stopping at the Atlantic Hotel, kept by Thomas Bradley, Esq., formerly of Portland, Maine, who has been nineteen years in the country, and whose hospitality I commend to all strangers coming to Buenos Ayres.

Buenos Ayres presents few objects of interest to the curious. The streets are straight, and cross each other at right angles; but they are narrow, and measurably paved; some, indeed, are not paved at all, and are abominably filthy. The sidewalks in perfect keeping with the streets, are so narrow that two persons cannot walk abreast; and so uneven that you must look before you step. At many of the corners, and in many places for a whole square, they are from two to five feet high, which makes dangerous navigation, in the night, for those who travel by "steam." In some parts of the city they are introducing the asphaltum sidewalk, which is almost the only

improvement noticeable. The city has but few fine specimens of architecture to boast of. The houses are generally of brick, with flat roofs, of the same material, laid in mortar; the walls being continued some three or four feet above and forming a sort of rampart around it, from which many a dark eyed damsel may be seen looking on the scene below, in a pleasant afternoon, towards sunset.

There is generally a "patis," or "quad-rangular court, in the center, paved with bricks; though sometimes, in those of the more wealthy, tessellated marble. In the rear is the garden, and sometimes the pozo; (well;) though the greater part of the city is watered by carts from the river.

The Plaza de la Victoria (Victoria Square,) is the only part of the city which displays anything approaching to architectural taste. In the center is a small monument, commemorative of ninth of July - the anniversary of their independence - and around it is the cathedral, the cabildo, (courthouse,) police offices, and buildings occupied as stores, with heavy arcades in front.

There are several large churches, but they are not richly decorated; two miserable theaters, and miserably supported; and an opera.

The Argentine ladies are not remarkably beautiful; but so far as I have seen, rather the reverse. Nevertheless, the old 'uns keep them under strict surveillance; no one appearing in the street, without having her mama or old duenna following; and if, perchance, she have a gentleman visitor, the interview is spoiled by the presence of the old 'un; who keeps a constant fluttering, in and out, out and in, like an old robin, who thinks some monster owl is about to invade her sanctuary, and steal away her unfledged squabs. If I were to remain long in the country, I would undertake to reform this great social error.

The government consist of - Gen. Rosas, though called Republican, it is so only in name. True, they have a House of Representatives, but they are all the creatures of Rosas;

passing no laws, but such as are proposed by him. Though they normally have free suffrage, no one dares to exercise the elective franchise, except in favor of such persons as he recommends, for fear of assassination. By midnight murders, by executions without form of trial, by imposing petty observances upon the people, by instituting a system of espionage upon them, and visiting the least neglect with the knife of the midnight assassin, he has subdued their spirit, destroyed their moral courage, and made himself one of the most absolute despots that ever swayed the scepter of power. Nevertheless, he is very plain in manners and equipage; and, when he first came into power, was perhaps, the man for the times. Before that time, no stranger could travel in safety through the country. No person could walk out at night, in the city, without fear of the stiletto; it was infested by desperados, who, during the day, were carousing to the guitars, in the palperias, (grog shops,) and at night, prowling through the city committing murders and robberies with impunity. Now it is quite the reverse. The country is comparatively safe; and perhaps no city in the world, is guided by a more vigilant police, than that of Buenos Ayres.

Commerce flourishes, and there is scarcely any article of convenience or luxury, that cannot be procured here.

The wealth of the country consist in cattle, which are raised on the estancias in the country, many hundred thousands of which, are slaughtered annually. On some his stance is (estates,) there are from one hundred, to one hundred and fifty thousand heads. Their exports are hides, tallow, horns, and hair.

I have had a proposal from a brother chip, to travel through the Province of Entre Rios, the coming summer, but it will not pay; I shall only be losing time; besides, my health is poor; so I shall return home as soon as my affairs will permit.

Yours, in great fatigue, M.



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