

# Maine Coastal News

Volume 38 Issue 2

February 2025

FREE



The lobster boat REMINGTON hauled up for the winter at the Henry R. Abel Co. in Somes Sound on Mount Desert Island.

## Bristol Marine Boothbay Harbor, ME

On the railway they have ELEANOR, one of the Boston Tea Party boats for The Boston Tea Party Ships & Museum in Boston, which is in for a four-month quick fix. The Tea Party took place on 16 December 1773 and those from the Sons of Liberty dumped over 92,000 pounds of tea into Boston Harbor. There were three vessels, BEAVER, DARTMOUTH and ELEANOR, involved in the attack. BEAVER was owned by John Rowe of Boston, who was a merchant, selectman and smuggler and her master was Captain Bruce. The design for the replica is based mostly on the merchant vessel LONDON. They then took the fishing vessel UNCLE GUY, which had been built in Rockland in 1936 and converted her into this colonial merchant vessel. They began by removing the pilothouse, engine, and winch. They then began removing her planking so they could change her shape. They then added the bow bulwarks, aft house, and the stern with galleries. Then came the figurehead and rigged her as a three-master. This conversion was done in Gloucester about 15 years ago.

The window is short since she needs to be back in Boston and on exhibit this spring. She needs some serious work at bow and stern quarters as well as a transom replacement. Everything from the waterline down, she is copper sheathed, and that all

looks good, so it is an area that they are not touching.

At the bow, the portside seems in rather good shape but will need some surface repairs. The starboard side they have opened up and had started to replace the rotten timbers. There is also a section of the stem that will need to be replaced. Right at her waist they have removed some of the planking so they can see if there are frames that need to be replaced. Back aft they have much of the stern off and are trying to replace as much of the rotten areas as possible.

The deck is good, but they are replacing some of the bulwarks.

One of the big worries when doing a project like this is the availability of the needed wood. Fortunately, they had some left over from other projects, which will get them through.

This is a big project and to do it in the time frame needed so, they have added some woodworkers. Other work in the yard is mostly annual maintenance on a variety of wooden boats.

They do have a bid out on a big project off-site, but they will not hear until after the first of the year.

## Brooklin Boat Yard Brooklin, Maine

On the main shop floor, they are building a 56-foot cruising sailboat designed by

Mark Fitzgerald for a couple from California. Much of the interior is done. Her deck and cabin were built up in the Odd Fellows Hall and that was getting ready to be moved down to the main yard where she would go into the paint booth. Much of the interior was built off-site and is modular. This was to be painted just after the holiday break. The teak deck was going down and some of the interior was being put in place. At the same time, they are putting in the tankage, engine, generator, and the systems. Once everything is hooked up and the interior pieces are in place the deck will be put on. She is about halfway complete.

In another building there is a German built boat built in the early 1970s and owned by a former Senator. She was neglected for a number of years and is now undergoing a major refit.

In the same building they have a 1930s 56-foot Fedship, which is having her bottom redone along with some interior work. The interior panels have started to delaminate and they are going to make her look like new again.

They have a couple of Johns Bay Boats in storage that are having some benches and other items built this winter.

In March they are starting a 47-foot Downeast power cruiser that was designed by Will Sturdy of Brooklin Boat Yard's design department. She is narrow by to-

day's standards and sports hard chines. This should make her sea kind and push easily through the water. Her hull will be cold moulded, built with Douglass Fir with a teak deck and painted cabin sides. As for her interior, she will have a Herreshoff-style with painted panels trimmed in cherry as a Douglas fir sole. The contract was signed in early December.

There is a rumour that the next Wheeler 55 is underway, but that is not true. The second Wheeler 55 is still on hold as her owner took a CEO position with a company and does not have the time yet. They are thinking she might get going this fall.


As for the first Wheeler 55, she went very well, topping out at 30 and cruising easily at 25. What they did notice was that she was too noisy. They determined that there was a bearing too close to the transmission and that was pushing the sound through it. With further research they found that they did not need that bearing so it was removed and a little Soundown was added to help decrease the sound. Brian Larkin, President of BBY, said that they have reduced the sound issues by about 75 percent and to decrease it anymore could get very costly. However, he thought that the sound level they presently had would not be an issue. The boat is presently at the yard and they have ordered

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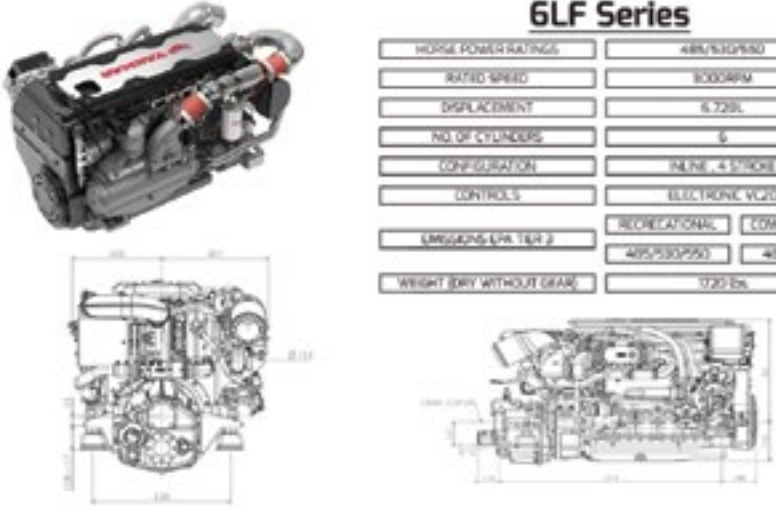


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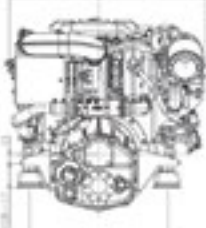
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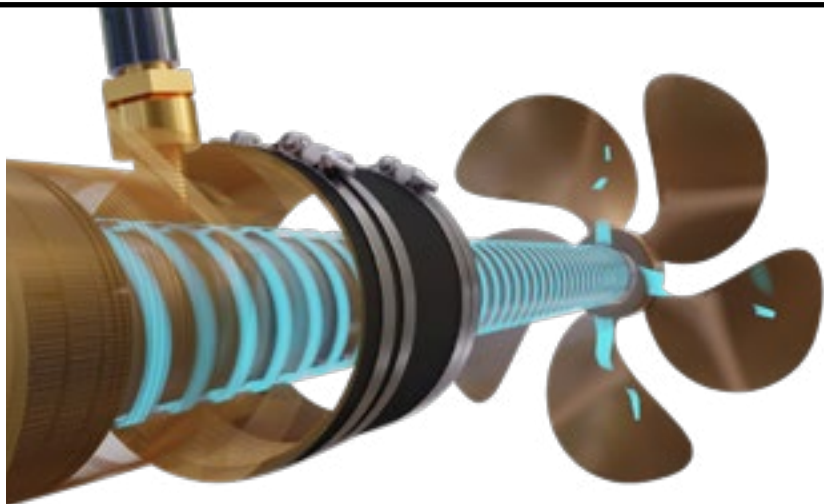
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*Maine Coastal News* is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news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

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**Advertising Deadlines:** The deadline for the March issue is January 31.  
The deadline for the April issue is February 28.

# Publisher's Note

Maybe I should not have been so hard on Mystic Seaport in Mystic, Connecticut regarding the installation of a diesel electric engine into the steamer SABINO. I was told by someone that the probable reason may have been that they could not readily find captains that were licensed to run a steam powered vessel. This certainly made sense as that would be an issue and without the proper licensed captains, she would not be able to operate.

During the holidays we print early. This allows us to get the paper out earlier in the month and get the distribution along the Maine coast done before Christmas. What really messed up the holidays for me this year was that they fell on Wednesday. The big question was whether people were going to be around before and after Christmas and before and after New Year's? I did not have an option as I needed to get the southern Maine and the Cape Ann and New Hampshire runs done after Christmas and before New Year's Eve. I got the southern Maine run done the day after Christmas and stayed the night in Portsmouth. However, I changed plans as my daughter was at my mother's in Mattapoisett and if I did not catch her there it would be a couple of weeks or more before we could catch up again. So, I scrapped the run to the North Shore and headed for my mother's to celebrate Christmas and her 94<sup>th</sup> birthday.

I know that some like to know the places I visit when I am running around. One day Ann and I headed over to New Bedford and visited our two favourite antique stores there, New Bedford Antiques at the Cove and Acushnet River Antiques. The one at the Cove is in an old factory building and is a great place, especially if you are looking for furniture. We did not find anything there, but it was still enjoyable to look around. Then it was up to Acushnet River Antiques and there I found a box of more than a hundred Providence newspapers from the mid-1850s. I took one out and sure enough there was a shipping news section in each telling of the vessels that came and went from Providence and also other interesting ship news. That was well worth the stop.

When possible, Ann and I also enjoy making a Cape Cod run. This year I had a request to deliver some shipwreck charts of Cape Cod there, so it was a great excuse to make the run. We started at the Sandwich Antiques Store in the centre of Sandwich. They had some interesting things, a couple of prints, one a Stobart, but I only bought a book. Then it was on to Titcomb's Bookstore to drop off the charts and see what they had for books.

During COVID several of the Cape Cod antique shops were closed, but this time we were pleasantly surprised to find some of them back in operation. We were not sure if anyone was open the rest of the way to Wellfleet on Route 6A, so we headed down to Harwich Port and Yarmouth and hit several shops there.

One stop I do like to make when on the Cape is at Isaiah Thomas Books in Cotuit. They have a great collection of out-of-print and rare books. I found a few maritime books, including one for the Boston and Charlestown Custom House 1789-1795. That made my day. Then I asked if they could do better on some books that I knew had been there for at least two years. Three of them were ship annuals from Italy for the late 1800s. The person who priced the books was not available but would call. He did with a good offer, but I did not have time to run back down, but they would hold them for me. What is another trip down to the Cape?

On the way back north to Winterport we usually make a couple of stops, but we need-

ed to get the North Shore run done. There were not many of the yards open and in the future, I will try not to do this run between Christmas and New Years.

The following day Ann and I headed for the Wiscasset Antique Mall to straighten out and add more books. Just before Christmas we sold quite a few books, so I knew it needed to be restocked. The books were not too messed up and I was able to add six boxes. I really need to take the time and get the marine books organized into sections making it easier for buyers to locate what they are interested in.

If you are looking for something good books to read there are about 7,000 on all subjects, there and I just discounted the books in my booths (MCN-1 and 699), so you get 20 percent off until the end of March. I have way too many books in stock, and I really need to downsize. Those maritime books marked 699 are for the Penobscot Marine Museum and all the money from their sales goes to the Museum.

On New Year's Day there is a major sale at the Fairfield Antique Mall in Fairfield. It was a nasty rainy day, but we made the trip anyway and found it packed. I was good and only picked up four Stephen King books that will make their way to Wiscasset in a couple of weeks. When I returned to Winterport, I packed my bags again and headed for Jonesport Shipyard. Unfortunately, I was going solo as Ann had appointments. Thursday, Friday, and Saturday were spent working with the crew on the stern of Isaac Beal's wooden lobster boat racer CHRISTOPHER. The outer framework was done, but we needed to put the middle framing in. This is a curved transom and that meant there were a lot of bevels that needed to be cut in each piece for them to fit tight. That was fun.

Maynard Bray and Will Sturdy stopped by. They had been over to visit Willis Beal as Will was the person who bought Willis' EIGHT BELLS, which is now at Brooklin Boat Yard where he works having her systems upgraded. They came to see CHRISTOPHER and TATANIA (the torpedo stern lobster boat built by Willis in the early '90s).

Yes, I am still plugging away computerizing vessels. I have been focused on transcribing Custom House records for various places the last couple of months as they have a lot of information that is not readily available anywhere else. Once I have the Custom House records transcribed, I then cut and paste each vessel into the city or town they were built in. Robert Applebee had done a good job documenting many of the shipbuilding cities or towns in Maine, especially around Penobscot Bay. Rachel and I transcribed his records, and I have been adding vessels and information to them. I have also started building lists that he did not do, especially those beyond the Maine border. Presently, I am working on the Boston and Charlestown Custom House Records 1789-1795 and it will be interesting to see if any of the Maine vessels listed are in my lists. I only have 20 of the 1152 vessels in so far and each one is there, but I will certainly be able to add much more information to each one of them.

I often find people who have a total disdain for technology and especially social media. I agree, but it does not have to be bad, that is up to you. You can choose the basics that you want and the more you use them the more you will see what you want to see. When you skip over the garbage, they think you should see the garbage will slowly disappear. Of course I do marine things, but I have a real love for quantum physics and astrophysics so I watch Brian Cox, Brian

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# 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/](http://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](http://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: 20<sup>th</sup> Century Cape Ann Sculpture  
Women Artist on Cape Ann 1870-1970  
Gloucester, MA  
Info: [capeannmuseum.org](http://capeannmuseum.org)

### New Bedford Whaling Museum

Breach: Logbook 24, Scrimshaw  
Wider World of Scrimshaw  
Reflections  
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](http://mysticseaport.org)

## 2025

### FEBRUARY

27- 1 March Maine Fisherman's Forum  
Samoset Resort  
Rockport  
Info: [mainefishermensforum.org](http://mainefishermensforum.org)

### JUNE

14 Boothbay Harbor 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  
20 Friendship Lobster Boat Races  
Town Dock  
Friendship  
Info: Heidi Thibodeau (207) 701-9194  
27 Harpswell Lobster Boat Races  
Harpswell  
Info: Amanda Peacock (207) 756-3104  
Kristina York (207) 449-7571

# White's Nautical Antiques of North Yarmouth

NORTH YARMOUTH – There are times I avoid certain places due to the fact that I could lower my bank accounts considerably because I have little restraint when I like something. One place I would have little restraint is in a nautical antique store for obvious reasons. I first met David White at a Maine Boatbuilders Show in Portland in the early 2000s when he first started his nautical antique business, White's Nautical Antiques in North Yarmouth. He had some great items, like half-hulls, models and paintings. At the time I had to be careful. Last spring I received a call that there were a number of models available from a motel in Boothbay that were offered through David and that they would benefit Maine Maritime Academy in Castine. When I left the shop I owned three ships models.

When asked how he got into the nautical antique business, David said, "Sort of a crazy story. I had sold my regular pension business and had bought and sold two other businesses. In the middle of that, I got divorced. I was dating a lady and we were trying to figure out what we each liked to do. She said she liked to go to auctions. At that stage of the game, I said, 'Sure let's go.' At one of Jimmy Cyr's auctions in Gray, there were a couple of small pond models. I bought two or three of them, brought them home and fixed them up. We kept going to auctions and I kept buying pond models.

"Before long I probably had 20 of them," continued David. "I looked around and I said I have got to do something with these things. I called my brother, who has been in the antique business since he was about 15 years old, dealing in high-end furniture. I said, 'How can I sell these things?' He chuckled and said, 'You better watch out you will end up in the antique business.' I said, 'No, no, no.' He set me up at the table show in Bath, which still exists and I still go to them. I said, 'What do I do?' He says, 'You throw a sheet on top of the table, put your boats on them, put a price on them and see what happens.' I took eight boats up there and they were all gone in an hour."

David figured that he and found a niche or that he sold them too cheap. He went back the next month, but this time he had doubled the price and in two hours they were all sold. He skipped a month, went back with eight boats with the price doubled again, and all but one sold. He thought that this was enjoyable, so he started going to auctions and yard sales picking up all sorts of nautical items.

What he was doing was bringing the models home and fixing them up and making them look good. "One of the guys, who I sold a model to, a dealer, called me up and said David, 'I am in trouble. I dropped the model and broke it. I can't deliver it that way. Can you fix it?' I said, 'I don't know, bring

it down and we will take a look.' It was no big deal; I think it took me half an hour to fix." At this point David knew that he had two businesses"

David added, "So, I turned to Mary and I said, 'I will put \$10,000 into this business and we will see if we can make a go at it. We started traveling and going to antique shows all around the country. We had fun ever since, but about two years ago she died and I am starting to slow down just a tad."

David does not do many of the big shows anymore. They were getting very expensive and it was getting harder to break even. One show that he has continued to do was one in Texas. It is a three day trip down and three days back, and costs about \$6,500 to do. However, this one he finds is well worth the effort.

Boats have always been in David's life. He began by sailing in Lightnings. He even raced in the Lightning World Championships and National Championships. He went to college at the University of Denver and graduated with a degree in hotel and restaurant management in 1961. He came back and went to work for a restaurant chain in New York City as their district manager. He did that for eight years. After his disagreement with the owner, he quit and hung around the city for four months, before he decided to get another job. He went to a headhunter, who got him a job on Wall Street working for U. S. Trust doing trust administration. He then got married and realized that New York City was not the place to raise a family. He applied and got a job with Casco Bank in Portland, where he worked for four years. He then went to the Maine National Bank and took over their pension business in 1974.

## Publisher's Note

Continued from Page 4

Green, and Neil DeGrasse Tyson as they can explain some complicated things simply. A couple of weeks ago I added Randall Carson, who has an incredible understanding of astrophysics, climatology, and ancient history. I remember years ago I was told that there was snow every month of the year here in Maine. I believe the year was 1812 and I learned that this was when Mount Tambora in the East Dutch Indies blew up. That could have caused the sun to be obscured by ash and cooled the planet just like Krakatoa did when it erupted in August of 1883. I also spend a little time watching Joe Rogan and Sean Ryan. It just adds to the other useless information I possess.



He discovered the banks were doing a big business and that was because they did the administration. He then figured he could do that on his own so he opened his own company. He operated that business, which continued to grow, for about 15 years. The insurance companies and the stockbrokers did not do the administration, but they finally realized how profitable it was. David saw the writing on the wall and sold the company.

All the while he was sailing. When he got out of the Lightnings he got into a J-24 named BITTERSWEET. He sailed with his son Carter for a number of years before he went out on his own. At that point David sold his J-24 and began sailing in the Etchell fleet, which he still does today. He also sailed on the big boats with Merle Hallett,

Jim Stanley and several others, who taught him a lot about racing.

When you look around David's antique store there are all sorts of things and to learn the ins and outs of these items takes a vast amount of time and dedication. He added, "I did a lot of reading. I have got a ton of books." If you are repairing a model of an old sailing ship you need to know where all the lines go. If you are selling that model, you need to know all about the vessel and how much it could be worth. What is interesting is that David was not a model builder when he was a child. He did not start learning how to fix models until someone asked him to fix one. He said, "I've always been someone

Continued on Page 6

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# Moose Island Marine in Eastport Sold

EASTPORT—One of the major marine businesses in Eastport for over 40 years has been Moose Island Marine, which was owned and operated by Dean Pike. For the last couple of years Dean has been looking for someone to take the operation over as he was looking to retire. Matt Lacasse, who bought the boat yard from Dean several years ago, has stepped up and purchased the business, which should be finalized by mid-January.

Dean said, “Most people want to know what are you going to do next? I am going to Florida for two or three months and then when I come back I will help Matt and devote a lot more time to the Boat School. I also intend to do boat surveys for insurance purposes only in Washington County.”

Dean began the chandlery in the Quonset hut in 1980 and operated out of there until 1995. In 1995 he put up a new building and moved the business into that. He carried everything a boater, whether commercial or pleasure, might need. Some of the lines he carries include: Caravan Trailers, Extra Tuff,

Grandin’s, Lacrosse, Muck, Mustang, Stearns, Toast, Volvo sterndrive and Yanmar.

In 1984 Dean purchased the property on the other side of the road from the Boat School. He developed that into a boat yard, building one building at a time. Where the office is today was the original building and that was the office and shop. Next, Dean erected a Quonset hut, followed by two storage sheds. In 2019, Matt bought the boat yard so Dean could focus more on the chandlery.

A big issue took place when the huge commercial dock collapsed. This meant that Moose Island Marine was basically out of business for the next three years since all the boats were forced to move out while the dock was rebuilt. When the dock was reopened, COVID hit. Fortunately, they were deemed essential and were able to keep the doors open, but they barely survived.

Dean also had another job; he was an instructor at The Boat School. He worked for the Community College starting in 1981. Later the school was taken over by Husson College, but when a new president came in a couple of years later The Boat School closed in 2012. Dean is still involved with the Friends of the Boat School, and they are trying to get the building renovated and repaired so The School can open again. Dean said that he is going to put in two more years with the School and then he will fully retire.

Matt was born in Calais and came to the Boat School in 2002. He stayed at The Boat School for two years and then went to work for Dean in 2003. He started my out at \$6.50 and that is what I plan to start him out here at too, \$6.50. I worked there until probably 2013. Then I went to work for the Port Authority full-time for two or three years because I wanted to ship out. I got accepted to Maine Maritime but I wasn’t able to afford to go. I just hawse piped it and I went and worked for a tugboat company that was based out of Florida for a year or



Matt Lacasse the new owner of Moose Island Marine in Eastport being handed the keys by now former owner Dean Pike.

so. I worked in San Juan doing a big dredge job for most of that. I hated being away from home, so I just came back and Dean was looking for help and I just walked back into it. Then I really was committed to making it. I decided that was what I wanted to do.”

Dean then decided to sell the boat yard and Matt bought it, changing its name to Deep Cove Marine. Matt was lucky because after just a year in business COVID hit. The boat yard was deemed essential and could remain in operation.

When asked how he decided to buy Moose Island Marine, Matt said, “We had been back and forth for a while. I did not want to take on too much, but it made good sense to have it. They were built together and they are meant to be together and we do a lot of business here. We can save a lot of money by owning it.”

Matt will be mostly at the boat yard, but Wanda Newman is returning full-time as store manager. He added, “We are just now getting in the thick of it. I have come down worked a few afternoons with Dean to get a feel how this all works. He has taught

me a lot about typical markups and what is important to keep people happy. How ordering goes, how to handle freight. He showed me enough to kind of see where they needs to be some improvement. We have a state-of-the-art point of sale system set up with all new computers. We will be able to walk around the store with scanners and you can make your sale right on the go. It will make it easier for the retail staff to do their job. We are going to take on ice fishing, tackle and bait. We’re also going to get rid of some of the slow stuff.”

“There has always been a stigma in certain circles about how it is more expensive than what you can get on the internet or somewhere else. Some stuff it is, but largely it’s not. There are a lot of costs in holding onto this amount of stock in such a small town.

Matt has done a great job building up the boat yard and I am sure he will do the same at Moose Island Marine. It is sad to see Dean slowly phase himself out, but fortunately he left his customers in very capable hands.

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## White's Nautical Antiques

Continued from Page 5

that says, ‘I can do that’ and I then sit down and say, ‘Now, I have got to do it.’ I’ve made my share of mistakes.”

The model repair end of the business has continued to grow. He added, “I was looking for a woodworker to make some cradles for me. A local guy said there was a gal, Robin Beckwith of Yarmouth, that had a couple of models in her shop and she was looking for work. She came in and said, ‘I’d like to do this. This sounds like fun.’ I took her on as an apprentice for a little while to see what she could do. She worked for me part-time for six years and now she has been working full-time for the last two years. She is at the point where I could just give her a boat and say, ‘Here it is.’ To be perfectly blunt on square-riggers she is far better than I am. She’s a terrific rigger.”

First came the models, but if you are going to shows you need to have a wider stock. David explained, “You have got to have other stuff to support it. I got into half-hulls and I really studied them. I’d started understanding half hulls and how they were made. Then I learned how to date them. Then I got into the art a little bit. I learned some from other people, but I really did it pretty much on my own.”

Like a lot of businesses, you are always learning. You buy books on the subject, you do research on the Internet and you go to auctions and watch. Without the proper knowledge you can get burned. Some think that because it is marine it will command a

lot of money. That might have been true back 25 years ago, but the prices have dropped considerably. David and I were discussing marine art, and he said, “Nautical art, the prices are coming down fairly dramatically, down by at least 20 to 25 percent in the last two or three years. Modern contemporary art is going up, but I don’t know it, so I stay away from it.”

What about finding items? Many of the children from seafaring families have no idea what their grandfather did so when the items are passed down to them; they sell them for whatever someone is willing pay. Some may even toss them into a dumpster.

“I am being very particular in what I buy,” said David. “Four or five years ago I would buy anything I could find.”

When asked what the nautical antique market would look like in the next decade or two, David responded, “I wish I knew the answer to that. I don’t know. I used to do a lot with charts and I don’t do anything in charts anymore. People don’t want them. Pond models still sell the best and there is no reason that a good square-rigger can’t sell.”

What David really liked about the nautical antique business was the people. It is like a lot of businesses it is about the people. You can meet a lot of very interesting people who have great stories and can teach you a lot about things. It is what keeps him doing it day in and day out.

So, if you are looking to decorate with a nautical theme, stop by David’s shop. It is well worth it.

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

LES SABLES D'OLONNE, FRANCE – It is hard to believe that just two months after the start of the Vendee Globe, the two leaders have already crossed the equator and are less than 3,000 miles from the finish. At this pace, the overall record for completing the race is in jeopardy. The record is held by Armel le Cléac'h who completed the race in 74 days, 3 hours, 35 minutes and 46 seconds in 2016.

The Vendee Globe is a singlehanded non-stop race around the world, starting and ending at Les Sables D'Olonne, France. It is the most grueling sailboat race and of the 200 sailors who have crossed the starting line, just 114 have finished. There were 40 entrants and at this point there have only been five that have withdrawn.

What is most interesting is how close the racing is. The two in the lead, Charlie Dalin (MACIF Santé Prévoyance) and Yoann Richomme (Paprec Arkea) are separated by just 136 nautical miles after sailing more than 21,000 miles. Third place is back about 700 miles, but fourth place is 2,000 miles behind the leader. From fourth to tenth place is just 150 miles. Of the 35 racers, 17 have already passed Cape Horn and are making their way up the Atlantic to the finish. About 1,000 miles west of Cape Horn there is another group of nine racers. The last racer has passed under New Zealand and is 7,890 miles from the finish.

## 4 December

The Indian Ocean can be very challenging and the leaders, Charlie Dalin (MACIF Santé Prévoyance) and Seb Simon (Groupe Dubreuil) will be challenged by a major low-pressure system. The winds were downgraded to 50 knots with heavy seas, above 20 feet. If these two leaders are lucky, they might be able to outrun the worst and put more distance between them and the other racers.

The two leaders were heading north but had a good lead on Yoann Richomme (PAPREC ARKÉA) in third. He had moved north to avoid the storm, but that may have cost him. He thought the two leaders were smart to be further south.

The group further back just passing into the Indian Ocean were to be hit by a low, but not as powerful as the one the leaders are dealing with. Boris Herrmann (Malizia-Seaexplorer) in 12<sup>th</sup> and Clarisse Crémer (L'Occitane en Provence) headed for lighter air lessening the chance of damage. Herrmann had an issue with the port foil, which he had to repair twice.

## 5 December

The big low-pressure system is giving the two leaders a big push past the Kerguelen Islands. Many of the fleet are just approaching the Cape of Good Hope trying to find the best position. Almost every competitor is dealing with heavy sea conditions, but with winds varying from 10 to 30 knots, which is not unusual in the Indian Ocean. These conditions put a major strain on the boats as they constantly crash into the next wave.

Charlie Dalin is competing with the low trying to find the best position to take advantage of the conditions. He certainly did not want to get into the 60 knots of wind with 30-foot seas. This meant that he needed to stay in front of the system. He headed south, but others opted to stay further north. If he tried to go north at this point, he would have lost time. He wondered if the race would actually be decided on this decision.

Louis Burton (BUREAU VALLEE) has withdrawn from the race due to damage to a stay fitting, which could not be repaired at sea. The Southern Ocean's conditions are harsh and if this failed, the rig would likely come down. He was now heading to Cape

Town.

## 6 December

Dalin is still gaining separation from the other competitors as he is pushed by the low. His current speed may have him set a new record for crossing the Indian Ocean. Yoann Richomme (PAPREC ARKÉA) and Thomas Ruyant (VULNERABLE) are now 400 miles behind the leader with a lighter wind behind them. What all these competitors are doing is making sure they do not sail recklessly and develop damage to their boats. With Dalin further south skirting the Antarctic Exclusion Zone, which is a shorter route, Richomme and Ruyant cannot let the lead get much greater. Dalin also has a 250-mile lead over second place Simon. Simon got hit by the centre of the low and the high seas and stronger wind became a real challenge.

## 7 December

Dalin is setting a record pace, even though the run down the Atlantic was slow. He was now just 800 miles from Cape Leeuwin. He could even break the record of 74 days 3 hours, 35 minutes set by Armel Le Cléac'h in 2016, but would need to average a speed of 19 knots. His issue is that he needs to make a number of jibes and that could slow him.

This Cape was named for the Dutch ship LEEUWIN (LIONESS), which sailed around Australia in March 1622.

Each skipper is trying to sail consistently and not exert too much and become too exhausted. Jérémie Beyou (Charal) and Nicolas Lunven (Holcim – PRB) sailed further north to avoid the worst of the low and they paid the price. They even had an anticyclone develop and challenge them. Lunven was then caught in light air, and this allowed several competitors behind him to slip by.

## 8 December

Simon, who is in second, has a broken starboard foil. He told race organizers that his boat broached, and he eased the sheets, but knew something was wrong. He went on deck and discovered the foil broken at the elbow. He had not heard anything, but sailors use earplugs so they can sleep. He added that this was part of the race and that he was continuing. Remember he set the 24-hour record for a solo sailor covering 615.33 miles on 26-27 November. The damage will certainly slow him down when he is on a port jibe about 30 percent.

Dalin was still in the lead but knew that things can change in an instant. He thought Richomme and Ruyant would eventually narrow the gap even though they were more than 250 miles astern. Richomme was back 500 miles and still thought he could catch Dalin. It all depended on who guessed the best weather route on their way to Cape Horn.

## 9 December

Dalin passed Cape Leeuwin without the record, but he has been slowed, and this allowed Richomme and Ruyant to gain about 200 miles on the leader. The lows have been frequent and the highs small. Some have taken a more northerly course to stay out of the lows. The rookies are trying to sail smart and learn how to read the weather and handle them smartly. They are also learning how to sail in these conditions and how hard to push. You have to protect the boat, and its gear or disaster can strike.

## 10 December

The nine leading boats are now under Australia looking for the best way to exit



Yoann Richomme on board PAPREC ARKÉA, who is currently second in the race.

the Indian Ocean. There is a high-pressure system over this group, which they need to avoid. It was thought that Dalin would be able to hold the wind, and the others would get caught in the high. However, Dalin will need to do a number of jibes as the others will have a more direct course. Dalin also broke the 16-year-old record going to the Cape of Good Hope to Cape Leeuwin in 9 days 22 hours 27 minutes.

Pip Hare (MEDALLIA) has reported cracking to the forward bulkhead. She slowed the boat and made repairs but would remain slow so the repair could cure.

## 11 December

The top three boats were making good progress with a low to the east, but they must keep ahead of the low. If they do not and they get caught in the high that would slow them.

Dalin had gained 100 more miles on Simon but had two days to decide his next course. The Indian Ocean had taken a toll on the skippers as it has been a real challenge with no let up.

Richomme thought he was in a good position and moving away from those behind him. He was also faster than Simon and thus was gaining second place. The conditions have been tough for him, but he was fortunate to have a custom shock absorbing seat, which he thought was the second most expensive seat in history behind Napoleon's.

Hare thought her repair was messy, but it should do the job. Sam Davies (Initiatives Coeur) suffered an electrical issue. Sam Goodchild (Vulnerable) had to make repairs to his rudders.

It was reported that heavy weather was coming with wind gusts of 65 knots and 30-foot seas. Some of the competitors are north, others in the middle and some south. Who is in the best position?

## 12 December

Dalin will pass out of the Indian Ocean this evening.

The low which struck the back half of the fleet has caused some damage to those that were to the south. Guirec Soudée (Freelance) has damage to his J2 and is thinking of going to the Kerguelen Islands to make repairs. Antoine Cornic (Human Immobilier) has a damaged mast track. He needs to find a sheltered place to make repairs. Tanguy Le Turquais (Lazare) has sail damage.

Those that were to the north have fared better. They will have a tough time for a while, but then they can jibe and have a more direct course. Violette Dorange (Devenir), the youngest sailor in the fleet, said that she was positioned further north, so she had an escape route. She has constantly monitored the boat and said that it has been physically demanding, saying she has been sore for the past two weeks.

One racer said that they needed a mask and a snorkel to go out on deck.

Another racer had to dive under his boat to remove some fishing gear, saying it was the scariest thing he had ever done.

The three leaders Dalin, Simon and Richomme will miss the high and that should slow those behind them. Those behind are doing their best to stay ahead of the low, but it may be a losing battle. It could also cost them a few hundred miles on the leaders.

## 13 December

Dalin is now in the Pacific Ocean and hopes that this ocean is more kind. The night was unsettled with hail, 40-knot squalls, and shifty winds. The next six days are quieter, but another low may hit the leader in six days.

Continued on Page 20

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# U. S. COAST GUARD NEWS

## A week in the life of protecting American fish and seafood

18 December 2024

PHILADELPHIA – One hundred miles off the New Jersey coastline, the waters were vast and seemingly endless.

To the untrained eye, it was a serene stretch of blue, a world away from the bustling Jersey Shore. But amongst waves was a high-stakes arena where living marine resources (LMR) law enforcement took place.

The Coast Guard's LMR mission affects seafood enthusiasts and fishermen alike. A succulent seafood dinner cannot make it to a plate until the fishermen catch it, and it's the Coast Guard's mission to ensure those fish are caught legally.

From Dec. 9 to Dec. 13, U.S. Coast Guard Cutter Angela McShan and its 25 crewmembers took to the Atlantic to carry out an LMR law enforcement patrol, ensuring the sustainability of the ocean's resources and enforcing federal regulations designed to protect marine ecosystems and commercial fishing livelihoods.

"Our mission is critical to protecting the natural resources within the mid-Atlantic fisheries," said the cutter's commanding officer, Lt. Gregory Schmidt, "especially ensuring the natural resources are sustained and also that there's a balance of the economic profit and the balance of the commercial fisheries within the area."

The Coast Guard is the lead federal maritime law enforcement agency and the only agency with both the authority and capability to enforce national and international law on the high seas, outer continental shelf, and inland from the U.S. Exclusive Economic Zone (EEZ) to inland waters.

During this deployment, the crew conducted five boardings for fisheries and served as a stronghold of maritime law enforcement.

Armed Coast Guardsmen boarded the fishing vessels using the cutter's over the horizon (OTH V) small boat, the only fast response cutter (FRC) in the fleet currently using this updated prototype OTH.

"Out here we're conducting inspections on commercial fishing vessels," said Petty Officer First Class Christopher Banka, a boarding officer. "As far as the fish, we're looking at sizes, quantity, and ensuring that the vessels have their proper certifications and documentation."

The goal for the week was clear: to ensure fishing operators complied with federal regulations while fostering mutual respect and cooperation.

"The biggest thing we're looking for are the targeted species," said the cutter's executive officer, LTJG Joseph Roth. "District Five provides us with a lookout list with known high-risk targets and repeat offenders. We're also looking for those targeted species and the area of the ocean where typical good fishing grounds are."

While some vessels were found to be fully compliant, other were not.

"A lot of times we've run into people just fishing with the wrong type of gear," said Roth. "This trip, we had someone fishing with a net that was too small. We caught it and we're protecting our fisheries by doing that. With a smaller net, they're catching a lot more things that they're not supposed to be catching."

As the crew's deployment showed, it's not just the fish themselves that are of interest, but also the equipment on the vessels.

"We've also run into some safety equipment violations," said Roth. "There's been expired flares, personal flotation devices that are unserviceable. So, we're indirectly saving a life by ensuring these vessels have the correct equipment on board."

As Schmidt explained, the Coast Guard is not only searching for illegal fishing during these boardings but also inspecting the vessels to prevent casualties.

"This fisheries mission is important because we get to see immediate impact on the federal fisheries and safety aspect," said Schmidt. "When we get on these boats, we not only check their fish but also check they are in compliance with their safety equipment. Ultimately, we're protecting their lives to make sure they're not a search and rescue case."

According to Roth, every single crew member contributes to the fisheries mission while underway.

"We have our cooks out there helping to launch the small boat," said Roth. "We've got our engineers on the small boat and out doing boardings. Our boatswain's mates are doing the same thing. Every single person is involved in the law enforcement effort as well as the effort to keep the ship running and conducting maintenance."

Amid the patrol, swells reached upwards of 10 feet with subfreezing temperatures.

For the crew, the Atlantic conditions are simply part of the job.

"It can get pretty rough out there," said Roth. "Especially getting on and off the small boat and onto the vessels. You've really got to take precautions, and you don't know what kind of deck you're climbing on to."

Despite the challenges, the crew successfully conducted the five boardings over the five-day deployment.

"One of the biggest challenges we face is the weather windows when these fisheries are open," said Schmidt. "Often, we have to strategically plan to get offshore amidst the weather. Our main goal is to be able to target these guys when it's safe to go out there and the maximum available targets out there with

the weather and fisheries being open."

LMR law enforcement is a duty under the Magnuson-Stevens Fishery Conservation and Management Act, the Endangered Species Act and several other federal laws focused on the protection of marine resources.

The core objective of these efforts is to provide enforcement to advance national goals for the conservation, management, and recovery of living marine resources, marine protected species, and national marine sanctuaries and monuments. This includes the enforcement of LMR regulations in addition to numerous other activities that strengthen both domestic and international fisheries management regimes.

The Maritime Law Enforcement program protects America's maritime borders from encroachment, defends the country's maritime sovereignty from illicit activity, facilitates legitimate use of the waterways, and suppresses violations of federal law on, under and over the high seas and waters subject to the jurisdiction of the United States.

The Angela McShan, a Sentinel-class FRC homeported in Cape May, New Jersey, is named after the first African American female master chief in Coast Guard history. True to its namesake's legacy, the vessel exemplifies service, vigilance, and dedication.

The FRC's have recently been tasked and given the tools to find the top producers of the commercial fisheries, which allows them to target the vessels that are seeking the most fish.

"The crew are skilled operators fully aware of the challenges, risk, and importance of the enforcement efforts," said Schmidt. "It's something that we take pride in and something that we know has an imme-

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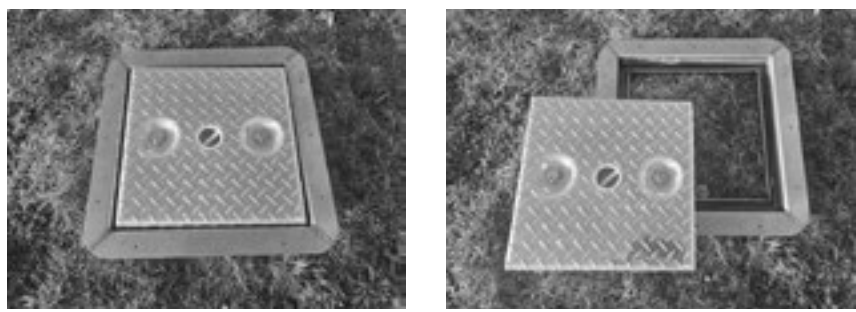
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# U. S. NAVY NEWS

## USS Carney: a Destroyer at War

From Austin Rooney

On Oct. 19, 2023 USS Carney (DDG 64) was involved in the most intense combat engagement by a U.S. Navy warship since WWII.

### 04 December 2024

WASHINGTON - October 19, 2023, started out as a routine day underway for Sailors aboard USS Carney (DDG 64) as the ship steamed through the Red Sea on its scheduled deployment to the 5th Fleet area of responsibility. However, starting at around 4 p.m. local time, things abruptly changed.

“We were in berthing and heard [an announcement over the ship’s IMC intercom system] ‘clear the weather decks,’ and I remember thinking, ‘what does that mean? I’ve never heard that before,’” recalled Fire Controlman (AEGIS) 2nd Class Justin Parker, a SPY radar technician assigned to Carney.

Immediately after hearing the announcement, Parker said he heard the unmistakable sound of missiles being fired off the ship, as well as the destroyer’s main 5-inch gun being fired. With no scheduled live fire drills that day, he said he instantly realized something was wrong.

“We had never done anything like this before – we had only trained to it,” said Gunner’s Mate 1st Class Charles Currie, a Mk. 45 gun technician assigned to Carney. “There was a lot of adrenaline going on – this was real-world now.”

By the end of what became a 10-hour standoff, Carney had shot down 15 drones and four land-attack cruise missiles fired by Houthi rebels in Yemen, marking the most intense combat engagement by a U.S. Navy warship since WWII.

Carney departed for deployment Sept. 27, 2023, before the now-infamous Hamas terror attack on Israel Oct. 7. Looking back, crewmembers said they had no idea what was in store for them as they departed their homeport of Naval Station Mayport, Florida.

“I’ve only heard stories, but I expected to pull into ports and party a little bit,” laughed Fire Controlman 2nd Class Kameron Miller, a Mk. 160 gun console technician onboard, for whom this would be his first deployment. “That was not quite the case.”

On Oct. 7, after the deadly terror attack that killed more than 1,200 people in Israel, crewmembers said they realized that the situation in the region would potentially be more complicated than they had anticipated, although the prospect of actual combat still wasn’t on their minds.

“The XO told us flat out what the situation was, and what we could be facing,” recalled Currie. “At that point the crew just

started to get ready.”

Following Israel’s response to the Hamas attacks and its subsequent military operations in the Gaza strip aiming to free hostages and destroy the terror group responsible, the Iran-backed and Hamas-aligned Houthi rebels in Yemen began a terror campaign against civilian mariners and cargo shipping in the Red Sea, aiming to disrupt international trade to leverage an end to the operation in Gaza. National Security Council spokesperson John Kirby called the attacks “a clear example of terrorism and a violation of international law” and pledged that the U.S. and its allies would “do what we need to do to counter these threats and protect these ships.”

After the initial combat engagement on Oct. 17, Carney spent much of the remainder of its deployment on high alert, closing out its time in the Red Sea with a total of 51 combat engagements.

“The entire crew definitely fell back on their training, starting from the very beginning,” said Lt. j.g. Haven Vickers, the Anti-Submarine Warfare Officer assigned to Carney. “Every single training experience we did before deployment – that’s what we fell back on.”

Vickers said she credits the intensity of the crew’s training along with the camaraderie shared among her shipmates with the success they experienced in combat. While many admitted to being nervous at first, she said as time went on, they fell into a rhythm and were able to effectively react to and defend the ship from threats.

“As nervous as you get, it’s not about you,” said Ens. William Hinckley, the Administrative/Legal Officer onboard Carney. “It’s about keeping everybody else safe. Thinking about everybody else and not just yourself is crucial.”

Upon returning to their homeport following deployment May 10, 2024, the entire crew was awarded the Combat Action Ribbon (CAR), the first time a Navy crew has received the decoration since 1991 in the Gulf War.

“I could not be more proud of what the Carney team has done since September,” said Chief of Naval Operations Adm. Lisa Franchetti, who attended the ship’s homecoming. “It has been eye-watering to watch; you truly are America’s Warfighting Navy in action.”

For some of the crew, they said the impact of the deployment still hasn’t fully set in.

“It’s really neat to know that we made history,” said OSC Noah Wicks, the Air Intercept Controller assigned to USS Carney (DDG 64). “Even though we’re a small ship, we had a very big impact on the world.”



The destroyer USS CARNEY.

For the young crewmembers like Miller, who’s expectations of a routine deployment were shattered, he said the experience was a stark reminder of why he joined the Navy in the first place.

“It was probably one of the most rewarding experiences I’ll ever have in my entire life,” said Miller. “It wasn’t just about traveling the world; it was about saving people’s lives and getting a job done.”


## U.S Navy Accepts Delivery of USNS Robert F. Kennedy

From Team Ships Strategic Operations  
11 December 2024

SAN DIEGO – John Lewis-class fleet replenishment oiler, USNS Robert F. Kennedy (T-AO 208) delivered to the Navy on Dec. 10.

Delivery follows the completion of

**Continued on Page 19**



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# Recap - Fifty Years of Fishermen's Forum

By Sheila Dassatt

In 1975 the first Fishermen's Forum was established. It was formed in discussions between Bailey Island fisherman Bob Green and University of Maine Economist Jim Wilson and was funded by the University of Maine Sea Grant Program. This was part of a program that Jim Wilson and Robin Alden who was formerly the editor of Commercial Fisheries News and former Commissioner of the Maine Department of Marine Resources.

The Forum was a big success with the Sea Grant running it until 1982 and turned it over to the industry. "In 1984, the Maine Fishermen's Forum was incorporated as a non-profit organization dedicated to perpetuating the annual Forum as an educational event for Maine fishing communities." This quote came from the Forum site that gives a brief history of how it all began. A lot of folks attend the Forum but don't really know how it all began. After a successful 50 years, we all should know the history and what it is all about.

I have had the privilege of being on the Forum Board since 2004 when I became the Secretary/Treasurer of the Downeast Lobstermen's Association. Since that time, I was the Secretary of the Forum Board for quite a while. I have actually lost track of the years, because it was quite a while and it was a pleasure to do it and sit on the Executive Board as well.

This is all of the formal background information that I can give you, but Mike and I actually started as exhibitors at the Forum. In 1988, I worked the Hamilton Marine booth with the crew at Hamilton Marine. This was when Belinda Doliber and Ben were at the helm as Director and organizer. Belinda and Ben were from Swans Island and were a pleasure to work with. A few years later, Mike and I had a booth ourselves as Mid Coast Trap Company. This was when our daughter was around ten years old. You might say that she grew up attending the Forum every year! At that time, there was a lot of fishing families, with a lot of kids attending and having a ball!

The basic plan was for the Forum to be a Cabin Fever Reliever for the fishermen and their families, so there was a lot of kids there from Vinalhaven and surrounding fishing communities. There was really quite a family atmosphere there at the time.

My family also had a booth which made it a true family atmosphere. It seemed that we had a whole block of booths that were boat builders. My family was Holland's Boat Shop, and we neighbored with Vin and Vid Young which was a hoot! Across from us was Otis Enterprises, Brooks Trap Mill and Bill Larsen with the Grunden's booth.

I am mentioning these folks because a lot of them have passed away and we don't want them to be forgotten. Another great friend was Ray Cronk with the C. E. Shepard

booth which represented lobster trap wire. Ray was a great friend and also hosted the Maine Lobster Boat races as a sponsor and had his boat "For Play" at the races which he and Brian Robbins rode around in to cover the races. It was always a great time!

We can't forget Harlan Billings at the Billings Diesel Marine booth from Stonington.

He was always there with a beautiful display of their varnish work on their company sign. We also remember Chris Anderson, the owner of Friendship Trap Company that passed suddenly in 2020. He was a very kind and generous man. Now we see the Wadsworth Brothers who stepped into place running the trap operation, Mark, Mike and Jerry. We have been at shows with these guys since we started in the 80's! That's a lot of years of shows and trap building! They are all great guys and it's always a lot of fun.

It was always a pleasure to work with the Young Family, Chilloa, Mike and Loalee. They all are part of a fishing family and ran the Forum for a long time. Chilloa's Uncle Rick Albertson was on the Board of Directors when I was on it and was always a pleasure. I also remember the time that we gave Meredith Mendelson a baby shower at our January meeting, as she was also on the Board of Directors. These are just a few of the great memories that we had over

the years. We also had what we called the "Decompression Chamber" which was a session where you could go and relax, bring your instrument and strum along with one another. Brian Robbins, Paul Anderson and Mike used to sit there a strum a tune. With all of the hype of the sessions, it was good to sit and listen to the music and play along if you wanted to. It was an open microphone.

We had our ups and downs, but it was and is the only venue at the time where lobstermen, draggers and fishermen of all walks of the industry could come together and have a good time and great camaraderie. Of course, there were some differences, but it was always maintained and contained by the Samoset and Directors.

Over the past 50 years, it has really grown, the attendance as well as many exhibitors that are there to share in the festivities. We hope that this year will be a banner year for all that attend and we can be able to look over some history of the Forum from then to now. We have seen an entire generation or two grow up attending this venue!

Let's look forward to having the Forum continue to be a meeting place for friends and families alike. I am still on the Board after 20 years and hope that we have been able to have a positive effect on all that have attended over the years. I will see you there!

## Maine Dept. of Marine Resources

**Zachery Allen to Serve as Maine Marine Patrol Officer in Milbridge December 20, 2024**

Zachery Allen was sworn in as a Marine Patrol Officer (MPO) by DMR Commissioner Patrick Keliher December 9, 2024 in Augusta. MPO Allen has been assigned to the Milbridge patrol in Washington County. MPO Allen previously served as a Hancock County deputy sheriff, a position he held since 2017. Zach holds a bachelor's degree in Criminal Justice from Husson University and is currently working on his master's degree. Zach is also a 2018 graduate of the Maine Criminal Justice Academy's Basic Law Enforcement Training Program. "Having been raised in Downeast Maine and having served there as a law enforcement officer will be a significant benefit to MPO Allen as he learns his new role," said Marine

Patrol Colonel Matt Talbot. "Understanding the importance of Maine's marine resources to the Downeast community will help guide Zach as a Marine Patrol Officer", Talbot added.

### Update Regarding Changes to DMR Notifications

December 20, 2024

Because we've recently been notified by the Maine Office of Information Technology (OIT) of extraordinarily high fees for sending notices by text message, starting January 1, 2025 DMR will be sending notices primarily by email. We will continue to investigate opportunities for improved communications and will look to OIT for support in that effort.

We will only send information via text message for communications of an emergency nature.

Please note, fishing area closures, including shellfish closures, will be sent by email.

FOR SUBSCRIBERS OF DMR NOTIFICATIONS - To make sure you continue to receive our notifications, we want to give you the opportunity to update the email associated with your subscription to DMR notices.

To update your subscriptions, modify your password or email address, or stop subscriptions at any time please visit your Subscriber Preferences Page. If you have questions or problems with the subscription service, please visit [subscriberhelp.govdelivery.com](http://subscriberhelp.govdelivery.com).

To make sure you continue to receive notices, please make any necessary updates to the email address associated with your subscription by January 6, 2025.

FOR DMR LICENSE HOLDERS - We will continue to use emails we have access to, including those in our license holder database, to send important notices throughout the year.

Therefore, if you are a DMR license holder, we strongly encourage you to ensure that the email address associated with

**Continued on Page 24**

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**Commercial Fishing News**

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

*From the Director -*

Christmas was just a few days ago, now we're headed for the New Year, 2025. The traps are coming up fast and furious and this was without a doubt, the windiest November I have ever seen in my life! We really had to pick and choose our days to go out and load the boats with traps. I have to give credit to the dock workers too. They liked to froze to death standing at the winch and handling all of those wet traps as they came up. Something my Dad's generation never had to contend with is all of those darned squirts that get you in the face and ears, plus they make the traps weigh twice as much when you try to lift them. Thank you to each and every one!

Where do we want to go with this report that we haven't been dealing with for months now? I don't want to bore you with whales, windmills and gauge increases. These issues are all real and we are all working on them to try to keep our fishery alive. You would not believe how many are retiring and selling their boats as of the end of this season. We, as an active lobster association, have been

in communications with all of these issues and stay in touch with each other about what is going on. The following paragraph is just one example:

Last week, Jason Joyce had a post on social media, All Things Lobstering I believe. It showed how many dragged lobsters were coming up in the nets outside of the Gulf of Maine, Area 2 and Area 3. In all honesty, this is infuriating because D. E. L. A. fought this bill in Augusta not once, but twice. They wanted to be allowed to land drag caught lobsters at the Portland Fish Exchange. This bill did not go away after the first defeat, it came back again! You see, they can land drag caught by-catch in Massachusetts and various other states along the Atlantic Coast. At that time, like I said in my statement, you would be surprised at who the ones were that supported those bills! D.E.L.A. and the Lobster Conservancy had the proof in a major magazine that admitted that they targeted lobsters in their drags and landed them in Massachusetts.

Where am I going with this? Well first, they should not allow drag caught lobsters to

be landed period, no matter what state it is. People will say, "what do we do with them then, throw them overboard?" The point is, if it isn't allowed, they will not be targeted for landing. The other point is, why is Maine being targeted for a gauge increase before the science has not all been proven? According to science, this will represent a 10% loss in our landings, which can represent a fair amount of lost income. I would beg to differ on the 10% drop in landings. Many people feel that landings will drop more like 25% to 30%. And besides that, why is only Maine being forced to raise their measure? So why can such practices as allowing drag caught lobsters be allowed, in all fairness to our fellow lobstermen?

There is an awful lot of grant money floating around to prove the science of our resource, but who is benefiting from all of this money? And if this is so, why are they giving out these funds if they are going to increase the gauge anyway? I'm sorry, but it has become a source of issues such as this and the only ones benefiting from it are the people that sit behind a desk and haven't even been on a boat in their lives. The fishermen are not receiving any grant money to prove science that will not prove a thing if they go ahead with this gauge increase in July 1, 2025. Do you realize how many in this industry are simply interns and live off of grant money? Check it out!

I shouldn't read social media, but I will admit, there's an awful lot of comments calling for "what are the associations doing?"

Well, it certainly helps if you get involved and join one of them. There is more strength in numbers and we certainly are doing the best that we can. All I can say to that is "get involved" it's your industry and Maine is probably one of the last ones that has all of these small businesses and still have a say, such as the Zone Councils. We have representatives that attend the Zone meetings that can still speak for us.

So far, we have another "victory" that we have been following. At the state level, in late October, Maine's application for a \$456 million dollar grant from the Federal Department of Transportation to build the wind hub at Sears Island was denied. There is a lot of factors about that area that most people do not realize. We, D.E.L.A. has been involved with this area for many years now. We care very much about this area and the outcome of Penobscot Bay.

There are many issues that we have been involved with and we are very proud of our accomplishments. Funds certainly help to keep operations going, but if we truly care, we follow through because we are all in this together. Please give it some thought and think about joining us. There's a membership form in this publication.

I would also like to let you know that we are having a DELA meeting at the Maine Fishermen's Forum on Saturday, March 1 at 10:30 to 12:00 at the Golf Club at the Samoset Resort. You are all invited to attend and I hope that we can see you there!

Take care and stay warm, Sheila



Sawyer's Cove, Jonesport on a cold morning.

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## Commercial Fishing News

# MISCELLANEOUS COMMERCIAL FISHING NEWS

### \$100 Million Available for Transformational Habitat Restoration and Coastal Resilience

*NOAA is seeking proposals for transformational projects that will restore coastal habitat and strengthen community resilience under the Bipartisan Infrastructure Law.*

**December 06, 2024**

Habitat restoration work at Milltown Island in Washington's Whidbey Basin, supported with NOAA funding through the Bipartisan Infrastructure Law. (Credit: Washington Department of Fish and Wildlife)

NOAA is announcing the availability of up to \$100 million in funding for transformational projects that restore coastal habitat and strengthen community resilience. This funding has been made available through the Biden-Harris Administration's Bipartisan Infrastructure Law. This is the third and final round of this funding opportunity under the Bipartisan Infrastructure Law.

Of the \$100 million of funding available, up to 15 percent is specifically available to U.S. federally recognized tribes, Alaska Native Corporations, and organizations that represent tribes through formal legal agreements, through direct awards or subawards: A direct award is an award where the tribe is the applicant, receives an award from NOAA, and administers the award; and a subaward to a tribe is an award where a non-tribal applicant receives a direct award from NOAA, but provides a specific amount of funding to a tribe to carry out a portion of the award.

The remaining funding will be available to all eligible applicants.

Projects selected through this funding opportunity will have a transformative impact for coastal communities and tribes across the country. They will help sustain our nation's fisheries, make significant strides in the recovery of threatened and endangered species, and help protect coastal communities and ecosystems from the impacts of climate change. They will support efforts such as reconnecting rivers to their historic floodplains, outplanting corals to rebuild reefs, building living shorelines that protect coasts from erosion and sea level rise, and more.

NOAA will accept proposals with a federal funding request of between \$750,000 and \$10 million for the entire award. Typical funding is anticipated to range from \$4 million to \$6 million. Applications are due by April 16, 2025. For more information, view the Transformational Habitat Restoration and Coastal Resilience Grants funding opportunity.

Through this competition, NOAA will prioritize projects that demonstrate a broad base of community support. We will prioritize projects that were developed with inclusive practices and incorporate meaningful strate-

gies to engage a diverse range of community groups, including tribes and underserved communities.

### Habitat Restoration and NOAA

Habitat restoration efforts like restoring coastal wetlands and removing outdated dams can improve coastal resilience—helping communities recover from and adapt to the impacts of extreme weather and climate change. NOAA's Office of Habitat Conservation has a long history conducting habitat restoration efforts with large-scale competitive funding opportunities and expert technical assistance through our Community-based Restoration Program.

The Bipartisan Infrastructure Law and Inflation Reduction Act provide a historic opportunity for us to continue making an impact for fisheries, protected resources, and coastal communities, including tribes. To date, we have funded 214 awards totaling \$985 million through two rounds of funding competitions.

### MAFMC & Summer Flounder, Scup, and Black Sea Bass Management Board 10 December Meeting Summary

The Commission's Summer Flounder, Scup, and Black Sea Bass Management Board (Board) met jointly with the Council to consider 2025 recreational management measures (i.e., bag, size, and season limits) for summer flounder, scup, and black sea bass. 2025 Summer Flounder and Scup Recreational Measures The Board and Council reviewed previously adopted recreational measures for summer flounder and scup and determined that no changes are needed for either species in 2025. Last year, the Board and Council adopted two-year recreational measures for summer flounder and scup following the Percent Change Approach implemented through Addendum XXXIV/Framework 17. For summer flounder, a 28% reduction in harvest was required, which was taken via adjustments to 2024-2025 state waters measures under conservation equivalency. For scup, a 10% reduction in harvest was required, which was taken via adjustments to 2024-2025 state waters measures. The intent of the Percent Change Approach is to hold measures constant across both years unless new data suggest a major change in the expected impacts of those measures on the stock or the fishery. For summer flounder, state measures under regional conservation equivalency are expected to remain the same as in 2024, as described in the staff memo for recreational summer flounder measures. For scup, state and federal measures are expected to remain the same as in 2024, as described in the staff memo for recreational scup measures.

2025 Black Sea Bass Recreational Measures Unlike summer flounder and scup, black sea bass 2025 recreational measures were not previously adopted. The Board and Council agreed to maintain status quo recreational measures in 2025 given the recreational harvest limit (RHL) is unchanged compared to 2024, stock status remains positive, and an updated assessment will be available in 2025 to inform the setting of 2026-2027 measures. Status quo includes continuing to waive the federal waters measures in favor of state waters measures through conservation equivalency. More details are provided in the Council staff memo. If states wish to consider slight season adjustments under the status quo approach (e.g., to maintain a Saturday opening), those proposals must be approved by the Board. Please contact Tracey Bauer, FMP Coordinator, at [tbauer@asmfc.org](mailto:tbauer@asmfc.org) for more information on black sea bass, and Chelsea Tuohy, FMP Coordinator, at [ctuohy@asmfc.org](mailto:ctuohy@asmfc.org) for more information on summer flounder and scup. 2 Motions Move to adopt conservation equivalency for 2025 recreational black sea bass management with status quo measures. Status quo non-preferred coastwide measures are: 15-inch minimum size, 5 fish possession limit, and May 15 – September 8 open season. Status quo precautionary default measures are: 16-inch minimum size, 2 fish possession limit, and June 1 – August 31 open season. Council: Motion made by Mr. Luisi and seconded by Mr. Grist. Motion carries (18 in favor, 2 opposed). Board: Motion made by Mr. Luisi and seconded by Mr. Grist. Motion carries (9 in favor, 1 opposed, 1 null). Roll Call: In Favor - DE, MA, VA, NJ, MD, CT, NOAA, NH, NY; Opposed - NC; Null - RI. MAFMC & INTERSTATE FISHERIES MANAGEMENT PROGRAM POLICY BOARD (December 10, 2024) Meeting Summary The Commission's Interstate Fishery Management Program Policy Board (Policy Board) met jointly with the Council to consider approval of a draft scoping document/Public Information Document (PID) for the Sector Separation and Data Collection Amendment to the Summer Flounder, Scup, and Black Sea Bass and Bluefish Fishery Management Plans. This action, previously referred to as the "Recreational Sector Separation and Catch Accounting Amendment," was initiated in 2020 as part of the Recreational Reform Initiative, but has been on hold since that time to prioritize other management actions. The amendment will (1) explore options for managing for-hire and private/rental recreational fisheries separately (referred to as sec-

tor separation), and (2) consider approaches to improve or supplement the collection and use of recreational data that support management decisions for these species. The Council and Policy Board approved the scoping document/PID, with minor modifications, for public comment in early 2025. As the first step in the amendment process, scoping will provide an opportunity for the public to identify major issues and potential management approaches that should be explored during the development of this amendment. Following the initial phase of information gathering and public comment, the Policy Board and Council will identify categories of options/alternatives for further development. The final PID will be available on the Commission's website under Public Input at <https://asmfc.org/about-us/public-input> in early 2025. A press release announcing the hearing schedule and written comment instructions will be released upon the PID's posting and finalization of the hearing schedule. For more information, please contact Tracey Bauer, Fishery Management Plan Coordinator, at [tbauer@asmfc.org](mailto:tbauer@asmfc.org). Motions Move to approve the draft scoping document/public information document as modified today for public comment in early 2025. Policy Board: Motion made by Mr. Hasbrouck and seconded by Mr. Reid. Motion carries by consent. Council: Motion made by Mr. Luisi and seconded by Ms. Beckwith. Motion carries by consent.

### NOAA Fisheries Seafood Inspection Program Revises Regulations to Modernize and Improve Inspection Procedures

*NOAA announces overhaul of seafood inspection regulations*

**December 12, 2024**

In a move to modernize and adapt to changes in the industry, NOAA Fisheries' Office of International Affairs, Trade, and Commerce has unveiled revisions to the implementing regulations of the Seafood Inspection Program.

Since their last substantial update in 1971, the current regulations have not kept pace with the seafood industry's evolving landscape and the program's expanding role. Recognizing this gap, we aim to streamline inspection processes through a comprehensive modernization effort.

We anticipate a reduction in complexity and time associated with administrative and inspection-related procedures, protocols, and specifications requirements. We will retain the validity of inspection and certification results, saving time for industry stakeholders.

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**Commercial Fishing News**

**MISCELLANEOUS COMMERCIAL FISHING NEWS**

**Regulations Amendments**

The proposed rule, issued in April 2024, invited stakeholders to provide feedback on current inspection, grading, sampling, and certification practices. We carefully considered public comments, but they did not lead to any changes in the final rule. This inclusive approach allowed for integrating suggestions from industry experts, ensuring the revised regulations remain adaptable to emerging technologies and evolving product requirements.

**\$20 Million Available to Advance Habitat Restoration Priorities of Tribes and Underserved Communities**

*NOAA will support capacity building and restoration activities that benefit tribes and underserved communities and enhance their resilience to climate change.*

**December 13, 2024**

NOAA is announcing the availability of \$20 million in funding for projects that will advance the coastal habitat restoration and climate resilience priorities of tribes and underserved communities. This is the third and final round of this funding opportunity, which is available through the Biden-Harris Administration's Bipartisan Infrastructure Law.

Of the \$20 million in funding available, 15 percent is specifically available to U.S. federally recognized tribes, Alaska Native Corporations, and organizations that represent tribes through formal legal agreements. It is available through direct awards or subawards: A direct award is an award where the tribe is the applicant, receives an award from NOAA, and administers the award; and A subaward to a tribe is an award where a non-tribal applicant receives a direct award from NOAA, but provides a specific amount of funding to a tribe to carry out a portion of the award.

The remaining funding will be available to all eligible applicants, to support opportu-

nities for tribes and underserved communities to meaningfully engage in coastal habitat restoration activities.

NOAA will accept proposals with a federal funding request of between \$75,000 and \$2 million for the entire award. We anticipate typical funding to range from \$250,000 to \$1 million. Applications are due by May 12, 2025.

Through this funding, NOAA will help support community-driven habitat restoration and build the capacity of tribes and underserved communities to more fully participate in restoration activities. Projects selected through this opportunity will span several types of activities, including capacity building and restoration.

**Capacity Building**

This includes activities such as participation in municipal or regional-scale resilience planning, project planning and feasibility studies, community engagement, or developing proposals for future funding.

**Restoration**

This includes activities such as demonstration projects, engineering and design, permitting, and on-the-ground habitat restoration work.

Across all of these activities, selected projects will work to ensure that the needs and priorities of tribes and underserved communities are at the center of habitat restoration and coastal resilience efforts happening in their communities.

**Habitat Restoration and NOAA**

Habitat restoration efforts like restoring coastal wetlands and removing outdated dams can improve coastal resilience—helping communities recover from and adapt to the impacts of extreme weather and climate change. NOAA's Office of Habitat Conservation has a long history conducting habitat restoration

**Continued on Page 23**



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# Boat And Ship Yard News



Richard Stanley drilling out a bow thruster at Yankee Marina in Yarmouth.



A stern view of the replica of the colonial merchant vessel ELEANOR, which is having major work done above the waterline at Bristol Marine in Boothbay Harbor.

### Continued from Page 1

a pair of Veem propellers, which are used by the fancy sportfishing boats and that will lower the sound issue a little. Also added was a spray rail as the chine did not quite push the water down enough. Everything else on this boat worked perfectly, which is difficult to do on a custom boat.

There is another very interesting project in the works, but they have not had a signed contract. An owner from the mid-Atlantic coast owns PT-3, which was a test boat, built by the Fisher Boat Works of Detroit, MI in 1940. She was assigned to Motor Torpedo Boat Squadron One as a test platform. She had a very interesting design, which was done by George Crouch, but she was also smaller than the other designs. Her dimensions were 58-feet in length with a beam of 18-feet. Due to her length, she could not carry more than one torpedo tube per side. She was powered with twin 1,350-hp Packard engines. The U. S. Navy decided to go a different way and transferred her to the Royal Navy in 1942. Her designation was now HM MTB-273. However, this transfer was cancelled, and she was then transferred to the Royal Canadian Air Force the same year. Her new designation was BRASD'OR (M 413). They used her as a rescue boat for the remainder of the war when she was returned to the U. S. Navy in May of 1945. She was then sold to a private citizen and has been neglected for quite some time.

Steve White, former owner of BBY, has been talking with the owner about totally

rebuilding PT3. The owner has purchased a pair of period correct Packard engines. Brian said that they are still talking with the owner, and he seems serious about the project.

I was able to refer them to Al Ross of BlueJacket Shipcrafters in Searsport, who has a vast knowledge of small surface combatants. He was able to supply them with all sorts of information, but did not have any plans.

These projects are interesting and if you ask what is going to be original, they might tell you her name or her shadow. Most of the time it is a new boat. One such project was the rebuilding of the motor yacht APH-RODITE. This boat was lightly built and has a couple of broken floors. When asked how the yard she is currently at was going to repair them, Brian said that he suggested using ¼-inch G-10 on either side and putting an oak veneer over the G-10 to make them look original. He said that they wanted to use carbon, but Brian thought that with salt water in the bilge he would worry about electrolysis.

### The Hinckley Company Portsmouth, Rhode Island

Hinckley is pleased to announce the appointment of Gavin McClintock as its new Chief Executive Officer. McClintock, a dynamic industry leader who previously served as Chief Financial Officer for Safe Harbor Marinas and as founder of the marina group Tidekeeper, is honored to join the company known for its unique blend of



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# Boat And Ship Yard News



The 28-foot custom hull designed by Doug Zurn under construction at John Williams & Company in Hall's Quarry.



This is the first Holland 14 in the mould being built for Jonesport Shipyard. This one has an owner, but if you are interested call Jonesport Shipyard.

extraordinary craftsmanship and its extensive service and support network along the Eastern Seaboard.

With a focus on advancing the release of exceptional products, expanding services to new locations, and preserving Hinckley's passion for timeless designs, McClintock is also dedicated to providing a world-class customer experience that reflects Hinckley's reputation for attention to detail.

"I am honored to join the Hinckley team and look forward to stewarding the company into this exciting next chapter. Hinckley's commitment to quality and craftsmanship is unparalleled, and I am excited to join this talented crew to continue to build on its storied heritage while enhancing our customers' experiences and upholding the standards that make Hinckley one of a kind," said McClintock.

Hinckley is honored that Geoff Berger, who has served as CEO, will continue to

support the company's long-term vision and strategy as a member of the Board of Directors. Berger's leadership over the past five years has been instrumental in building a talented and dedicated team, fostering sustainable process improvements, and advancing Hinckley's commitment to uncompromising quality. His lasting influence will continue to guide the company forward.

#### John Williams Boat Co. Hall's Quarry, ME

Two months ago, they finished off a Stanley 28 dayboat for a customer from Manset. She had a nice interior finished in the Herreshoff-style. She had a V-berth, galley, and head. She had two side boarding doors in the cockpit, a bow and stern thruster and Zipway trim tabs. She is powered with a Yanmar diesel.

As soon as she was out of the shop in came a custom 28-foot hull designed by

Doug Zurn for a customer from Florida. She will be powered with a 300-hp Mercury V8 outboard, which will be bolted to a custom Armstrong bracket. She has a teak windshield and has a simple interior. She is scheduled to be completed the end of winter when she will be shipped to her owner in Florida.

A Stanley 36, which was built in 2007, has a new owner from Seal Harbor, who is having her undergo a three-year refit. This year they are soda blasting the bottom. They will then put on a barrier coat and then Awlgrip her. They are also rebuilding the main engine, redoing the exterior varnish and a lot of odd jobs. One of these jobs was removing the original Sitka spruce mast and replacing it with a more modern, smaller teak mast for the pilothouse top. The bow pulpit was removed to give the boat a clean look.

A Bridges Point 24 has a new owner and she will be in for a new interior and replacing

some of her rigging.

A Hinckley 40 Jetboat is being re-powered. Both engines are out, and Billings Diesel & Marine of Stonington will be assisting them with the new engines.

The paint booth is busy as they are Awlgripping four or five boats this year. They just finished an AJ 28, and she is being followed by an MJM 34. Next will be a Stanley 36 and then a Hinckley Bermuda 40.

Another interesting project is putting in a side boarding door on a Wesmac 38. She will also head to the paint bay to be Awlgripped.

The yard stores about 200 boats, which all need some degree of work, and about another 50 come in to be serviced before going overboard for the summer. They have 13 wooden International One-Design sailboats, which are now 86 years old. They also have a

**Continued on Page 18**

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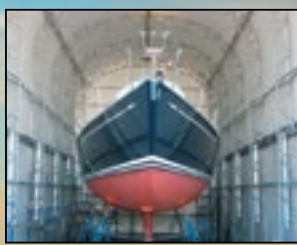
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# Boat And Ship Yard News



Willis Beal of Beals Island has started a new model of a lobster boat for his daughter.



This is a stern view of the transom of the lobster boat CHRISTOPHER, which was built by Mariner and Isaac Beal in 1976. She is being rebuilt at Jonesport Shipyard under the guidance of Isaac Beal.

## Continued from Page 15

number of Luders 16, Herreshoff 12½s and a couple of Bunker & Ellis power boats, which are all wood and need extra attention.

They have not taken on a new customer in three years. They want to make sure that they can give their current customers the best of care and feel that if they added more boats, they could not do that.

### R. E. Blood Boatworks Newcastle, ME

Inside the main building they have a 20-foot Lyman built in the 1960s, Two years ago they replaced the stem and last year they repowered her after her engine blew. The engine is a 302 Ford, which was rebuilt by Redline. When they repowered her, they changed her raw water-cooling system to a

closed system. This year they replaced the wiring. They have also been giving her a cosmetic upgrade.

The Concordia that they have been working on for the last couple of years is still on hold. Last year her owner had a water issue with his Apogee 50. This meant the crew came off the Concordia and headed for Kittery to rewire the entire boat last winter. They also replaced some woodwork along with the fuel tanks. The owner began sailing her early last summer, but then the transmission let go. She was brought to the Gamage Shipyard in South Bristol where the gear was removed and replaced.

SARABAND, a 35-foot sloop designed by Sparkman & Stephens, is back. Last year they removed her sternpost and re-bolted it. This year they are working on the front end. Where the forefoot meets the keel there is a

lot of water coming in. They have removed the mast step so they can get at the keel bolts, which will be removed and replaced. They will also replace stop waters and a couple of planks. The head of the mast has an issue and that will be repaired. This was Olin Stephen's favourite double-ended, but it also might have been the only one he designed.

SPARROW, Crocker design, is in and the stern is out of her. She has 19 broken frames, and these are being sistered to make her stiff and then they will re-plank her with new planks. This boat was given a new keel and some planking two years ago. They have also replaced her deadwood, rudder, and transom.

There was a Sparkman & Stephens 30 in for storage and she may need some minor work, which they plan to do in the spring.

Just outside her was a boat that had been abandoned in the Damariscotta River. She was hauled up and they were waiting for final approval before they disposed of her.

A Concordia 39 was leaking forward between the forefoot and the keel. They will remove several planks and figure out how

the water is getting. They thought that the keel bolts had loosened up, so they will be replaced, and they probably will also replace the stop waters while she is open.

MICKEY FINN, which was built by Paul Rollins of York, is in for storage. However, they did remove a couple of planks in the stern to make sure everything was okay back there. They will repaint the deck in the spring, and they will rebuild a couple of the hatches and then varnish them all. They also expect to remove the engine and shaft at some point and rebore the shaft and put a shaft tube in. Another problem they need to deal with is she picked up a worm when she was in the Bahamas. That will need to be dug out before it becomes a major issue. Most of the work this year will involve the deck.

The lobster boat VICIOUS CIRCLE came in to be repowered with a 550 John Deere. The owner has decided to hold off on that but wants to add more of an interior. They will also switch her over from wet to

Continued on Page 24.

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# U. S. NAVY NEWS

## Continued from Page 9

Integrated Sea Trials where the ship's readiness and capabilities are tested and validated to delivery requirements.

"This delivery is a significant milestone as we bring another oiler to our fleet and increase our replenishment underway capabilities," said John Lighthammer, program manager, Auxiliary and Special Mission Ships, Program Executive Office, Ships (PEO Ships). "This is the final stepping stone in getting this essential ship to our civilian mariners in need of its tools.

John Lewis-class ships (T-AOs) are operated by Military Sealift Command and feature substantial volume for oil; significant dry cargo capacity; and aviation capability. T-AOs provide additional capacity to the Navy's Combat Logistics Force and are a cornerstone of the Navy's fuel delivery system.

General Dynamics NASSCO, the shipbuilder, is also in production on T-AOs USNS Lucy Stone (T-AO 209), USNS Sojourner Truth (T-AO 210), USNS Thurgood Marshall (T-AO 211), and USNS Ruth Bader Ginsburg (T-AO 212). The future USNS Harriet Tubman (T-AO 213) and USNS Dolores Huerta (T-AO 214) are under contract. Additionally, a Block Buy contract was issued in September 2024 for the detail design and construction of T-AO 214-221.

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

### SECNAV Del Toro Names Future Guided Missile Frigate USS Joy Bright Hancock (FFG 69)

Secretary of the Navy Carlos Del Toro announced that a future Constellation-class Guided Missile Frigate, FFG 69, will be named USS Joy Bright Hancock, Dec. 16.

Secretary Del Toro made the announcement at the 11th Women, Peace and Security Symposium, hosted by the U.S. Naval War College in Newport, R.I.

16 December 2024

NEWPORT, R.I. – Secretary of the Navy Carlos Del Toro announced that a future Constellation-class Guided Missile Frigate, FFG 69, will be named USS Joy Bright Hancock, Dec. 16.

Secretary Del Toro made the announcement at the 11th Women, Peace and Security Symposium, hosted by the U.S. Naval War College in Newport, R.I.

The future USS Joy Bright Hancock honors her namesake's trailblazing service beginning as a Yeoman in World War I, and her integral role in passage of the Women's Armed Services Integration Act in 1948. This will be the first U.S. Navy vessel named for Hancock.

"We—men and women alike—must contribute to the meaningful participation of women in the armed forces to increase com-

bat readiness and operational effectiveness. Captain Joy Bright Hancock was a trailblazer who paved the way for generations of women to proudly serve this great Nation," said Secretary Del Toro. "That is why, I am incredibly pleased to announce that a Constellation-class frigate, FFG 69, will be named the USS Joy Bright Hancock."

The naming selection honors Captain Joy Bright Hancock (1898–1986). Born in New Jersey, Hancock received degrees from George Washington University and the Crawford School of Foreign Service in Washington, DC; the Pierce School of Business Administration in Philadelphia; and the Paris Branch of the New York School of Fine Arts.

During World War I, Hancock was a Yeoman (F) First Class on duty at the New York Shipbuilding Corporation in Camden, New Jersey. By then end of the war she was Chief Yeoman at the U.S. Naval Air Station in Cape May, New Jersey. Between 1934 and 1942 she was the civilian head of Editorial and Research Section of the Navy Bureau of Aeronautics and the Special Assistant to the Bureau's Chief. In the first year of World War II she was commissioned Lieutenant, Women's Reserve, U.S. Naval Reserve, also known as WAVES. In February 1946 she became the director of WAVES and advanced through rank to Captain in the Naval Reserve by 26 July 1946.

Captain Hancock, who was instrumental in the passage of the Women's Armed Service Integration Act of 1948, was one of eight women to be sworn into the regular Navy and was subsequently appointed Assistant Chief of Naval Personnel for Women. She retired from active duty in June 1953. During her long career, Captain Hancock received commendations for her service to the Bureau of Naval Aeronautics and the Deputy Chief of Naval Operations (Air) during WWII, as well as for her assistance in expanding opportunities for women in the Navy. In recognition of her trailblazing career, the Navy now annually awards the Joy Bright Hancock Award to honor the visionary leadership of officers whose ideals foster an inclusive culture while furthering the integration of women in the Navy. There have been no previous Navy vessels named for Joy Bright Hancock.

The future USS Joy Bright Hancock will be the tenth of the new Constellation-class frigates. The other ships in the class are USS Constellation (FFG 62), USS Congress (FFG 63), USS Chesapeake (FFG 64), USS Lafayette (FFG 65), and

USS Hamilton (FFG 66). Secretary Del Toro named the future USS Lafayette (FFG 65) in 2023, and the future USS Hamilton (FFG 66) and future USS Galvez (FFG 67) in 2024. FFG 68 will be named in 2025.

The Constellation-class guided-missile frigate represents the Navy's next generation small surface combatant. This ship class will be an agile, multi-mission warship, capable of operations in both blue-water and littoral environments, providing increased combat-credible forward presence that provides a military advantage at sea.

The Constellation-class will have multi-mission capability to conduct air

warfare, anti-submarine warfare, surface warfare, electronic warfare, and information operations.

### U.S. Navy completes final testing milestone for Unmanned Surface Vessel Program

From Program Executive Office Unmanned and Small Combatants (PEO USC) Public Affairs

18 December 2024

WASHINGTON — The U.S. Navy recently achieved its final key milestone in the

Continued on Page 24

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

## Continued from Page 7

Those from fourth to thirteenth are regrouping but need to cope with a high just under Tasmania.

Ruyant was in just 10 knots of wind having failed to pass the high. He felt that those behind him will go around.

## 14 December

Richomme has passed Simon and has gained considerably on first place Dalin, who is now just 130 miles in the lead. The high is still blocking those behind the leaders, but there is a low coming and that could gain them (4<sup>th</sup> to 13<sup>th</sup>) some of the miles back. This low will last for sometime. Damien Seguin (Groupe Apicil) has been stuck in 40 knots of wind and 20+-foot seas. During a broach he discovered that a chainplate was torn off putting a hole in the hull. While trying to make repairs he got hit causing him some pain. The heavy conditions are expected to last till the next evening.

Guirec Soudée (Freelance.com) had to climb the rig in heavy seas and now has damage to his rudders. He also only has one working hydrogenator.

## 15 December

Richomme is continuing to gain on Dalin, now back just 80 miles. It looks like the passage across the Pacific could be a quick one for many of the racers.

Those from fourth to thirteenth should have a good week. In fact, some were making over 20 knots.

As for issues: Szabolcs Weöres (New Europe) has a broken D2 upper shroud;

Antoine Cornic is heading for St. Paul to make repairs to his sail track; and Denis Van Weynbergh (D'Ieteren Group) has a weather vane issue.

## 16 December

During the night Pip Hare (MEDALLIA) was dismasted and is now under a jury rig heading for Melbourne, Australia 700 miles away at about 4 knots. She did not know what failed, saying that the boat took off and when it landed the rig came down in two pieces.

The damage to Weöres D2 upper shroud has forced his retirement from the race. Weores is a rigger and tried to think of a realistic repair but could not and that he deemed as unsafe. The D2 is a fragile cable that supports the upper part of the mast from bending. These cables supports the main forestay, J2 jib and fractional gennaker attachment points as well as the mainsail when set up with reef 2. The rigging was all replaced before the race, and it is thought that the damage was due to the knockdown he suffered earlier in the race.

Other damage: Benjamin Ferré (Monnoyeur - DUO for a JOB) has repaired a keel ram issue; and Arnaud Boissières (La Mie Câline) has an injured knee. Weynbergh climbed his rig and replaced the windvane, but it still did not work. He is thinking it might be an electrical issue.

Richomme is now just 18 miles behind Dalin and has shown better speed than the leader. He said that he has been lucky choosing his way towards the lead. The three leaders are separated from the rest of the fleet by an anticyclone. However, this

anticyclone is moving north and once clear will allow the trapped racers to break free.

## 17 December

Dalin, Richomme and Simon were still battling and were all within five miles of each other. Richomme now had the lead by two miles with Simon back 70 miles to the north. They were sailing along the Antarctic Exclusion Zone with those from fourth to tenth further away. There is still a high protecting the three leaders. The following pack (fourth to thirteenth) are now closer together. They are hoping to hold onto the low and this should push them quite quickly across a third of the Pacific Ocean.

Issues for the racers: Seb Marsset (FOUSSIER) has a hydrogenator issue.

## 18 December

It is a three-way battle at the front midway between Tasmania and Cape Horn in the cold. Richomme is now in second behind Simon. Once Dalin made repairs to a sail issue he regained the lead. The top three are just 5.3 apart taking photographs and talking with each other. Behind by 600 miles is the next group of racers headed by Lunven. This group is in much better wind and averaging just over 20 knots. Those back behind Sébastien Marsset (FOUSSIER) have strong winds and heavy seas.

For repairs, Tanguy Le Turquais (Lazare) discovered a longitudinal frame detached and it took him a long time to make the repairs.

## 19 December

The top three boats are still in a tight battle with Dalin in the lead by 47.2 miles. Next comes Richomme followed by Simon. It is expected that they will pass Point Nemo on Friday. This is the most remote place on earth and the closest human are the astronauts in the International Space Station 400 km above them.

The group 600 miles behind the leaders are making progress, but some of them are going upwind. The wind will increase to 20 knots with a flat sea and that should propel them along at a good speed.

Louis Duc (Fives Group-Lantana Environnement) made repairs to a rudder connecting bar.

## 20 December

The three top boats (Dalin, Richomme and Simon) have an 800-mile lead on the next boat. The weather, from the leader to the Justine Mettraux in eleventh, is the same. The leaders, however, will be forced to jibe when the wind switched from NW to SW. This second group has widened their gap over those behind and those behind are going to be in tougher conditions.

## 21 December

In two days, the leaders should round Cape Horn. Cape Horn was first rounded by the Dutch led by Willem Schouten in January 1616. They named it after their town of Kap Hoorn.

Richomme has regained the lead by 10 miles over Dalin with Simon back about 200 miles. Dalin went further south looking for a better angle. It is expected that they both will round together.

The competitors behind are in various conditions. Some are in a storm, others in an anticyclone and some battling headwinds. The racers are still trying to sail a smart race and make sure they are not pushing beyond their or the boat's limit.

For repairs Lunven has made a repair to a batten car and Jérémie Beyou has replaced his mainsail.

## 22 December

The record for rounding Cape Horn will be broken tomorrow. Richomme is followed by Dalin by a mere few miles with Simon back 300 miles. Simon had been jibing along the Exclusion Zone, and this had taken its toll. He also felt that once in the Atlantic he had a chance to catch the two leaders.

Those from fourth back to tenth were watching a low, which was pushing down from the north should be passing front of the group. The leaders of this group were going to have nasty conditions with strong winds and 20-foot cross seas.

Back further there was a lack of wind, and they were dropping further behind the leaders.

## 23 December

Richomme and Dalin were just several miles apart and the question was who would round Cape Horn first. Dalin wanted the top slot from his friend, but he also knew how competitive Richomme was. The winds were 30 with gusts of 35 and it was Richomme who would get them first.

Those in the next group behind the leaders are keeping an eye on those in front as well as those behind them. They are pushing hard as it is a very tight group with about 100 miles between ten boats.

## 24 December

Richomme rounded Cape Horn with a time of 43 days 9 hours 13 minutes and 43 seconds. setting two records. Dalin would round 9 minutes and 30 seconds later. They both rounded in just 15 knots of wind and could see the snow-capped mountains. Now came the real challenge, heading up the Atlantic and hoping to make the right choices as to the best way to do it.

Simon is 600 miles back and should round Christmas Day.

Yannick Bestaven lost a halyard system, which caused his Code Zero headsail to drop into the water. After a two-hour battle he was back in the race.

## 25 December

Simon passes Cape Horn 30 miles off with winds reaching 47 knots. He was one day and nine hours behind the leader. Richomme is now nearly 100 miles in front of Dalin. He was able to retain the breeze longer than Dalin, but his speed is now easing. When he went to sleep, he was doing 25 knots and when he woke up, he was down to 7 knots. He was working to get his boat in order and make his way up the Atlantic.

Behind the leaders the cold still had a grip on the racers. The SW winds were blowing directly off Antarctica.

## 26 December

The weather at the front would slow the two leaders and thus allow those behind to catch up. Richomme, who had a 110-mile lead evaporate to Dalin, who was now in the lead by a mere 10 miles. The air is warmer and will get even warmer as they make their way towards the equator.

## 27 December

There is just 238 miles between fifth and eleventh place and all should round Cape Horn tomorrow. Unfortunately, they should pass far offshore due to the conditions.

The two leaders went through a little light air, but they were back up to speed. They both dodged a small depression as they headed for the trade winds. Dalin was back of Richomme by just 12 miles and 600 miles ahead of third place Simon.

Back further, between Tasmania and New Zealand, the conditions gusting to 44 knots with 20-foot seas.

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# The 2024 Vendee Globe Race - Current Positions

Clarisse Cr mer (L'Occitane en Provence) has a water leak that has caused her computers to go down. She is now working on an iPad.

## 28 December

Six boats passed Cape Horn within 10 hours of each other. The fifth and sixth place boats rounded within 15 minutes.

Yannick Bestaven has severe damage to his steering system. The main central axe, which links the two rudders together, is broken. He was hoping to find a fix with still 250 miles to go to pass Cape Horn. A temporary fix was to take the spare gennaker sheet hooked to the rudders. Even though he was just under the main he was going 11 knots. He realized that in more than 30 knots of wind the boat was not steerable. Unfortunately, he did not have a spare part and did not think he could go up the Atlantic in this condition. He was hoping to be able to find a place he could stop to get a better look and formulate a plan.

The two leaders are just 130 miles apart. They have a very slow moving cold front and they need to make the right choice to get by quickly. There are two options: you can sail the rhumb line or go around to the east. They were going to wait till morning when a new weather report is available.

Pip Hare arrived at Melbourne after sailing nearly 800 miles under a jury rig.

## 29 December

The second group of separated a bit as they sail upwind in light air. Sam Goodchild (VULNERABLE) has passed through the Le Maire Strait, looking for more wind to the west. Thomas Ruyant (VULNERABLE) has been in light winds for 24 hours. Simon has been on starboard jibe and has been at full speed on his good foil. The winds are fluctuating and that makes it hard on the rac-

ers. Simon was happy to be putting distance between him and those behind him. He also addressed his deprived state of sleep, which he was able to recharge.

## 30 December

Bestaven, who round the Cape the day before, makes a stop at Ushuaia, Argentina and announces his withdrawal from the race. This is a repair that cannot be done by one person, so his technical team is flying in to assist. He had lost his Code 0 and while retrieving he damaged the starboard foil on 24 December. A few days later FR0 exploded in a squall. He then noted that there was some delamination on the aft quarter of the starboard side of the hull. Once the repairs are made, he will continue, even though out of the race, to the finish.

Richomme was hoping for a nice easy to understand weather report, but that did not happen. It was now a guessing game between him and his friend Dalin. They are hoping to be in good wind soon.

## 31 December

The two leaders are still in light air off the Brazilian coast. The St. Helena high has expanded with a cold front going through it. Richomme's lead has disappeared with Dalin 30 miles ahead. Simon is in third, but his gains had slowed as he found light air. Fourth place Ruyant is now back of Simon by 1,100 miles.

Clarisse Cr mer (L'Occitane en Provence) has a problem with her computer, which got wet. She took one of the two computers to make one good one. Even though it is not powerful it can still run Adrena, a routing software.

The Pacific is pretty quiet, but bitterly cold. Conrad Colman (MS AMILIN) is go-

Continued on Page 22

As of 5 January 2025, AM

Pos.	Boat	Skipper	Distance to Finish	Distance to Leader
1	MACIF Sant� Pr�voyance	Charlie Dalin	3,163.14	---
2	Paprec Ark�a	Yoann Richomme	3,291.60	128.45
3	Groupe Dubreuil	Sebastian Simon	4,019.93	856.78
4	Vulnerable	Thomas Ruyant	5,116.58	1,953.44
5	Biotherm	Paul Meilhat	5,138.24	1,975.10
6	Charal	Jeremie Beyou	5,143.98	1,980.83
7	Vulnerable	Sam Goodchild	5,194.66	2,031.51
8	Holcim - PRB	Nicholas Lunven	5,222.17	2,059.03
9	Malizia-Seaexplorer	Boris Herrmann	5,228.30	2,065.16
10	Teamwork-Team Snef	Justine Mettraux	5,324.32	2,161.17
11	Guyot Environnement...	Benjamin Dutreux	5,749.04	2,585.90
12	L'Occitane en Provence	Clarisse Cremer	5,843.49	2,680.35
13	Initiatives-C�eur	Samantha Davies	6,046.37	2,883.23
14	Groupe Apicil	Damien Seguin	6,520.20	3,357.05
15	Fortinet - Best Western	Romain Attanasio	6,525.00	3,361.86
16	Tout Commence en Finist�re	Jean Le Cam	6,590.53	3,427.38
17	Hublot	Alan Roura	6,946.45	3,783.31
18	Prysmian	Giancarlo Pedote	7,277.97	4,114.82
19	MACSF	Isabelle Joschke	7,279.07	4,115.92
20	Monnoyeur-Duo for a Job	Benjamin Ferre	7,712.30	4,549.16
21	Lazarus	Tanguy Le Turquais	7,904.41	4,741.26
22	Dmg Mori Global One	Kojiro Shiraishi	7,958.32	4,795.17
23	Foussier	Sebastien Marsset	7,964.47	4,801.32
24	Stand As One - Altavia	Eric Bellion	7,976.71	4,813.56+
25	Freelance.com	Guirec Soudee	7,978.47	4,815.32
26	Devenir	Violette Dorange	7,994.52	4,831.37
27	Fives Group - Lantana Env.	Louis Duc	8,013.96	4,850.81
28	MS Amlin	Conrad Colman	8,014.60	4,851.45
29	Le Mie Caline	Arnaud Boissieres	8,054.81	4,891.67
30	Tut gut	Oliver Heer	9,662.88	6,499.73
31	Human Immobilier	Antoine Cornic	9,890.93	6,727.78
32	Singchain Team Haikou	Jingkun Xu	9,978.92	6,815.77
33	Coup de Pouce	Manuel Cousin	10,635.77	7,472.63
34	Nexans-Wewise	Fabrice Amedeo	10,642.17	7,479.02
35	D'ieteren Group	D Van Weynbergh	10,986.40	7,823.25
<b>Withdrawn</b>				
	Maitre Coq V	Yannick Bestaven	30-12-2024	
	Medallia	Pip Hare	16-12-2024	
	New Europe	Szabolcs Weores	16-12-2024	
	Bureau Vallee	Louis Burton	05-12-2024	
	V & B-Monbana-Mayenne	Maxim Sorel	15-11-2024	

# 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 Sentinel, Ellsworth American, New Bedford Mercury, Salem Gazette and Boston Evening Transcript.

Transcribing: WPA Ship Documents, especially ones not published.

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

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

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Dedicated to the Preservation of Maritime Writings



# U. S. COAST GUARD NEWS

## Continued from Page 8

diate impact economically—not only among the Coast Guard’s statutory missions but also in terms of protecting the natural resources.”

### Coast Guard accepts ownership of commercially available polar icebreaker

23 December

WASHINGTON — The Coast Guard announced it accepted ownership of the motor vessel Aiviq, a 360-foot polar class 3-equivalent icebreaker, from an Edison Chouest Offshore subsidiary Friday.

The vessel, acquired Dec. 11, will enhance U.S. operational presence in the Arctic and support Coast Guard missions while awaiting delivery of the Polar Security Cutter (PSC) class.

Upon commissioning, the ship will be renamed Coast Guard Cutter Storis (WAGB 21), marking the second cutter to bear that name. The original Storis, known as the “Galloping Ghost of the Alaskan Coast,” had a storied history conducting icebreaking operations in Alaska and the Arctic.

“This acquisition is a vital step in increasing our operational presence in the Arctic,” said Adm. Linda Fagan, commandant of the Coast Guard. “The future Coast Guard Cutter Storis builds on our legacy of Arctic operations and underscores our commitment to asserting U.S. sovereignty and supporting national security in the region.”

The \$125 million firm fixed-price contract with Offshore Service Vessels, L.L.C., based in Cut Off, Louisiana, includes delivery, reactivation, technical data, spares, certifications, modifications, crew training and operational readiness activities.

With minimal modifications, the future Storis will be capable of safeguarding U.S. sovereign interests in the Arctic and conduct-

ing select Coast Guard missions. The Service will evaluate the vessel’s condition and identify requirements to achieve full operational capability.

The vessel will eventually relocate to its permanent homeport in Juneau, Alaska, following necessary shore infrastructure improvements. Temporary homeport options are currently under evaluation.

The acquisition was made possible through the Don Young Coast Guard Authorization Act of 2022 and fiscal year 2024 appropriations. It does not affect the ongoing procurement of Polar Security Cutters and is not part of the PSC program of record.

The Coast Guard requires a fleet of eight to nine polar icebreakers to meet operational needs in polar regions. The future Storis will provide near-term operational presence and support national security as a bridging strategy until the full complement of Polar Security Cutters is delivered.

### Coast Guard building nation’s first Polar Security Cutter

23 December 2024

The U.S. Coast Guard and U.S. Navy Integrated Program Office received approval Dec. 19 to begin building the first Polar Security Cutter (PSC).

The PSC marks the first heavy polar icebreaker to be built in the United States in more than five decades.

The work is being performed by Bollinger Mississippi Shipbuilding in Pascagoula, Mississippi, the prime contractor for design and construction of the future PSC fleet. This decision continues work that has been underway since the summer of 2023 as part of an innovative approach to shorten the delivery timeline of these critical national assets.

The approval incorporates eight prototype fabrication assessment units

(PFAUs) currently being built or planned. The PFAU effort was structured as a progressive crawl-walk-run approach to help the shipbuilder strengthen skills across the workforce and refine construction methods before moving into a full-rate production. The PFA has prepared the government and the shipbuilder to begin construction of the PSC class, resulting in more precise, cost-effective and reliable construction processes.

The Coast Guard’s operational polar icebreaking fleet currently includes one heavy icebreaker, the 399-foot Coast Guard Cutter Polar Star, commissioned in 1976, and one medium icebreaker, the 420-foot Coast Guard Cutter Healy, commissioned in 1999.

The service recently acquired a commercially available polar icebreaker to provide additional presence and mission capability in the Arctic.

#### Polar Security Cutter

The Coast Guard is recapitalizing its polar icebreaker fleet to ensure continued access to both polar regions and support the country’s economic, commercial, maritime and national security needs.

The operational polar fleet currently includes one 399-foot heavy icebreaker (Coast Guard Cutter Polar Star, commissioned in 1976) and one 420-foot medium icebreaker (Coast Guard Cutter Healy, commissioned in 2000). These cutters are designed for open-water icebreaking and feature reinforced hulls and specially angled bows.

Polar Star underwent a three-year reactivation and returned to operations in late 2013. Since then, Polar Star has completed six Operation Deep Freeze deployments to resupply McMurdo Station in Antarctica. The Polar Star has also completed one rare winter journey to the Arctic. The Polar Star entered into a service life extension project (SLEP) in 2021 to extend the cutter’s service life by four years.

#### Why this program?

The United States has vital national interests in the polar regions. Polar security cutters (PSCs) enable the U.S. to maintain defense readiness in the Arctic and Antarctic regions; enforce treaties and other laws needed to safeguard both industry and the environment; provide ports, waterways and coastal security; and provide logistical support – including vessel escort – to facilitate the movement of goods and personnel necessary to support scientific research, commerce, national security activities and maritime safety.

#### How is the Coast Guard addressing the need for more polar icebreaking capability?

The Coast Guard and U.S. Navy, through an integrated program office, on April 23, 2019, awarded VT Halter Marine Inc., of Pascagoula, Mississippi, a fixed price incentive (firm) contract for the detail, design and construction of the lead PSC. Construction on the first PSC is planned to begin in 2022 with contract delivery planned for 2025. The contract includes financial incentives for earlier delivery.

### U.S. heavy icebreaker departs Australia, bound for Antarctica

31 December 2024

SYDNEY — The U.S. Coast Guard Cutter Polar Star (WAGB 10) and crew departed Sydney, Friday, to begin their journey across the Southern Ocean en route to Antarctica in support of Operation Deep Freeze 2025.

While in Sydney, the crew hosted tours aboard the Polar Star for Consul General Christine Elder and guests from the U.S. Embassy.

On December 21, the Polar Star moored at HMAS Kuttabul alongside several Royal Australian Navy ships close to the center of Sydney during a logistics stop for fuel and supplies.

Leading up to and during the transit, the crew received training and prepared to support the vital mission despite the austere environment. Operation Deep Freeze is one of the more challenging U.S. military peacetime missions due to the harsh environment in which it is conducted. Antarctica is the coldest, windiest, most inhospitable continent on the planet, and each trip requires careful planning and coordination.

“The success of Operation Deep Freeze relies on strong collaboration with our international partners, I am deeply grateful for their continued, and relentless support of Polar Star’s role in that mission,” said Capt. Jeff Rasnake, Polar Star’s commanding officer. “The future of scientific excellence in Antarctica is safeguarded by our joint commitment to cooperative research and protecting the Antarctic environment.”

Operation Deep Freeze is a joint military service mission to resupply the United States Antarctic stations of the National Science Foundation, who is the lead agency for the United States Antarctic program (USAP). This year marks Polar Star’s 28th voyage to Antarctica. Every year, a joint and total force team work together to complete a successful Operation Deep Freeze season. Military members from the U.S. Air Force, Army, Coast Guard, and Navy work together through Joint Task Force-Support Forces Antarctica to continue the tradition of providing U.S. military support. Operation Deep Freeze through the US Antarctic Program works closely with other nation’s Antarctic programs to ensure the continued use of the continent for the advancement of science.

The Polar Star provides heavy icebreaking capabilities to facilitate sealift, seaport access, bulk fuel supply, and cargo handling for two of U.S.’s three research stations in Antarctica with McMurdo Station being the largest. The cutter’s icebreaking capabilities enable the safe delivery of critical supplies to sustain USAP’s year-round operations and support international partnership in the harsh Antarctic environment. It’s vitally important that the U.S. maintains a maritime domain presence in Antarctica to protect international access to the region in line with the Antarctic Treaty that is celebrating its 65<sup>th</sup> anniversary this year.

“Polar Star is unique in its ability to operate in the dynamic polar regions and we are looking forward to joining our service partners operating there,” said Lt. Cmdr. Rachel Rand, Polar Star’s operations officer. “Our mission is to ensure the safe delivery of cargo to allow the United States Antarctic Program to continue to be successful. We appreciate the dedicated coordination and training across the joint and total force team that allows us to complete the complex resupply.”

When the Polar Star deploys in support of Operation Deep Freeze, they routinely spend the holiday season away from home. The Polar Star departed its Seattle homeport November 22 and has traveled approximately 7,000 miles with stops in Honolulu and Sydney. The crew celebrated Thanksgiving while underway and then moored alongside the U.S. Navy fleet at Joint Base Pearl Harbor-Hickam in Honolulu.

During the transit across the Pacific, the crew sailed through the position 0 degrees latitude and 180 degrees longitude, also known as “The X” marking the intersection of the equator and international date line. Crossing this exact position is a unique and rare opportunity among mariners.

Commissioned in 1976, the Polar Star is a 399-foot heavy polar icebreaker weighing 13,500 tons, 84-feet wide, with a 34-foot draft and capable of providing year-round access to both polar regions. The six diesel and three gas turbine engines produce up to 75,000 horsepower.

## The 2024 Vendee Globe Race

### Continued from Page 21

ing fossil fuel free. He has a heated jacket from Gill and is consuming a lot of tea and peanut butter.

#### 1 January 2025

The two leaders are looking for the trade winds. They made it through the cold front but still have some light air ahead before they hit the SE trade winds. When they hit the trade winds, they will be able to head north for the finish. The margin between these two was 93 yesterday, but today it was down to 63. The problem they are having is that the weather outlook is not close to what they are actually seeing.

#### 2 January

Richomme has been gaining miles on the leader Dalin and was just 25 miles back. The computer models are saying that the first boat should arrive 15 January, breaking the record by eight days.

The racers back in the pack off Point Nemo are dealing with ice. As beautiful as an iceberg can be, racers are being very careful not to hit one.

#### 3 January

The leaders have found the SE trade winds and are on a northerly course of the Northern Hemisphere. Third place racer Simon has picked up the trade winds. Ruyant is back 1,000 miles, but has a damaged mainsail and J2, which will be a major problem heading up the Atlantic. His 300-mile lead over the boat behind him has now shrunk to 170 miles.

Romain Attanasio (Fortinet-Best Western) and Damien Seguin (Groupe APICIL)

rounded Cape Horn in fourteenth and fifteenth place, respectively.

The iceberg sightings have ended.

Van Weynbergh has been busy repairing his rudder.

#### 4 January

The two leaders are closing in on the equator, which they should cross tomorrow. They have found more wind and are both going about 20 knots.

The real battle is from fourth to tenth. Ruyant is losing miles to Paul Meilhat (Biotherm). The distance was 400 miles, but that is now down to 40 miles. In tenth is Justine Mettraux (TeamWork-Team Snef) who has gone west and this main gain a number of positions.

Jean Le Cam (Tout commence en Finistère - Armor-lux) rounds Cape Horn for the seventh time in the sixteenth position. Now at 65, his first crossing happened when he was 22 in the Whitbread Race. While rounding he talked with the lighthouse keeper.

Bestaven has made repairs to his racer and is ready to resume his sail to the finish, even though he is out of the race.

#### 5 January

Dalin crossed the equator, with a time of 56 days, 2 hours, 36 minutes, and 23 seconds. His time from Cape Horn to the equator is 12 days, 15 hours, 1 minute and 33 seconds. Dalin is now more than 7,700 miles ahead of the last place boat. Both Dalin and Richomme are also going easterly as they are getting lifted. It is thought that the doldrums should not be a factor. The route looks pretty quick all the way to 500 miles before the finish.



# MISCELLANEOUS COMMERCIAL FISHING NEWS

## Continued from Page 13

efforts with large-scale competitive funding opportunities and expert technical assistance through our Community-based Restoration Program.

The Bipartisan Infrastructure Law and Inflation Reduction Act provide a historic opportunity for us to continue making an impact for fisheries, protected resources, and coastal communities. To date, we have funded 214 awards totaling \$985 million through two rounds of funding competitions.

### White House National Science and Technology Council Finalizes New Aquaculture Plan, First in 40 Years

December 16, 2024

In addition to providing a sustainable source of American-raised seafood, aquaculture plays an important role in fisheries restoration.

For the first time since 1983, the United States is releasing an updated National Aquaculture Development Plan. It will strengthen U.S. commitment to food security, climate resilience, and the protection of threatened and endangered marine and freshwater species.

In a changing climate, aquaculture is becoming increasingly important as a climate-smart and healthy means of food production. Seafood farming, if done responsibly—as it is in the United States—is one of the most environmentally sustainable ways to produce healthy food.

In addition to providing a sustainable source of American-raised seafood, aquaculture plays an important role in fisheries restoration. Hatchery-reared fish (seedstock and fingerlings) are released into the wild to help bolster populations of wild marine species. Aquaculture has helped more than 70 endangered or threatened species, including Pacific salmon, white abalone, and queen conch. In addition, it's helped restore habitats and mitigate the impacts of climate change.

### The National Aquaculture Development Plan

The National Science and Technology Council's Subcommittee on Aquaculture finalized the draft Overview of the National Aquaculture Development Plan, which was released earlier this year for public comment. It includes three strategic plans.

Two of them, the Strategic Plan to Enhance Regulatory Efficiency in Aquaculture and the National Strategic Plan for Aquaculture Research, were completed and published in 2022. The third plan, the draft Strategic Plan for Aquaculture Economic Development, is now final.

Together these four documents comprise an updated National Aquaculture Development Plan that provides a holistic framework describing how federal agencies are advancing the contributions of aquaculture to support public health and nutrition, resilient communities, a strong economy, and a healthy planet.

### Working Across Agencies on the Subcommittee for Aquaculture

The Subcommittee on Aquaculture serves as the federal interagency coordinating group to increase the overall effectiveness and productivity of Federal aquaculture research, regulation, technology transfer, and assistance programs.

The Subcommittee on Aquaculture's Economic Development task force includes partner agencies from: U.S. Department of Agriculture; Department of Commerce; U.S. Fish and Wildlife Service; Food and Drug Administration; and Environmental Protection Agency.

### Atlantic Striped Bass Board Initiates Addendum to Consider 2026 Management Measures

17 December

The Commission's Atlantic Striped Bass Management Board has initiated Draft

Addendum III to consider recreational and commercial management measures for 2026 to support rebuilding the stock by 2029. Options will consider a range of reductions for the recreational and commercial fisheries. Recreational reductions will consider season and size limits that take into account regional differences, including no-harvest and no-targeting closures. Final action is planned for no later than October 2025 with implementation in early 2026.

"We want to thank the thousands of members of the public who took the time to provide thoughtful comments ahead of this Board meeting," said Board Chair Megan Ware from Maine. "We understand that many will be disappointed in the Board's decision to initiate an addendum versus taking immediate action. However, after deliberating for more than three hours about the path forward, the Board came to the conclusion that the best course of action is to proceed with an addendum which will allow for clarity on 2024 removals and additional analyses."

The action responds to the results of the 2024 Stock Assessment Update, which indicates the resource remains overfished but is not experiencing overfishing. Short-term projections estimate an increase in fishing mortality in 2025 due to the above average 2018 year-class entering the current recreational ocean slot limit combined with the lack of strong year-classes behind it. This action is intended to increase the probability of rebuilding the stock by adjusting subsequent 2026 management measures to ensure the stock is on the necessary rebuilding trajectory.

At the meeting, the Board considered two possible paths forward. The first was to take immediate Board action to reduce fishing mortality in 2025. The second was a longer, more comprehensive process given one of the primary options being considered is seasonal closures, which represents a new management approach for the Board. Ultimately, the Board chose the second path by initiating an addendum that would provide the Board more time to develop a fuller suite of management options, allow for the incorporation of full 2024 fishery removals data, and afford the public with a more robust opportunity to provide input. The Board noted preliminary data indicate the current measures implemented through Addendum II are on track to reduce 2024 removals from 2023 and 2022 levels. The Board also recognized the importance of the thousands of public comments submitted for this meeting and the upcoming public input through the addendum process on 2026 management measures.

For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at efranke@asmfc.org.

### NOAA Marine Forensic Lab Completes Rigorous Independent Assessment December 17, 2024

The marine forensic lab plays a crucial role in protecting marine resources and enforcing National and International laws related to fish, seafood, and protected species

The Northwest Fisheries Science Center's Marine Forensic Laboratory recently completed a rigorous independent assessment by the respected international Society for Wildlife Forensic Science. This significant milestone highlights the lab's dedication to scientific excellence, compliance with international wildlife forensic science standards, and its critical role in marine conservation.

### Setting the Standard for Marine Forensics

The independent assessment of the NOAA Fisheries lab is far more than a routine evaluation. It represents a critical validation of the lab's scientific processes and forensic capabilities. The Society for Wildlife Forensic Science assessors reviewed the lab's Quality Manual. They visited the Charleston and Seattle lab sites to interview staff and examine

all aspects of the lab's quality system, including: Chain of custody procedures; Safety protocols; Adherence to quality management systems; Forensic analysis protocols; and Best practices for Wildlife Forensic Science.

Notably, the Society found that both the Charleston and Seattle sites fully complied with their rigorous standards and guidelines for wildlife forensic sciences.

"We wanted to set a high standard for marine forensic science and encourage other labs to follow suit," noted Kim Parsons, co-lead for the Marine Forensic Laboratory. "By undergoing this rigorous assessment, we're demonstrating our commitment to both quality and transparency."

By successfully voluntarily undergoing this assessment, the lab demonstrated its commitment to scientific excellence and rigor. Accurate and defensible scientific findings for the investigative casework submitted to the forensic lab by NOAA's Office of Law Enforcement agents and officers are key for protecting and conserving marine species. The recent external review validates the labs' current practices and provides a roadmap for continuous improvement in marine forensic science.

### Forensic Science To Protect Our Fish, Seafood, and Protected Species

The lab, with facilities in Seattle, Washington, and Charleston, South Carolina, is NOAA's only forensic lab. It's one of only a handful of federal wildlife forensics labs in the United States. The forensics lab uses advanced scientific techniques, including DNA and morphological analyses, to protect marine resources and support the enforcement of laws related to the harvest, trade, and sale of seafood and wildlife.

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 fishing and seafood fraud. To combat illegal fishing practices and protect consumers, NOAA Fisheries recently announced an Action Plan to enhance the U.S. Seafood Import Monitoring Program. The lab's analytic capabilities, which support NOAA's Office of Law Enforcement's criminal investigations, are key components of that strategy.

In 2019, the NOAA Marine Forensic Lab was pivotal in dismantling a catfish smuggling operation. The lab analyzed suspicious fish shipments and identified two illegal species mislabeled as legal imports. This crucial evidence led to the conviction of four individuals involved in the scheme, removing thousands of pounds of potentially harmful seafood from the market.

In another example, a single endangered totoaba fish from the lab collections has had a lasting impact on conservation. The lab preserved the endangered fish for three decades, using it to generate a DNA reference sequence linked to an archived, verified specimen. This sequence allows NOAA and other scientists to identify suspected totoaba tissues from law enforcement investigations, enabling law enforcement to identify and prosecute wildlife smugglers. In 2021, scientists at the Smithsonian agreed to accept the rare specimen into their collection at the National Museum of Natural History, where it is available for study by researchers worldwide. This crucial work protects the endangered totoaba and the critically endangered vaquita and helps combat the illegal wildlife trade.

### Joint Agency Report Details Coastal Wetland Status and Trends Across a 10-Year Study Period

*The report shows that wetland loss is still occurring in the coastal watersheds of the conterminous United States, but at a lower rate than previous periods.*

December 20, 2024

NOAA Fisheries and the U.S. Fish and Wildlife Service have released a joint report titled "Status and Trends of Wetlands in the Coastal Watersheds of the Conterminous United States 2009 to 2019" (PDF, 60 pages). The report shows how wetlands in coastal watersheds have changed in type and abundance across the major coastal regions of the contiguous United States. The report is the third in a series, with prior releases reporting on timeframes from 1998–2004 and 2004–2009. The previous study periods provide valuable data to compare to the results of the new report. This helps us to understand longer-term trends in coastal wetland loss and gain across U.S. regions.

### Wetland Loss Still Occurring

A key finding in the new report is that wetland loss is still occurring. Freshwater wetlands were most commonly lost to development. Losses to upland forested plantations were also common. Within the saltwater environment, wetlands were most commonly lost to marine and estuarine deepwater (e.g., open ocean). These saltwater wetland losses are most likely related to factors such as sea level rise, land subsidence, and decreased sediment supply.

The rate of wetland loss in coastal watersheds of the conterminous United States from 2009–2019 was less than for the two previous study periods. The decreased rate of loss was greatest for freshwater wetlands. In particular, losses to upland urban and lake areas declined substantially. The rate of saltwater wetland loss also decreased since the previous study period, but was similar to the rate of long-term loss since the 1970s.

### What are Coastal Wetlands?

Coastal watersheds—that is, drainage basins affected by tides or adjacent to the Great Lakes—contain many different types of wetlands. These include saline or brackish wetlands such as salt marshes, seagrass beds, and mangroves, as well as non-saline wetlands such as freshwater marshes and swamps (forested wetlands). Wetlands directly on the coast provide a home for juvenile fish; further inland, they absorb flood waters. Wetlands in coastal watersheds are diverse and vital to the health of coastal landscapes. However, wetlands are also some of the most threatened natural systems globally.

### Conserving Wetlands Benefits Everyone

Wetlands are essential to the economic prosperity of coastal communities. More than half of the U.S. population lives and works in coastal watersheds, many in fields that depend on wetlands, such as commercial fishing, tourism, and recreation.

Wetlands are also vital because they help to avoid or lessen the impact of many of our most pressing environmental challenges, including: Increasing temperatures; Sea level rise; Hurricanes and other severe storms; Droughts and floods; Wildfires; and Growing need for readily available clean water.

The pattern of disproportionately high wetland loss and alteration in coastal watersheds is predicted to continue, if not intensify, in many areas, including the southeastern United States.

The U.S. Fish and Wildlife Service and NOAA Fisheries will continue to work with all partners to conserve and restore coastal wetlands. Part of that work includes producing Wetlands Status and Trends reports for coastal watersheds. Scientific information, like this report, is important for effective conservation of wetlands in coastal watersheds. Continuing to reduce the loss of coastal wetlands, especially vegetated wetlands, requires a collaborative approach that includes Tribal, state, local, and private partners. Reducing wetland loss will ensure the lasting health of the nation's people, environment, and economy.





# U. S. NAVY NEWS

## Continued from Page 19

development of Unmanned Surface Vessel (USV) integrated capabilities by successfully completing a continuous 720-hour power demonstration on an engine system for use aboard future USVs. This demonstration is part of a larger USV testing effort to assess the capability and resilience of engine systems to operate autonomously for extended periods. The latest test marked the final system to be evaluated. Engine development and operation is critical for the expansion of unmanned naval operations and for realizing the future vision of a manned-unmanned Hybrid Fleet.

The 2021 National Defense Authorization Act directed the Navy to complete the 720-hour test milestone before initiating development on large USVs. In the final engine test, Precise Power Systems conducted testing on behalf of Austal USA. Testing took place at Daimler Trucks North America Aftermarket Solutions in Tooele, Utah, from June 19 to September 5. The Navy's Program Executive Office Unmanned and Small Combatants (PEO USC) and the Unmanned Maritime Systems program office (PMS 406) oversaw the demonstration.

"This milestone marks a pivotal advancement in our naval strategy, as it enhances our capabilities in unmanned operations," said Rear. Adm. Kevin Smith, head of PEO USC. "Successfully demonstrating a power system that can sustain autonomous operations for 30 days without maintenance not only bolsters our readiness but also sets the stage for a truly integrated manned-unmanned Fleet, ensuring we remain at the forefront of maritime innovation."

During the 720-hour test, no human intervention, corrective, or preventative

maintenance was allowed on the equipment. Successfully completing this milestone means the tested model engine, MTU 8V4000M24S, is eligible for future use aboard USV platforms. It indicates that propulsion systems are mature enough to power an unmanned ship for 30 days without requiring maintenance. The team developing the engine will apply lessons learned during the test to enhance future models to increase reliability even more than demonstrated.

Prior to this test, five teams successfully completed their separate 720-hour testing milestones. The successful teams include:

- Bollinger and Carter Machinery on behalf of Caterpillar in Chesapeake, Virginia was the first team to achieve this milestone in December of 2023. They demonstrated sufficient mechanical reliability of the 1550 kw Caterpillar 3512C model engine.
- Fincantieri Marinette Marine (FMM) and Carter Machinery on behalf of Caterpillar in Chesapeake, VA demonstrated mechanical durability of the Caterpillar 2300 kW rated 3516 main propulsion diesel, lube oil and fuel system.
- Gibbs & Cox and Southwest Research Institute in San Antonio, Texas on behalf of Cummins also validated the reliability of the QSK95 diesel engine paired with an ABB AMG 0560M04 LAE generator.
- Huntington Ingalls Incorporated (HII), in partnership with the U.S. Coast Guard, conducted a successful 720-hour demonstration on behalf of MTU of the MTU 20V

4000 M93L, a Main Propulsion Diesel Engine configuration.

- L3 Harris, on behalf of Cummins, validated the reliability of the QSK60 diesel engine, a Main Propulsion Diesel Engine configuration, and the QSM11, a Marine Diesel Generator Set in Camden, New Jersey.

"This milestone is a significant step forward in the continued development of integrated unmanned surface capabilities. The successful execution of these tests highlights our commitment to deliver cutting-edge solutions that can meet the evolving needs of our Fleet," said Capt. Matthew Lewis, program manager of the Unmanned Maritime Systems program office.

The Navy's Unmanned Maritime Systems program office is a part of the Program Executive Office Unmanned and Small Combatants portfolio, which designs, develops, builds, and delivers the Navy's unmanned maritime systems; mine warfare systems; special warfare systems; expeditionary warfare systems; and small surface combatants.

## PNSY Delivers Texas as Battle-Ready Asset to the Fleet

From Portsmouth Naval Shipyard Congressional and Public Affairs Office

19 December 2024

KITTERY, Maine - USS Texas (SSN 775) completed sea trials off the coast of New England, marking the successful conclusion of its depot modernization period (DMP) at Portsmouth Naval Shipyard (PNSY).

The Texas Project Team, encompassing various trade workers, engineers, and material support personnel at PNSY, worked alongside the boat's crew to get Texas returned to the fleet battle-ready. Getting advanced systems and capabilities into the hands of warfighters at the tip of the spear is the ultimate goal, and PNSY's highly skilled workforce enabled Texas to get back in the fight.

PNSY's success in delivering Texas demonstrates how the nation's public shipyards are looking beyond traditional workflows to meet the Chief of Naval Operations' objective of putting more ready players – combat-ready platforms – on the field. "We used an aggressive strategy to have a 'get real' date and a 'get better' date to return this vital asset back to the fleet," said Shipyard Commander Capt. Michael Oberdorf. "By moving 'all ahead flank,' with urgency and purpose, we were able to pull Texas' delivery to the left from our agreed 'get real' date."

Submarine Squadron Two, located at the shipyard, supported Team Texas and all they achieved while in a maintenance environment. "Texas represents a shining example of resilience and readiness, returning to the fight tougher and stronger than ever," said Commodore, Submarine Squadron Two Capt. Jason Deichler. "The team faced every challenge with determination and delivered outstanding results, ensuring the submarine force remains the world's most lethal apex predator. Their exceptional teamwork, innovative maintenance practices, and tireless commitment to mission success set a new standard for excellence."

"Serving as Commanding Officer of Texas is an honor and a privilege. I have had the opportunity to lead and mentor the finest Sailors in the Navy [and] to work with talented members of the Texas project team," said Commanding Officer of Texas Cmdr. Chad Ingle. "Kevin Belisle, Texas project superintendent, led an outstanding team at our Navy's best shipyard. I am incredibly proud of what the officers and crew of Texas have accomplished. The depot modernization

period has been challenging for the crew, and the last six months of testing have been extremely tough. The reward for the crew's hard work is returning a fully repaired and modernized battle-ready submarine to the fleet," said Ingle.

Attack submarines are multi-mission platforms enabling five of the six Navy maritime strategy core capabilities – sea control, power projection, forward presence, maritime security, and deterrence. They are designed to excel in anti-submarine warfare, anti-ship warfare, strike warfare, special operations, intelligence, surveillance and reconnaissance, irregular warfare and mine warfare. Attack submarines project power ashore with special operation forces and tomahawk cruise missiles in the prevention or preparation of regional crises.

A DMP is a maintenance and modernization period in which a Navy submarine is placed in dry dock and undergoes extensive repair and modernization. During a DMP, a submarine receives major overhauls, repairs, structural inspections, and mechanical and electrical system replacements.

As America's leader for attack submarine maintenance and modernization, PNSY is enhancing critical warfighting capabilities by safely delivering first-time quality work enabling our undersea warfighters to be battle-ready when called upon.

## Future USS Iowa Delivered to U.S. Navy 23 December 2024

GROTON, CT – The U.S. Navy Submarine Force's newest attack submarine, the future USS Iowa (SSN 797) was delivered to the Navy on Dec. 22, 2024, marking the 12th battle force ship delivered to the Navy this calendar year.

The boat's delivery represents the official transfer of the submarine from the shipbuilder to the Navy. The submarine and crew will now undertake a series of tests and trials before commissioning into active service and providing additional capability to the fleet.

"The Virginia-class submarine represents a Navy and industry commitment to deliver warfighting excellence to the fleet," said Capt. Mike Hollenbach, Virginia Class Submarine program manager. "Iowa is the second Virginia-class submarine delivered this year. With each delivery, the Navy continues to strengthen our Nation's undersea advantage."

Virginia-class fast-attack submarines provide the Navy with the capabilities required to maintain the nation's undersea supremacy well into the 21st century. They have enhanced stealth, sophisticated surveillance capabilities and special warfare enhancements that enable them to meet the Navy's multi-mission requirements.

Iowa is the sixth of 10 VCS Block IV configured attack submarines. NAVSEA will continue to put more players on the field—to ensure readiness for sustained high-end joint and combined combat.

SSN 797 is the fifth U.S. naval vessel, and first submarine, named after the Hawkeye State. Previous ships named USS Iowa have included the highly decorated USS Iowa (BB 61), commissioned in 1943, which served in World War II and the Korean and Vietnam Wars.

SSN 797 was christened at GDEB shipyard in Groton, Connecticut, Jun 17, 2023, by the ship's sponsor, Ms. Christie Vilsack. The submarine's commissioning ceremony is slated for Apr. 5, 2025 in Groton.

Recognized as the Force Behind the Fleet, NAVSEA translates warfighter requirements into combat capability, enabling our Nation and our allies to project presence in peace, power in war, and access always.

# Boat & Shipyard News

## Continued from Page 18

dry exhaust.

### Strouts Point Wharf Company South Freeport, ME

With everything hauled up and put away for the winter, they are now beginning work on their winter projects.

In the main shop they have a Spirit 46, which is a cold moulded sailboat from England, with her keel off. They will then lift the boat so they can repair some cracks and the rust. They also need to make some repairs to the frames.

One of the Concordias, MIRAGE, changed owners and the new owner wants to make some changes. Cumberland Iron Works made a new anchor roller out of bronze and that will need to be installed. He also wants some cosmetic work and at some point, maybe a new engine.

A Bruno 38 was recently purchased by one of their customers and she needs some major work. All the cabinetry is delaminated, and it was thought that she had been

full of water at some point. So, she will be getting a new galley and head. This will be a fun project.

A person from New Hampshire was building a Crocker designed sailboat, but unfortunately, he died with just the keel done. His wife did not want to sell it originally, but finally she parted ways, and her new owner found a yard in Maine that would finish her off. The lumber was harvested from a wooden lot in Northern Maine. The helm is out of a favourite apple tree and the mast was built of white pine. The deal was that if the yard finished the boat, he had to store it with them. Well, this year they did not have the help, and he was able to store her at Strouts. They have not really done an in-depth inspection, but she looks like she has been well maintained. The boat is named CRICKET and has carved cricket on her bow painted in gold leaf.

This yard stores a number of classic wooden boats, and it will take them right into the spring to get them ready for the upcoming season.

# Maine Dept. of Marine Resources

## Continued from Page 10

your license is the one DMR should use to send notifications. For instructions on updating your contact information in DMR's license database, including your email address, visit <https://www.maine.gov/dmr/sites/maine.gov/dmr/files/docs/ContactUpdateInLEEDS.pdf>

If you need help updating your email in DMR's license database, call the DMR licensing division at (207) 624-6550, Option

2.

FOR AQUACULTURE LEASE AND LPA HOLDERS - If you hold a lease or LPA site(s), requests for updating contact information for those sites must be sent to [DMRaquaculture@maine.gov](mailto:DMRaquaculture@maine.gov). You cannot update contact information for LPA and lease sites in DMR's license database.

To make sure you continue to receive notices please make any necessary updates to the email address associated with DMR license, lease, or LPA by January 6, 2025.



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

1 November  
Page 3.

### News from the Franklin Expedition.

– Dispatches have been received from Sir John Ross, stating that on the 13<sup>th</sup> of August, three Esquimaux were found on the ice of Cape York and on being questioned, they stated that in the winter of 1846 two ships were broken by the ice in the direction of Cape Dudley Diggl, and afterward burned by a fierce tribe of natives; that the ships in question were not whalers, and that epaulets were worn by some of the white men; that part of the crew were drowned; that the remainder were sometimes in houses or tents apart from the natives; that they had guns, but no ball; and that, being in a week and exhausted condition they were subsequently killed by the natives with darts and arrows. The paper from which the above is copied, says that there is good reason to believe that the whole story is a gross misconception, but what those reasons are is not stated.

The American ships ADVANCE and RESERVE had penetrated as far as any squadron, and at the departure of the last advices the ADVANCE had got aground, but no serious injury was apprehended.

**Dreadful Mortality.** – The propeller ALLEGHENY cleared from Buffalo with 159 Norwegian immigrants. On arriving here she had 105 – the others died on the passage and were thrown overboard. The poor victims of disease were three months on their passage from Europe, and contracted the ship fever on the voyage. – *Wisconsin paper.*

**Winter Shipbuilding.** – Our shipyards give evidence of a smart winter's business in the shipbuilding line. We hear that no less than twelve ships will be built, wholly or in part, the coming winter. We are glad to witness so much building in progress, as it will ensure to our mechanics plenty of employment at a time when it is most needed. – *Bath Mirror.*

### MARRIED

In this town on Tuesday evening last, by Rev. Cazneau Palfrey, Mr. Charles A. Lambard, of Augusta, and Miss Frances E., Daughter of Hon. Alfred Johnson, of this town.

In Belmont, October 27<sup>th</sup>, by Rev. T. B. Robinson, Mr. Caleb N. Hall, of St. George, to Miss Maria B. Cushman, of Belmont.

In Montville, 20<sup>th</sup> instant, by Rev. E. Knowlton, Mr. Page True, of Belfast, to Miss Sarah P. Clark, of Liberty; Mr. Joel Clark, Jr., of Liberty, to Miss Margaret R. Lenfest, of Washington.

In Bucksport, 17<sup>th</sup> instant, by Rev. Joab Harriman, Mr. Otis Burrill to Miss Sarah J. Johnson, all of Bradley.

In Norridgewock, Horatio Q. Wheeler, Esq., of Evansville, Indiana, and Miss Harriet M., daughter of Asa Clark.

### DIED

In North Marshfield, Mr. Wales Tilden, a Revolutionary soldier, aged 94.

In Dover 28<sup>th</sup> ultimo, George, son of William P. Larrabee, aged 12 years.

In Calais, 27<sup>th</sup> ultimo, Mrs. Emily B. Taylor, aged 27 years.

In Sangerville, Samuel O., son of William Leathers, aged 2 years 6 months.

In Minot, Mr. Samuel Stearns, aged 53.

In Norway, 10<sup>th</sup> ultimo, Mrs. Margaret Walton, aged 72.

### SHIP NEWS

#### Port of Belfast

ARRIVED – 28<sup>th</sup>, H. MCLEOD, Stanley, Boston; MALABAR, Cottrell, do;

JAVA, Trefthren, Portsmouth; 30<sup>th</sup>, PALESTINE, Wells, Calais.

SAILED – 28<sup>th</sup>. WM. STEVENS, Shute, ---; CHARLES EDWARD, Doak, Bangor; HARRIET, Thomas, Brighton; E. GALE, Pattershall, Boston; L. BROOKS, Mayo, Salem; CASPIAN, Mathews, do; 29<sup>th</sup>, ELIZABETH, Clark, do; 31<sup>st</sup>, COMET, Rogers, Boston.

\* \* \* \* \*

SEARSPORT – Sailed 23<sup>rd</sup> ultimo, I. B. JOHNSON, Staples, Bangor; 28<sup>th</sup>, MAJESTIC, Smart, Boston; MANADNOCK, Colson, do; M. TRIBEAU, Sweetser, do; arrived BANGOR, Fowler, Bangor; CALCUTTA, Clark; sailed 29<sup>th</sup>, LEVANT, Pace, Boston.

FRANKFORT – sailed 28<sup>th</sup>, ship DANIEL SHARP, (new) Arey, New York.

\* \* \* \* \*

Launched – At Blue Hill, October 21<sup>st</sup>, a fine brig called the ELIZA ANN, 224 tons burthen. She was constructed under the supervision of Master J. Green, is a superior vessel in point of model, material and construction, is owned by Capt. M. K. Chase, (who was to command her) and others.

Launches – At Goose River, October 23<sup>rd</sup>, from the yard of Master John Paschal, a fine bark of about 525 tons, call the BERTHA, owned by Messrs. Carlton & Co., and others, to be commanded by Capt. C. C. Smart, of that place.

At Blue Hill, 21<sup>st</sup> ultimo, by John Cheever, Esq., a superior copper fastened and coppered brig, of 156 tons, called the EQUATOR, owned by Mr. C, and Capt. George Candage, who will command her.

Ship CALIFORNIA PACKET, (built in Cutler, Maine,) has been sold in San Francisco for \$18,500. This vessel was from Boston with immigrants for Oregon and California.

The collector of Boston gives notice (that a Fog Bell, of the weight of about 640 pounds, has been placed upon the Light House on Minot's Rock, which will hereafter be rung by the keeper during fogs, snowstorms, or other thick weather.”

\* \* \* \* \*

Arrived at Boston 24<sup>th</sup>, DENEY, Mudgett, Philadelphia; C. NICKELS, Nickels, Matanzas; W. MCGILVERY, Philadelphia; M. DUTCH, do; arrived 25<sup>th</sup>, F. PEARL, Greenlow, Calais for Fall River; arrived 26<sup>th</sup>, WILLIAM, Fullerton, Sagua, (left J. R. Dow, for Boston, 4 days, and L. PETERS, discharging;) LOGAN, McGilvery, Gonaives 7<sup>th</sup> instant; ABOREER, Lord, Ellsworth; cleared PROSPECT, Dow, Cardenas; W. H. SPEAR, Black, Ellsworth, to load for West India; BUTLER, Tibbetts, Brookline, Maine; 27<sup>th</sup> (no arrivals or clearances;) arrived 28<sup>th</sup>, J. R. DOW, Sagua, 16<sup>th</sup> instant; cleared ST. LEON, Castine.

Arrived at New York 24<sup>th</sup>, LORETTO, Henderson, 21 days from Thomaston, in ballast for Rum Key, put in to stop a leak, which was discovered on the 13<sup>th</sup> day out; cleared CAPT. TOM, Smalley, Norfolk; SCOTIA, McFarland, Jacksonville; arrived 24<sup>th</sup>, E. HUPPER, Robbins, Machias; cleared ZENOBIA, Anthony, St. John's, Newfoundland; Arrived 25<sup>th</sup>, EXACT, Stevens, Savannah; J. A. LANCASTER, Moore, St. John's, Newfoundland; Arrived 26<sup>th</sup>, CABOT, Nickerson, Malaga; A. CLIFFORD, Moore, Tobasco; PEERLESS, Concklin, Curacao; E. WARREN, from Machias; E. H. HERRICK, Thomaston; cleared 25<sup>th</sup>, C. C. DOW, Blanchard, New Orleans; J. P. BENT, Means, Jacksonville; arrived 27<sup>th</sup>, CAMDEN, Sherwood, Charlestown; VANDALIA, Chase, St. Domingo City; M. L. HALL, Tibbetts, Bangor; arrived 26<sup>th</sup>, AUGUSTUS, Machias; arrived 28<sup>th</sup>, NIAGARA, Harding, Port-au-Prince; NORTH AMERICA, Foster, Machias; cleared S. B.

HALL, Atkins, Portland.

Arrived at Philadelphia 23<sup>rd</sup>, TOLEDO, Hemingway, Fall River; J. ELIZA, Calais; cleared FORRESTER, Grover, Providence; FRANK, Coombs, Bath; arrived 24<sup>th</sup>, E. PRATT, Fall River; cleared CAPT. JOHN, Boston; GEN. TAYLOR, Shute, Saco; E. TOWNSEND, Providence; arrived 25<sup>th</sup>, CARLANN, Flowers, Boston; J. PAYSON, Preble, Hallowell; T. W. SMITH, Augusta; A. FIELD, Maddox, Newburyport; ARGUS, Crockett, Frankfort; E. HINDS, Perry, Gardiner; PEMAQUID, Mitchell, New Haven; cleared 26<sup>th</sup>, TARTOLA, and TOLEDO, for Boston; FULCRUM, Morgan, Saco.

Arrived at Baltimore 22<sup>nd</sup>, UNION, Bangs, Providence; 23<sup>rd</sup>, CANDACE, Matthews, Boston; cleared NANCY, Patterson, New Orleans.

Arrived at Alexandria 22<sup>nd</sup>, A. L. HYDE, Eastport.

Cleared from Wilmington 24<sup>th</sup>, GRAND TURK, for New York; arrived 21<sup>st</sup>, GENEVA, Park, New York; 22<sup>nd</sup>, INDIA, Ford, Lincolnville; cleared NARRAGUAGUS, Portsmouth.

Arrived at Jacksonville 8<sup>th</sup>, A. VINAL, Anderson, New York; 10<sup>th</sup>, TOWNSLEY, and ALBION, Lufkin, do; cleared 8<sup>th</sup>, KOSUTH, Allen, New York.

Below Richmond 23<sup>rd</sup>, a St. George schooner.

At Key West 17<sup>th</sup>, GOV. ANDERSON, Sawyer, for New York.

Arrived at Mobile 17<sup>th</sup>, LOCHINVAR, Wescott, Castine; ISNARDON, Sanford, New York.

Arrived at New Orleans 16<sup>th</sup>, H. R. HYLER, Thomaston; CLAIRBORNE, Gilchrist, Bordeaux; PARTHENON, Boston.

At Holmes's Hole 28<sup>th</sup>, PERI, Cotter, New York for Ellsworth; J. HINCKLEY, for Boston; ORION, for Portland; 8<sup>th</sup> S. A. SMITH, for Belfast; CAUCASSIAN, and ONTARIO, for Bangor.

Arrived at Newport 25<sup>th</sup>. S. P. BROWN, Luther, Prospect; EDINBURGH, and WM. TELL, from Bangor; arrived 24<sup>th</sup>, BRAZILIAN, Machias for New York; RED ROBIN, Thurlow, Deer Isle; CEYLON, George, Camden for Norfolk.

Arrived at Providence 24<sup>th</sup>, JULIA,

from Bucksport for Pawtucket; H. H. MOULTON, Bangor, waiting; MONTICELLO, for Philadelphia; GRECIAN, supposed for Machias; arrived 26<sup>th</sup>, CARO, Grant, Bangor; ARRAY, Taft, Charleston.

Arrived at Gloucester 24<sup>th</sup>, H. CLAY, for Bangor, with loss of foremast.

Arrived at Salem 24<sup>th</sup>, MORA, Cottrell, Bangor; JONA, for do; TYRONE, for Cherryfield.

Arrived at Newport 95<sup>th</sup>, A. SAWYER, for Calais; COMPEER, for Ellsworth; J. CHILDS, for Machias.

Arrived at New Haven 25<sup>th</sup>, TELOS, Lampher, Bangor.

### By Steamboat this Morning

Arrived at Boston, 30<sup>th</sup>, MUSKINGUM, Crockett, Paranagua; OREGON, Carver, Ellsworth; cleared NASHUA, Clifford, Philadelphia; NAPOLEON, Durham, Darien, Georgia; ROAMER, Stowers, Philadelphia; E. MERRITHEW, Griffin, do; HARRIET, Dyer, Harrington.

At Havana, 17<sup>th</sup>, RANDOM, Burdick, 7 days from Newport, supposed just arrived; 18<sup>th</sup>, ROSCOE, McCrillis, for Caimito soon; 20<sup>th</sup>, PREST. Z. TAYLOR, for Matanzas same day to load for New York.

At Cardenas, 15<sup>th</sup>, CLARA ELLEN, Killman, for Boston, loading; TONQUIN, Fickett, do do.

At San Juan, Cuba, LYSANDER, Snow, for Boston.

Sailed from Sagua, about 9<sup>th</sup> instant, J. R. Dow, Oliver, Boston, destination changed from New York.

Spoken – October 15, latitude 31 47, longitude 66 45, MELROSE, Moore, from Belfast, for Turks Island.

Page 4.

**The Sea Serpent.** – Our opinion in regard to the marine prodigy is solicited by a lady subscriber, residing in Alabama. Hitherto we have been very skeptical as to the existence of these monsters, and as yet we have no positive proof or satisfactory knowledge concerning them.

There has been much respectable testimony brought forward to remove all doubt about the subject, yet it is singular enough that no one connected with the department of zoological science has ever seen one, nor are there any bones or fragments among any

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

of the collections, in Europe or America.

In the year 1734, the Rev. Mr. Edege, a gentleman of high character at the time as a spiritual teacher, represents that he saw one of these monsters, and gives a faithful account of its appearance, which, in many important particulars, corresponds with the sketch taken of one seen from the English ship PLUMPER, December 21<sup>st</sup>, 1848, latitude 41° N., Longitude 20° 31' W.; it was calculated as being about twenty feet long, black, sharp head, six or eight feet long – moved slowly in the water, and had a mane, or something resembling it, on its back. The officers and crew of this vessel saw it, but it disappeared before any of the passengers could command a view. Dr. Newman, of England, wrote an essay on the Sea Serpent, and another very interesting one appeared in the London Zoologist, several years since.

Various accounts have appeared from time to time corroborating the earlier statements, and it is but a short time since we were informed that a gentleman of the highest respectability, and one known in this city, had seen one on the coast of Ireland. The Rev. Alden Bradford, in a letter to John Quincy Adams, at that time Secretary of the American Academy of the Arts and Sciences, says, after calling his attention to statements made under oath at that time by gentlemen of respectability, – “All this evidence, I think, cannot fail to establish the fact that a large sea serpent has been seen in the Penobscot Bay, and that the existence of such a monster could no longer be doubted.”

It is not known to what species of fish this monster belongs, neither is it improbable that it was in ancient times known as the “Leviathan,” (see Isaiah xxvi 1; Job xxvi, 13.)

The sea serpent has been seen at different times near Castine, Maine, Boothbay Harbor, Boar’s Head, Hampton Beach, Gay’s Head, Mount Desert Rock, St. George’s Banks, Portsmouth, New Hampshire, Plum Island, Newburyport, Duxbury, Lynn, and in other places, by multitudes. We believe it has been seen several times at Nahant, Massachusetts, where it is said to be kept during the summer season, for the benefit of those who resort thither for sea bathing. Mr. Prince formally U. S. Marshall, in a private letter to Judge Davis, states that himself, wife and coachman, saw the serpent, and concludes that a strange animal exists on our coast.

It is by no means improbable that a species of serpent, huge in proportion, may exist in the seas, although none has ever been captured; the evidence above presented, would certainly tend to excite the belief; still we would (as in the case of the “knockings,”) “want the true and veritable of avouch of our eyes,” before we could endorse him fully. Many persons, however, are prejudiced against the name of “sea serpent.” We do not see the reason for this – as well call it the “sea serpent; as “leviathan;” what’s the odds? If such an animal exists at all, it is by no means common.

We take the above from the Scientific American. Capt. Deering, of the steamer LAWRENCE, which runs near some of the localities mentioned, tells us that he has no doubt whatever of the existence of this rare sea monster, of which he has the best evidence, – that of his own eyes. We hope our subscribers along the eastern shore will “keep watching out,” and if they see him, let us know it.

8 November  
Page 1.

### From “Peterson’s Cruising in the Last War” The Sea Fight THE CONSTITUTION and GUERRIERE

By An Old Tar

The frigate CONSTITUTION had been out a little more than a fortnight, and though she had made several prizes, and we have seen a sloop-of-war to windward, we had as yet been unable to discover a single frigate of the enemy. I well remember that the most eventful morning of the cruise. It was a hot, sultry forenoon, and the very air seems too oppressive to breathe. The ship was bowling along under easy sail. Now a sea bird skimmed along the waves, and now a fish leaped up, glistening in the sunshine, and splashing into the sea amid a shower of drops, that shone like diamonds, everything on board was trimly hauled. Above, fold after fold of canvas open to the royals. Around the decks, forward on the forecabin, or lounging listlessly by the guns were the crew, all impatient of inaction, and eager for some token of a foe. The officers, too, shared in the uneasiness, walking the quarter deck restlessly, at intervals sweeping the horizon with their glasses. But their uneasiness was in vain. The day wore on, the hour of noon approached, the sun grew hotter as it mounted to the zenith, our parched crew became restless in the sultry atmosphere, and yet no sign of life was visible over the whole boundless sweep of the horizon.

I had come on deck, and was standing abaft the mizzenmast, leaning listlessly against it, and looking out over the endless swell, when the man at the masthead sang

out – “Sail O!” and, in an instant, as if by magic, every man was on his feet.

The effect was indescribable. The news spread like electric fire through the ship, and the men came tumbling up the hatchways, and crowding to the sides with an eager curiosity, that could not be restrained. In an instant the frigate was alive with men. The top men leaped to their station; the skulkers rubbed their eyes and came out; while the lookout started, held their hands above their eyes, and peered over the horizon to detect the sail. The officer of the deck partook the excitement. Leaping upon a gun, and hailing the mast head, he thundered forth –

“Whereaway – how does she head?”

“Dead to leeward, bearing east by south and east, sir,” was the reply.

“Boatswain!” shouted the lieutenant, not suffering an instant to elapse, “call all hands to make sail after the chase.”

“Ay, Ay, sir,” sang the officer, with equal alacrity; and directly his whistle screamed at the hatchways; his shrill summons, “All hands make sail! ahoy!” rang through the ship; and in a space of time almost incredible, the old frigate had come around, filled after the stranger, and was dashing along, with a velocity that partook of the impatience of her excited crew.

On the quarter deck the interest was unusually deep. The officers, to a man, longed for the contest, and burned to maintain the honor of our flag, by proving it equal to the boasted one of Britain. The chase which they had lately experience from the squadron, made them the more eager to meet ONE of their antagonist alone; and now as the strange sailed to the leeward slowly rose on the horizon, disclosing royals, topgallant masts, and top masts successively to view, they were not without hopes, that there ardent wishes were on the point of being gratified. Crowding together in knots, they scrutinized the distant sail with their glasses. As yet, however, all was suspense. In vain they hailed the top, or even ascended aloft – nothing could be seen but the long roll of waves against the horizon, the dim, faint spec just marked upon the distant sky, and the white foam, from which it was scarcely distinguishable, flashing in the fire off sunshine. It was now six bells.

“Main top!” hailed the Commodore himself, “can you make out the stranger yet?”

“Ay, ay, sir,” answered the man; she just begins to show herself, and seems to be a ship, close hauled, on the starboard tack, but under easy sail.”

“Then, gentlemen, she’s an enemy, or she would never run into our jaws.”

“Ah! but,” suggested the officer of the deck, “she may be a friendly merchantman.”

For the next half hour, so noiselessly was the ship, you might almost have heard the ticking of a watch. The whole crew were gazing at the distant sail, everything else in the excitement seemed forgotten, and even the necessary orders were executed in silent rapidity. At the end of that interval the suspense was terminated by the announcement that the stranger was a frigate, and undoubtedly a foe. The crew, at once gave [????] to their feelings in a hearty cheer; while the old frigate, as if catching the enthusiasm, bowed before a sudden gust of wind, and then dashed with renewed velocity after her antagonist.

All doubts of the stranger’s character were now at an end; and we soon saw that she carried on armament equal, if not superior to our own. The red field of Britain, which had proved victorious over all the world, was flaunting from her gaff; and her dark hull, frowning broadside, neat hamper, and

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

snowy canvas, betokened that discipline which had made England the terror of the seas. Besides all this, her crew were confident of success, and had learned to look upon themselves as invincible. To oppose them, we had nothing but raw hands with scarcely a month's discipline, and bore a flag which four years before had been lowered in the Chesapeake without firing a shot. Though the forebodings of our countrymen were not entertained on board, yet there was enough of distrust in our united powers to make success a problem. But we had a high, indomitable patriotism, a deep, fervent feeling for the honor of our flag, and a daring courage, almost chivalric, amongst our officers, which we relied on to carry us to victory. You may well suppose, therefore, it was with mingled feelings of doubt and determination that we saw the enemy, when we run within a league of him, lay his main topsail back, fire a challenge to windward, and wait for us to approach. But our Commodore did not hesitate an instant.

"Let the topgallant sails be furled!" he thundered, as he saw the boasting maneuver, "stow the light stay sails and the flying jib – merrily, my men, merrily!"

"Ay, ay, sir," shouted the eager crew, as they sprang to their duty.

For an instant nothing was heard but the trampling of feet, and then the ship slowly lost headway, and moved more leisurely towards her foe.

We were now nearing the enemy, and saw that as he had no intention to escape, we should soon be within reach of his guns. The officer on deck, in his clear, bold voice, now shouted forth –

"Take a second reef in the topsails."

"Ay, ay, sir," was the answer.

"Send down the royal yards," and they came down by the run to the deck.

"Haul up the courses," again he thundered, and the huge lower sails, rising slowly from the deck, disclosed in full sight the

enemy upon our lee bow, with his main topsail still aback, and his long masts pitching against the horizon, as he rose and sank on the swell.

"Clear for action!" shouted the Commodore, as his eye fell on the British jack.

For a few minutes all was confusion. The bulkheads were knocked down, the furniture was stowed away everything was put in fighting trim, and then again we relapsed into the usual orderly quiet of a well disciplined man-of-war. The officer reported the state of the ship, and the gallant commander at once sang out the wished for command to beat to quarters.

So intense had the excitement by this time grown, and so largely did the crew participate in the spirit of their leader, that the drum had scarcely tapped its stirring summons before every man was at his post, and for a few minutes, amid a deathlike silence, we moved slowly and steadily on in the direction of our foe.

I never spent an interval so exciting as that which now ensued. Every man on board of either ship knew that the day's work would ring through every hill and valley of Europe and America – and as he thought how great a space it would fill in the world's history, he nerved his arm to a fiercer struggle for victory. My station near the cabin commanded a view of the whole gun deck, and looked out also directly towards the frigate. The enemy was now within long shot, and his men were already distinguishable as they moved backward and forward to their duty. But few of his sails were set, and as he rolled uneasily upon a heavy swell, his long yards dipped towards the horizon, and his topsail whipped and flapped in the wind. Not a ship was visible on the whole vast boundary of the ocean. Even the heavens above seemed destitute of clouds. The breeze, too, suddenly died away in a mournful sound, and then rising again, sighed sadly in the rigging. A hushed, ominous silence pervaded the vast

expanse. It was the silence that precedes the storm – and although men held their breath, it was only in that deep suspense which even the boldest feels on the field of battle. As for me, I will not describe my sensations. A thousand various feelings chased each other through my bosom, and though I longed to plunge into the excitement of marital strife, I could not but feel awed, when I remembered how many hearts that now beat high would soon be stilled in death, and how many eyes that flashed defiance would, at sunset, be quenched forever.

"Huzza! there goes his ensigns," shouted the captain of a gun beside me, a Marblehead man, who had fought at Tripoli, and whose daring had made him celebrated wherever he had served; "he's opened his fire, too;" and as he spoke a shot was heard crashing among our spars overhead.

"Gentlemen," said our commanding officer to his deputies in charge of the various divisions – "there is to be no firing until the order is given for a general discharge – Stan to your guns, by men," he shouted in louder tones, as a broadside came near tearing across dust, scattering its messengers of death along the deck, and laying a poor fellow bleeding at the lieutenant's feet, "stand to your guns, and remember your country, – but no firing, no firing!"

The aim of the Commodore was to reserve his batteries until close upon his foe. Yet it was a galling order for an impatient crew. We were now under the guns of a confident enemy, whose fire was beginning to tell fearfully upon us, so that our brave tars were being shot down unresisting at their posts, yet nothing betokened our readiness to engage except the alacrity with which we wore to prevent being raked, and the occasional discharge of a gun as it happened to bear upon the foe. I have often wondered since how our enthusiastic seamen bore it as they did. They squinted through the ports, patted their favorite pieces impatiently, or half muttered a sailor's oath at their orders; but

not a man attempted to disobey the quarter deck. Meantime the broadsides of the foe poured in upon us, thinning our guns, ripping our timbers, cutting away our hamper, and strewing our decks with the wounded. Still no order came to return the fire. But as some poor fellow was carried bleeding from his gun, you could see by the flashing eye and compressed lip of his comrades, that the galling restraint was only stinging them to a more terrible retribution. We were already waiting breathless to engage, when the enemy yawned, bore up, and ran off with the wind upon his quarter.

So unusual a maneuver, when we had scarcely fired a shot, let us at first to suppose it was intended as a stratagem to lure us alongside, and that they had attributed our silence to fear. If so, they were bitterly mistaken.

"Yardarm and Yardarm!" thundered our captain, in quick succession, hastening to avail himself of the bravado, "away there, and set top gallant sail and fore sail – stand to your guns my men – quartermaster, lay her alongside!"

"Ay, ay, sir!" growled the old sea lion, as he squinted at the enemy, and whirled around his wheel.

Continued in the next issue.

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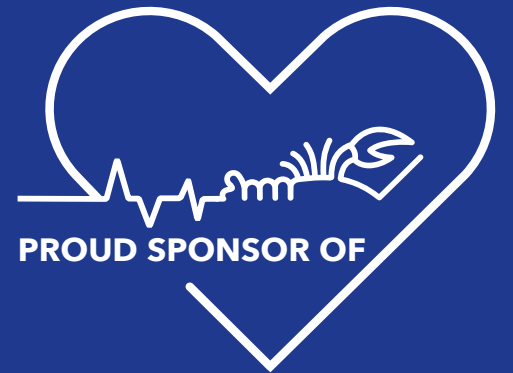
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