

Maine Coastal News

Volume 38 Issue 3

March 2025

FREE



Here are three commercial fishing boats, MOLLY, EMILY-RACHAEL and THREE OF A KIND, tied up at the Kennebunkport Marina in Kennebunkport.

**Eric Dow, Boatbuilder
Brooklin**

An interesting project is the repairs being done on the power boat MADDIE SUE, which was built by Chester Clements of Southwest Harbor in 1932. I first heard about MADDIE SUE from Richard Stanley, who talked about several people who were interested in rebuilding her, one of which was Eric Dow. The talk about this project continued until I found her at Eric's shop last fall. The owner did not want a major restoration, but did want her repaired so that she was sound. Eric said that they tried to keep it to a minimum, but that ended up being more than he had thought it was going to be.

Eric said that they did some floors and a number of sister frames, which went just passed the turn of the bilge. They did not want to replace the entire frames as that would have added a great deal of time to the project. All the work was confined to the aft end of the keel forward to the bulkhead. He added, "The whole dead wood was soft. The keel timber itself was in pretty good shape, so we just scarfed in 6 inches or so for the last 7 feet. The planking was in good shape. What we replanked was just what we had to take off in order to get the dead wood out. The garboards were out when she came, but they needed to be out anyway to access the keel. Now, we just got her planked back in."

Her frames are in two layers, and they are short pieces fitted together with the ends staggered. They were then glued and bolted together.

When they were working on the keel, they also replaced the shaft log, horn timber, stern knee, and some of the stern framing.

When she arrived, the interior had already been removed. They will put in a simple head, V-berth and then add the ceiling. They will also repower her with a Yanmar diesel, add a new steering system, put back the platform and install some electronics. They are hoping to have her out this summer.

Eric said that this was a fun project, one they love doing.

I asked Eric what he thought of the boat, because Chester Clement is one of the most revered boatbuilders of Mount Desert Island. He said, "Well, everybody agrees it is a pretty boat. She is just so built down that it made it a little hard to work on."

In the back shop they have a Nantucket One Design sailboat, also known as an Indian. This one comes from Nantucket where a fleet of them still sails. Eric said that she is not too bad structurally, but she does need to be prettied up. Eric added that she has been sitting on her trailer for so long that she has taken the shape of the trailer and lost some of her sheer.

Next to her is a Jimmy Steele peapod, which will have her bottom replanked.

**Eaton's Boat Shop
Deer Isle**

AJC 31 hull has been brought over from the Great Lakes to be made into a centre console. The project came Jeff Eaton's way through Stewart Workman of SW Boatworks in Lamoinie. The owner of Shumway Marine ended up with the boat and his crew stripped her out, but did not feel comfortable putting her back together.

Sometimes dealing with an old hull can be challenging. This boat will be powered with a 550-hp Yanmar diesel engine and that meant she needed a keel. Jeff has added a 4-inch-wide keel but feels that she might keel-walk and then fall over on her side. So, he is going to add a half round 30-foot piece of fiberglass fitted to the keel, so it is not flat.

Jeff explained, "My cousin has got a boat across the road, it is a 28 Blue Hill boat, same thing, can't get over 25 knots or she will lay over. This owner wants to do 40. I remember David Schlaefer (boatbuilder from Bernard) telling me when he was running the Mitchell Cove CAPT. JACK, trying to get more speed, they got playing around. They went down in the bow of a skiff and took a 4-inch board and a 4-inch piece of pipe, and they paddled with the board and then the pipe. The pipe just slipped through the water. They split that pipe, 5200 it on to the keel, let it sit for a couple of days and put her in the water. He gained about 2 mph."

This boat was powered with twin engines, which was all removed before she came to Jeff's. He had to fill in where the shafts, struts and spade rudders were. Jeff cleaned up the interior by grinding it smooth. Once smooth he added three layers of glass from the waterline down into the bilge. He then added Coosa stringers and a Coosa bulkhead.

Jeff figures that he is going to put the deck and centre console down with seats facing forward and back and then build a low box so that you can easily get at the engine and batteries. Under the deck will be a 140-to-150-gallon fuel tank. Down forward the owner wants a berth and a head.


The owner has wanted to save some of the pieces, which were built with balsa core, unfortunately, the balsa core has disappeared and there is just air sandwiched between two pieces of fiberglass. Jeff has had to explain that it is not worth saving them. The owner then found a centre console he liked. The problem was that this was a custom build, taking many hours to create a mould, making this would be very expensive.

Jeremy Thompson will make the fuel tank and then cover it with epoxy paint. She will also get dual ram steering from Lonnie's Hydraulics, and a 2-inch shaft, rudder box, and bearings from R. E. Thomas.

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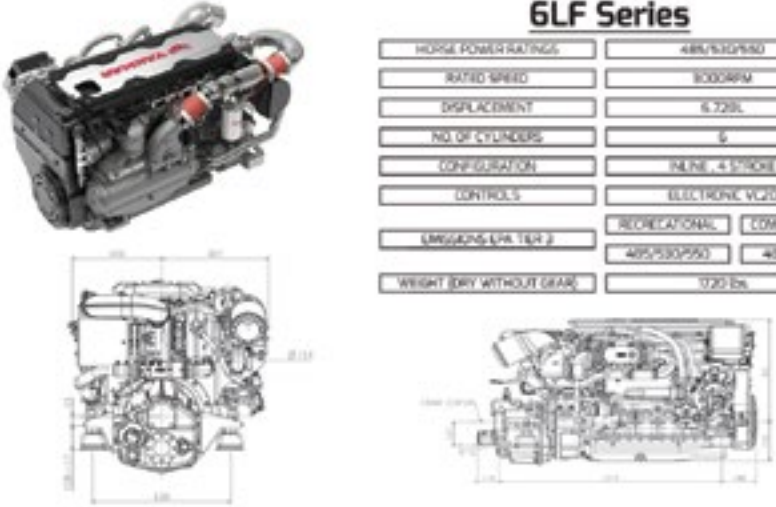


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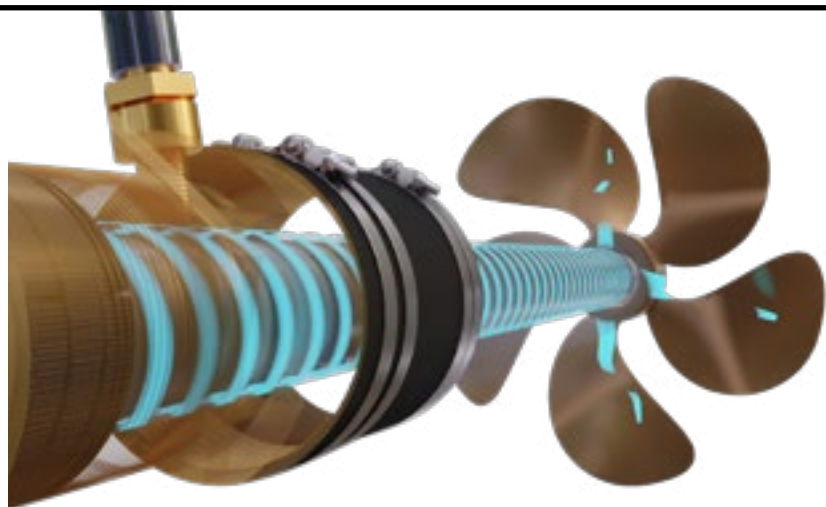
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Advertising Deadlines: The deadline for the April issue is February 28.
The deadline for the May issue is April 4.

Publisher's Note

My learning curve has not decreased at all since buying Jonesport Shipyard a year and three months ago. It is a good thing that I love a challenge.

I have been around boat yards since I was little. I was fortunate to have grown up 100 yards away from Allan H. Vaites' yard in Mattapoisett, Massachusetts. He opened the shop sometime in the early 1950s when he left his partnership with Fred Brownell. They had both worked at Burr's Brothers in Mattapoisett before setting up their own shop for building boats. However, Fred wanted to build power boats and Allan wanted to build sailboats, so they went their separate ways. Most everyone knows the Brownell's because Fred was the inventor of the jack-stands and the hydraulic boat hauling trailers. His yard was a little over a mile from the town dock, which had a launching ramp, and he looked for a way to get the boats to his shop the easiest way possible. I believe the first vehicle they used to haul the trailer was an airport tractor, but then they switched to big diesel trucks. Fred was always looking to better his equipment and others were looking to copy what he had done. Unfortunately, Brownell's have sold most aspects of their father's business. I believe the jack stands and the boat hauling in southern New England is still owned by them. However, their boat yard and the building of the trailers has been sold.

Getting back to Vaites' yard, I remember the small shed he started with, sort of a gambrel roof barn, with room for maybe a 45-footer. It had a cement floor and was heated with wood. There was a back room for storage and some bigger power tools and the outhouse was way out back filled with old boating magazines. Probably in the early '60s he added a bigger building next to the original one and maybe in the late '60s he erected another shop down back. I remember the night a fire started in the back shop, but fortunately Allan was letting an Alaskan, who was building a sailboat there, stay in his truck camper beside that building. He heard the fire, called it in and there was only slight damage. Today, there is nothing left of the yard, sold for a development.

When I first started going over to the yard with my father, Allan was building wooden sailboats. I believe I once met L. Francis Herreshoff there as they were building one of his designs. The other well-known designer that was frequently there was C. Raymond Hunt, the designer of the deep-V hull, which increased the performance of powerboats. Hunt also designed sailboats and one of them was the International 210. He had designed a radical version of this boat, which Allan had built. This boat ended up down at Allan's house, where it might still be if it had not gone back to nature. Unfortunately, I never asked Allan about what was radical about it or how it sailed.

Allan built in all sorts of mediums: wood, traditional or cold moulded, fiberglass and even cement. Believe it or not, he did not like wood as a boatbuilding material. He built sailboats, power boats and even a Hickman Sea Slide. One boat I remember

was the 60+-foot power boat ACTIVE, which used to hail from Newport, Rhode Island. I remember seeing her in Newport when I was at the America's Cup in 1980, and I have been trying to find out where she is but have yet to locate her.

I used to go over to the yard and watch them build. I gained some basic knowledge, but what I did not do, which would have been beneficial, was work there. Even if it were just summers, the knowledge gained certainly would have helped me now.

As a side note, I owe a lot to Allan as he was the first who got me to think about becoming a writer. I knew he wrote articles for magazines and a number of books on boatbuilding. He is best known for his book on lofting, which is still used to teach boatbuilding students the art of lofting. For those that did not know, Allan was also the consultant when they were putting The Landing School together in Kennebunkport.

Another tidbit of knowledge is that the first job Walter Greene of Greene Marine in Yarmouth had was at Vaites' Boat Yard.

When you write articles on boatbuilding one better know something about the process. You make a mistake, and some might not talk to you again. Over the years I have tried to learn as much as possible, never thinking that I was going to have to actually use it. Early this winter I found myself in Bert Frost's old shop assisting the crew putting in the transom framing. At the end of January, I was sanding the bottom of the 36-foot torpedo stern TATIANA, which was built by Willis Beal of Beals Island in 1991. The next weekend, I began sanding the topsides, which I believe I will be doing the next weekend I am at the shop. This will be followed by priming and a lot more sanding, so she looks a lot better than when she arrived.

Now, one thing that I did not bargain for, avoid it like the plague, is the office. I have seen many owners of boat yards get swamped in the government bureaucracy and live in the office just doing paperwork. There is a lot, which makes sense, especially in regard to safety. One can tell that some of them who oversee us have nothing better to do and no real understanding of what we do. Ann got frustrated with one of them and handed it over to me. The questioning was over the ship's store. They wanted to know what we stock and who buys it. I really wanted to give them a real heart-felt answer, but someone gave these idiots a little power. I do not need anymore complications in my life, so I answered it with just a little spice hoping they figured out how dumb their question was.

As for the Holland hulls we have been laying up 14s in Belfast. We have one sold, but I have a white and a dark blue hull available. I also fielded two calls last week for 32s, both outboard powered. For those interested in either a 14, 32 or 38 let me know before we get too busy. Right now, we could get you a 32 or a 38 within a couple of months.

For those that will be attending the Maine Fisherman's Forum at the end of the month, I have built a half hull of the sardine carrier PAULINE. Now, this is not a small model. The hull is inch to the foot making her length 84 inches by 9.5 inches high. What I never considered was how heavy this was going to be, which is about 75 pounds and that is without a backboard. I just have a few things to do to the hull like cut in the backbone, mount it to a huge piece of mahogany and then varnish it. This will be auctioned off the second night of the Forum and all the money will go to the scholarship fund. I am hoping it goes for a good price as it is a great cause.

MCN's Calendar

On-going Exhibits

Penobscot Marine Museum

Evolution of the Maine Lobster Boat
Jim Steele Peapod Shop
Faithfully Yours, Joanna C. Colcord
Searsport
Info: penobscotmarinemuseum.org/

Maine Maritime Museum

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

Cape Ann Museum

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

New Bedford Whaling Museum

Breach: Logbook 24, Scrimshaw
Wider World of Scrimshaw
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

2025

FEBRUARY

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

JUNE

14 Boothbay Lobster Boat Races
Boothbay Harbor
Info: Ashlee Lowery (207) 808-9230
15 Rockland Lobster Boat Races
Rockland Harbor @ Breakwater
Rockland
Info: Nick O'Hara (207) 542-4348
Mike Mayo (207) 542-1879

JULY

5 Moosabec Reach Lobster Boat Races
Jonesport
Info: Roy Fagonde (207) 610-4607
13 Stonington Lobster Boat Races
Town Dock
Stonington
Info: Jeff Eaton, (207) 598-0488

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PASSED OVER THE BAR



George Kenneth Barrett
5 November 1943-October 22-2024

George Kenneth Barrett, beloved husband, father, brother and friend to many, passed away peacefully on 22 October 2024. George arrived in Boston on 5 November 1943, the first of three sons born to Dorothy Hill Barrett and Frank Joseph Barrett, Sr. He spent his formative years in Hanover, New Hampshire. Upon graduating from Hanover High School, he proceeded to New England College in Henniker, New Hampshire earning a B.S. degree in Civil Engineering in 1965. He served in the Army National Guard from 1965 to 1972 specializing in military equipment operations. Following graduation, George worked for Chadwick-BaRoss. He held fond memories of his 18 years selling heavy equipment and managing operations throughout northern New England, but eventually his passion for creating and building could not be limited to a weekend hobby activity.

George was a fine craftsman and especially attentive to details others seldom noticed. He found joy in woodworking and spent several years building custom furniture. He was asked to join Thomas Moser Furniture, but declined knowing that he was more inclined to life as an independent entrepreneur. As the years moved on, he rediscovered a childhood passion for model railroading and merged his engineering skills with his artistic talents to create Sheepscoot Scale Products, a line of HO gauge kits for model trains, trucks, vessels and structures. His models and layouts were so detailed and authentic that he was approached to design and construct layouts for Hollywood as well as a home featured on MTV Cribs. Despite George's recognition and success, he remained a humble man, known for his kindness, friendly smile, quick-weighted sense of humor and dedication to serving his many communities. While nothing surpassed his commitment to his wife, children and grandchildren, George was a

faithful steward of the Episcopal Church of St. Mary the Virgin in Falmouth for over 40 years where he sang in the choir and served on the Buildings and Grounds Committee and as Junior Warden of the Vestry. He was determined in preserving history and cultivating the interest of those around him. George served on the Board of Directors of the Boothbay Railway Village for 25 years; was a member and editor of the monthly newsletter for the Antique Truck Historical Society Pinetree Chapter for 15 years; volunteered countless hours at the Owl's Head Transportation Museum and the Maine Maritime Museum, and he worked diligently to bring the Narrow Gauge Railroad Museum to Portland. In his hometown of Cumberland, he served as a Cub Scout leader and he designed and built the Children's Reading gazebo at Prince Memorial Library, George also had a profound love of the ocean and enjoyed cruising the coast of Maine, specifically the Sheepscoot and Boothbay regions. Whether aboard a pleasure vessel or a guest on a local tugboat, he was enamored with the sea. In service of this interest and helping others, he taught boating safety courses for the U. S. Power Squadron and Coast Guard Auxiliary for many years. There were only two things George loved almost as much as his wife and children. He loved a wide variety of music from classical symphonies and choirs to Roger Miller and Spike Jones. And he love dogs, especially his black labradors.

George is survived by his wife of 55 years, Angelica Markos Barrett, his children Melinda Barrett Torrens and Christopher Frank Barrett, four grandchildren Maddelyn Samantha McGonigle, Christopher George McGonigle, Vanessa Sophia McGonigle and Rachel Ann McGonigle, and his youngest brother, Frank Joseph Barrett, Jr. He is reunited in heaven with his brother William Humphrey Barrett who passed in June. A memorial celebration of George's life took place at The Church of St. Mary the Virgin in Falmouth on 23 November. All who were touched by George's life and legacy were welcome to attend. Donation in George's name are encouraged to support The Church of St. Mary the Virgin, Boothbay Railway Village, the Tunnel to Towers Foundation, and Gosnell Memorial Hospice House.

Hiram Owen Alley
8 November 1957 – 10 December 2024

After a long-fought battle with kidney failure and heart-related issues, Hiram Owen Alley passed away at Downeast Community Hospital on 10 December.

Hiram was born to Archie, Jr. and Maxine Alley on 8 November 1957.

Hiram was raised on Beals Island and made his living on the ocean as did his father,

Archie, Jr. Whether it was clam digging, blood and sand worming, scallop dragging or lobster fishing, he worked the ocean to provide for his family. Later in life, he married his love, Wilhelmina Tracy, of West Jonesport. They had one child, Jowen Hiram Alley.

One of Hiram's favorite hobbies was deer hunting. During deer hunting season, he spent many nights at the camp on Head Harbor with the crew. Hiram also enjoyed cheering for his favorite sports teams: the Boston Red Sox, New England Patriots, Boston Bruins and NASCAR's #5 Kyle Larson.

Later in his life, his kidney failure required dialysis for the remainder of his life. While having dialysis, he made many friends including workers at Davita Dialysis. They loved him very much as did many of the patients who would get a laugh out of him. He was known as the Candy man, to many there as he would bring Reece's, M&M's, Kit Kats, and Life Saver's with him every day and all were welcome to enjoy snacking on them.

Hiram is survived by his son, Jowen Alley, brother, Leland Alley and wife Lisa, all of Beals. In addition, he is survived by his furry, "Grandchildren" cats, Batman and Momo.

Hiram was predeceased by his wife, Wilhelmina; parents, Archie Jr., and Maxine; sister Ellen and brother Archie Alley, III.

A graveside service will be held at Great Wass Cemetery, on Hiram and Wilhelmina's anniversary date of 15 May 2025 at 1 PM. Family and friends are more than welcome to come and share stories of bygone memories.

In lieu of flowers, the family would ap-

preciate donations being made to the American Kidney Fund at www.kidneyfund.org. We can only hope that one day, in the near future, kidney disease will be curable for all.



Tony Correa
Damariscotta


July 1, 1941 - January 10, 2025

Anthony Garey Alvarez Correa (Tony), 83, of South Bristol died at his home on the Damariscotta River after a short battle with pancreatic cancer on Jan 10, 2025 with his loving partner Patrice and his son Andy close at hand.

He was born on July 1, 1941 and was the son of Marion and Edgardo Alvarez Correa. He grew up in Middletown, Ohio and on Bass River, Cape Cod where he was introduced to the water and boats. He was let loose upon this river at a young age, watched over and mentored by a large extended fam-


Continued on Page 6

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OWNER, VESSEL, FLEET OR CREW

PASSED OVER THE BAR

Continued from Page 5

ily and many friends along its shores. It was the beginning of a long and wonderful relationship with boats and fellow sailors. While he attended many schools and learned a lot, his real education was more trickle-down than scholastic.

He worked at the Crow's Nest in NYC, then at Shreve, Crump and Low Jewelers in Boston where he formed the idea to start his own nautical jewelry company. He set out on his path, moving to Maine and founding A.G.A. Correa and Son in 1969. The early years were very difficult, however he persevered and built the business with a passion for the water and nautical jewelry designs hand-crafted in gold. The business later thrived and he sold his ideas all over the world, touching countless customers along the way. The business continues to thrive in his name on the banks of the Sheepscot River.

He owned a number of sailboats, starting with a Beetle Cat, UNDECIDED, and in his words "I lived for that boat". Then a series of boats named NOETA (No Estimated Time of Arrival). The last of these was a K. Aage Nielson Yawl which he cruised extensively along the Maine Coast and successfully campaigned in many Maine regattas. He also had a love affair with his 1956 Austin Healey which he drove and toured all over the United States. He loved spending time with family, and a wide circle of friends both near and far—he shared a world of memories with them. His family will remember him as a salty man, who could hold his own at the tiller with any sailor. He had an infectious sense of humor, and was a master in story-telling. He loved to read about business in the Wall Street Journal in front of a good fire. He had a keen sense for business, and more importantly his connection with customers. He was an outstanding Father and Grandfather. He will also be remembered for

a large pour of Belvedere and his eagerness for the memories that would unfold.

He is survived by his queen Patrice and her family The Cuthbert's and The Andreoni's. His brother Uncle John Correa, his wife Marcie and their daughter Laney. His daughter Heather, and his two sons John and Andy Correa. Most critically he loved his grandchildren Maddy and Tily Milburn, and Anthony (T2) and Sadie Correa. He had numerous lifelong friends that enriched his life in so many ways. He specifically requested no funeral, and instead a celebration of life on the water when it warms up with a bunch of boats, strong beverages, music, a cannon salute, and possibly high tide.

In lieu of flowers, donations can be made in his name to Penobscot Marine Museum in Searsport.

The family would like to express their thanks and appreciation to the loving caregivers with Hospice, and Jason Hunter who rode out the last days with Dad. Finally, the family is grateful that he's in a place where wooden boats require no maintenance, engines don't leak oil, and ears don't ring. 143 4:44

Arrangements are under the direction and care of the Strong-Hancock Funeral Home, 612 Main Street, Damariscotta, ME 04543. Condolences, and messages for his family, may be expressed by visiting: www.StrongHancock.com.

Kittridge A. Johnson "MR. LUCKY"

I grew up in Winter Harbor and started lobstering when I was 8 years old. My father, uncle and grandfather were all lobstermen and I learned from them. My great grandfather fished lobster back in the day of sails. He used a sounding lead to get depth. My grandfather was a bay fisherman. He fished to supplement his income and was a full-time postman. He raised 10 children and lobstering was a must for him. My father



lobster, herring, hauled bait, and worked as a mechanic. He raised 8 children and worked at least 2 jobs for most of his life.

I started fishing in 1947. I fished a few traps from then until 1957 while going to school. My family had to move to the city in 1958 where I graduated high school. I joined the Air Force in 1962, returned in 1966 and resumed fishing. I have been doing it from then until now.

I have two sons who both spent their 4 years in the Coast Guard and are now making their living fishing. I have 5 grandchildren, 2 boys and 3 girls. The youngest will graduate next year. I have one wife I have had for 47 years. She is meaner than a mountain lion and has the patience of Job.

I won my boat's hull in a drawing at the Winter Harbor Lobster Festival.

Kit's lobster boat racing history is:

EASY MONEY

Boatbuilder: Robert Rich, Bernard, ME (1953)

Dimensions: 33'

Engine(s): Gasoline: 350 cu. in.,

Owner(s): Kit & Bunny Johnson

Racing Class: Gasoline Class B

Results:

1999: WINTER HARBOR: 4th Gas Class B.

2000: WINTER HARBOR: NPG Gas Class B.

2001: WINTER HARBOR: 1st Gas Class B.

2003: WINTER HARBOR: 4th Gas Class B.

BIG EASY MONEY

Boatbuilder: Atwood, Canada (1989)

Dimensions: 32' 6"

Engine(s): Diesel: 210-hp Cummins

Owner(s): Kit Johnson, Winter Harbor

Racing Class: Diesel Class B

Results:

2002: WINTER HARBOR: NPG Diesel Class B.

MR. LUCKY

Boat type: Duffy 35

Boatbuilder: Atlantic Boats, Brooklin, Maine (Hull 2002); (Finisher 2003)

Dimensions: 35'

Construction: Fiberglass

Engine(s): Diesel: 225-hp John Deere, 6 cylinder, 468 cid

Owner(s): Kittridge 'Kit' Johnson

Racing Class: Diesel Class B

Results:

2003: WINTER HARBOR: 4th Diesel Class B.

2004: MOOSABEC: 4th Diesel Class B. WINTER HARBOR: 1st Diesel Class B.

2005: WINTER HARBOR: 4th Diesel Class B.

2006: WINTER HARBOR: 4th Diesel Class B.

2007: WINTER HARBOR: 5th Diesel Class B.

2008: WINTER HARBOR: 1st Diesel Class B.

2009: WINTER HARBOR: 2nd Diesel Class B (20 mph).

2010: WINTER HARBOR: 1st Diesel Class B (18.0 mph).

2011: WINTER HARBOR: 3rd Diesel Class B.

2012: WINTER HARBOR: 1st Diesel Class B (19.2 mph).

2013: WINTER HARBOR: 3rd Diesel Class B.

2014: WINTER HARBOR: 3rd Diesel Class B.

2015: WINTER HARBOR: 1st Diesel Class B (20.4 mph).

2016: WINTER HARBOR: 1st Diesel Class B (19 mph).

2017: WINTER HARBOR: NPG Diesel Class B.

2018: WINTER HARBOR: 1st Diesel Class B (21.2 mph).

2019: WINTER HARBOR: 1st Diesel Class B (19.4 mph).

2020: WINTER HARBOR: 2nd Diesel Class B.

2021: WINTER HARBOR: 1st Diesel Class B (17.2 mph).

2022: WINTER HARBOR: 2nd Diesel Class B.

Also raced in 2023 and 2024.

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

LES SABLES D'OLONNE, FRANCE – It is hard to believe that just a little more than three months after the start of the Vendee Globe, the two leaders followed by twelve other racers have already finished the race and crushing the record.

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 in this year's edition and at this point there have only been six that have withdrawn.

6 January

Charlie Dalin (MACIF Santé Prévoyance) was still holding on to the top position with just under a 100-mile lead over Yoann Richomme (PAPREC ARKÉA). Dalin is now out of the doldrums and is in better conditions. He should extend his lead while Richomme is still trapped in the doldrums. Dalin stated that whoever makes the correct choices from there to the finish will be the winner. The weather, breakage and boat traffic will play a major part in the strategy. Race organizers are thinking that one or the other should arrive in about 10 days.

Several hundred miles back of the two leaders is Sébastien Simon (Groupe Dubreuil). Then 1,200 miles back of Simon are a number of racers. Their hurdle will be getting through or around a light air area ahead of them. The racers in this group that stayed west have done better, but those to the east might have the last laugh and come out better when they get back together.

Back in the second group of racers Jean Le Cam (Tout Commerce en Finistère - Armor-lux), who is in 16th, has made significant gains on Romain Attanasio (Fortinet - Best Western) in 14th and Damien Seguin (Groupe APICIL) in 15th.

Isabelle Joschke (MACSF) and Giancarlo Pedote (Prysmian), 18th and 19th respectively, have rounded Cape Horn. They had slowed so that a low could pass before they entered the South Atlantic. Within the next seven days another large group of racers will also round Cape Horn.

After nearly 20,000 miles of hard racing the wear and tear on boats is starting to become more evident. However, it is not just the boats that have issues. Clarisse Crémer (L'Occitane en Provence) had let it be known that she had a shoulder issue, but this was not slowing her down.

Sam Davies (Initiatives Coeur) has done all she can to keep everything on the boat in the best shape. She has now caught some of the competitors in front of her by making the right moves when needed. She is now in a low and that is pushing her north.

7 January

Dalin and Richomme are still one-two and enjoying the trade winds as they head for the finish line at Les Sables d'Olonne. Dalin's lead is now 130 miles as both push their boats hard. They are headed to a high off of the Azores and each hopes they can avoid the light air before they enter the Bay of Biscay.

Back several hundred miles is Simon, who had crossed the equator this morning at 0608 UTC. Even though in the doldrums he will get a great benefit from storms.

Further back is a large group of racers off of Brazil. They are watching a low packing winds up to 40 knots that will head over the Andes and hit the racers. They are all hoping to make the correct choice so that they get the full benefit of the heavier air. Some have opted to go west and others east. The east option might gain a racer three or four places and if one chooses the west

option, one would not likely gain a position.

It was not surprising to see Le Cam gain two places by staying a little to the east.

Benjamin Ferré (Monnoyeur - DUO for a JOB) rounded Cape Horn at 0747 hrs. UTC.

Trouble has hit a couple more racers. Boris Herrmann (Maliza Seaexplorer) was forced to climb up his mast to make repairs to the backstay deflector, which tensions the backstay. Éric Bellion (Stand As One - Altavia) has an issue with the pin holding his forestay. He is hoping that once he rounds Cape Horn he can get in the lee and climb the rig to make repairs.

Violette Dorange (Devenir), who is 28th, has been slowing so as not to get hit by the brunt of the storm.

Seven boats round Cape Horn.

8 January

The two leaders have not let up after 59 days at sea, with Dalin sailing at 17 knots the last few hours. Dalin is still in the lead as the two head for the Azores on one tack. Tomorrow the winds will lighten as they hit the high and this should allow Richomme to gain some miles back. This is not the only thing dropping, so is the temperature. Both will then get hit by a low allowing them to pass SE of the Azores.

Simon only had two hours of little to no wind by going further west than the two leaders in the doldrums. There is a low forming off of Nova Scotia, but it is unclear whether he will be able to obtain a benefit from it.

Those from fourth to tenth who have gone to the west to the coast of Brazil have gained a slight benefit. Those that headed east are now heading north.

Boris Herrmann (Malizia - Seaexplorer) has been hit by lightning in one of the storms he has been subjected to. This is the second time that he has been hit by lightning. He said that the alarms went off and the boat jibed as the wind increased. The radar is not working. There are no load cells and the keel system does not work. The batteries can be charged, the watermaker, wind instruments and one autopilot are still working.

Le Cam has jumped up in the standings, but Alan Roura (Hublot) had gained back some of the miles lost.

Some of the boats in the middle of the fleet may be able to jump in front of the storm, but others will have to slow and let the low pass. This low is packing winds of 35-40 knots with gusts to 50 and 18-foot seas.

Guirec Soudée (Freelance.com) wrapped his Code 0 headsail around the keel. This forced him to go over the side in 5°C water to free it.

Bellion has repaired the fitting for his J2 headsail.

9 January

The two leaders are 500 miles WSW of the Canary Islands and are approaching the high with winds of 7 to 10 knots. This will last through the night when the winds start to increase. An issue is an anticyclonic bubble, which should hit them off the coast of Brittany. It also may force them to sail above the finish so as to get the benefit of the winds it has. Dalin's lead is now almost 200 miles.

Simon, who is a solid third, will also be affected by the low and he will also have to make a decision as to whether he passes behind in lighter air or SW with heavier air.

Those from fourth to thirteenth are off the Brazilian coast more than 2,100 miles behind the leader trying to catch the SE trade winds. Jérémie Beyou (Charal) and Sam Goodchild (VULNERABLE) are fourth and fifth respectively and are benefitting from going further to the west. Those who stayed east are now tacking in headwinds trying to



Les Sables D'Olonne, France: MACIF SANTE PREVOYANCE skipper Charlie Dalin celebrating his winning the 2024 Vendee Globe on 14 January.

(Photo by Olivier Blanchet/Alea)

keep up.

There is another group from fifteenth to twentieth, which is in a very tight battle. They are dealing with a high-pressure system, which will be followed by the stalled cold front off of Brazil. This may allow Isabelle Joschke (MACSF) and Giancarlo Pedote (Prysmian) to gain. One racer remarked that you can spend a month trying to get separation from the group and in two days they gain it all back. Those further back are in a low with winds 35-45 knots, which is blocking their course in the South Atlantic. Going between the Falkland Islands and the Antarctic Exclusion Zone will be challenging as there is little room. Fortunately, this group will see better conditions tomorrow.

Those in the back nearing Point Nemo have another low approaching with 35 knot winds, 20-foot seas and bitterly cold.

Ice was spotted the day before so two skippers still in the South Pacific are on ice watch. Both are a bit nervous hoping that the radar picks them up.

10 January

The two leaders are closing in on the finish, but Richomme has an issue when he lost his J0 headsail at 0630 UTC. The halyard lock let go and the sail went into the water. He was bringing it back on board but realized that it had ripped and would be of no use.

The group back of third, comprising seven racers, is just separated by 200 miles. The cold front is moving away, which had a variety of wind conditions. Beyou said that he had broken his starboard foil rod, which means that he will be slower on port tack. It

took him a day to repair the issue.

Other issues in the fleet include Herrman has lost his J2 due to a broken halyard lock. He said that his was a problem as this sail would normally be used 70 percent of the time on their way to the finish. He is hoping to find a solution but also realizes if he does not this could cost him a top ten finish.

Clarisse Crémer (L'OCCITANE en Provence) has hit the low, which is challenging. She feels good even though she is taking medications for back pain and is fatigued having not slept much in the last two days. This is her second Vendee Globe race and finds it much different. She is in a more competitive boat and that means she has had to set different goals. She is pleased with where she is in the fleet.

The light winds are blocking several competitors in the second group and there will be some changes in positions.

Those on ice watch can rest better as they passed through the ice zone with no issues.

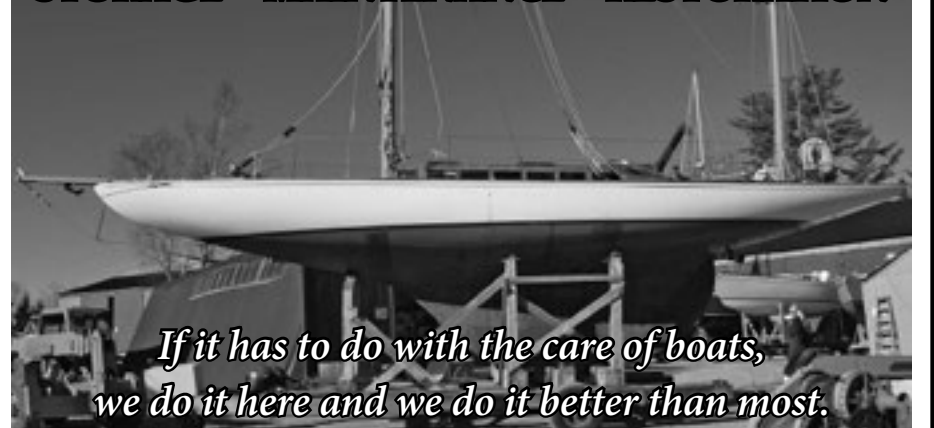
11 January

Richomme was a little bit further to the west than Dalin and has gain some with just 140 miles separating the two. Due to the light winds blocking their way to the finish they are sailing up to Brittany before turning and heading for the finish, which should be in much better wind. The gap between the two is still about 140 miles. Richomme realizes if he had his J0 he would have been a little bit faster. However, he is still looking for an opening even though these openings are

Continued on Page 20

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U. S. COAST GUARD NEWS

Coast Guard rescues 4 from sinking boat after collision south of Block Island

Jan. 24, 2025

NEW YORK — The Coast Guard rescued four people Thursday night from a fishing boat after a collision between two fishing boats occurred approximately 10 miles south of Block Island, Rhode Island.

At approximately 8:30 p.m. Thursday, Coast Guard Sector Long Island Sound received a distress call via VHF-FM channel 16 of two fishing boats colliding.

Coast Guard Sector Long Island Sound watchstanders issued an urgent marine information broadcast and dispatched crews aboard a Coast Guard Station Montauk 47-foot motor lifeboat (MLB) and a Coast Guard Air Station Cape Cod MH-60 Jayhawk helicopter to assist.

The 87-foot scalloper, Vanquish, reported six people aboard, no damage and no injuries. Meanwhile, the 55-foot trawler, Mattie and Maren II, reported four people aboard, flooding in the engine room and that they were unable to keep up with dewatering efforts. It was reported all crew members aboard Mattie and Maren II donned survival suits and prepared an EPIRB and life raft in case abandoning ship became necessary.

Station Montauk's MLB crew arrived on scene at approximately 9:15 p.m. A crewmember from Station Montauk embarked the fishing vessel Mattie and Maren II with a P-6 dewatering pump to attempt and assist in dewatering efforts, but was unsuccessful due to deteriorating weather with four-to-six-foot seas and 23 mile per hour winds.

All four passengers aboard the Mattie and Maren II were transferred to the Coast Guard MLB and taken to Station Montauk with no reported injuries. The Vanquish returned to homeport in New Bedford, Massachusetts.

"The quick thinking and preparedness of the crew, including donning survival suits

and readying emergency equipment, played a crucial role in their safe rescue despite challenging conditions," said Lt. Jonathan Roth, a Sector Long Island Sound command duty officer. "I commend the exceptional teamwork and expertise of our Station Montauk and Air Station Cape Cod crews, whose swift actions and professionalism brought all four mariners to safety amidst challenging seas."

Sector Long Island Sound has issued a safety marine information broadcast for the vessel adrift. The cause of the collision is currently under investigation.

Coast Guard holds memorial to honor fallen crew members of Coast Guard Cutter Blackthorn

Public Affairs Detachment Tampa Bay
Jan. 28, 2025

ST. PETERSBURG, Fla. — Coast Guard crew members from local units held a memorial service honoring the fallen crew members from Coast Guard Cutter Blackthorn, Tuesday, at the Blackthorn Memorial site in St. Petersburg.

The memorial ceremony marked the 45th anniversary of the 23 lives lost during the collision between Coast Guard Cutter Blackthorn and the motor vessel Capricorn near the Sunshine Skyway Bridge on Jan. 28, 1980. The ship had a crew complement of 50.

"The Coast Guard is honored to continue to recognize all those who made the ultimate sacrifice 45 years ago during the tragic Cutter Blackthorn event," said retired Master Chief Petty Officer John L. Chassereau, Coast Guard Cutter Blackthorn memorial committee president. "We continue to learn from our past to positively develop our service in the future."

The Blackthorn collision forever changed the Coast Guard and provided lessons on risk management and training. After this tragedy, the Coast Guard made critical improvements

to service readiness, training, and safety. It provided the impetus for the establishment of the Command and Operations School at the Coast Guard Academy in New London, Connecticut. The school offers courses to prepare command-level officers and senior enlisted members for command duty afloat.

The ceremony included a fly over by Coast Guard Air Station Clearwater, wreath laying, an honor platoon representing each Blackthorn victim, laying of roses and presiding official comments from Rear Adm. Douglas M. Schofield, Coast Guard District Seven commander.

First of 3 new Coast Guard cutters arrives to homeport in Kodiak, Alaska

D17 Public Affairs
Jan. 29, 2025

KODIAK, Alaska — The crew of Coast Guard Cutter John Witherspoon (WPC 1158) arrived at the cutter's new homeport in Kodiak, Tuesday.

The cutter is scheduled to be commissioned during a ceremony in April.

The Witherspoon is the first of three Fast Response Cutters (FRCs) scheduled to be homeported at Coast Guard Base Kodiak and is now the fourth FRC currently based in Alaska. While these ships will be homeported in Kodiak, they will operate throughout the 17th Coast Guard District to include the U.S. Arctic, Gulf of Alaska, and Bering Sea.

The crew of the Witherspoon will carry out integral Coast Guard missions such as maritime law enforcement and security, living marine resources, and search and rescue. They will provide security for Alaskan coastal communities as they continue to utilize the ocean for their livelihoods while preserving Alaska's living marine resources in conjunction with our partner agencies.

"The crew is humbled to be associated to a namesake honoring Capt. John G. Witherspoon, a trailblazer who found enjoyment and purpose in leading and mentoring others," said Lt. Cmdr. Adam Young, commanding officer of the Witherspoon. "It is fitting that the cutter's first sail was no tall order, stretching more than 7,000 nautical miles from Key West to Kodiak. Throughout the last five months, the crew displayed remarkable teamwork and resilience, a true testament to the core values Capt. Witherspoon epitomized throughout his illustrious career. I couldn't be prouder of the team we have onboard, and I look forward to experiencing the beauty of Alaska once again."

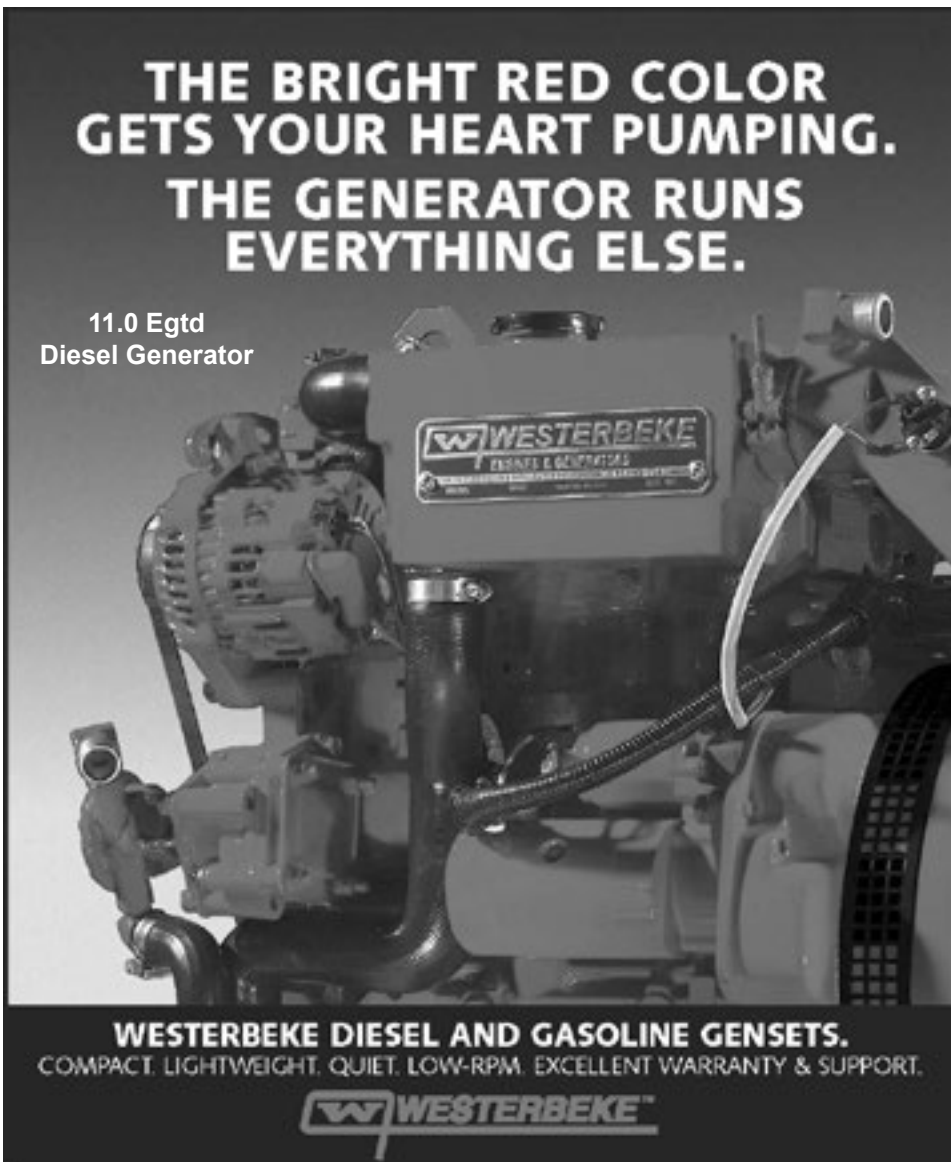
The new FRCs arriving in Alaska are designed to replace the service's fleet of 110-foot cutters that are projected to be decommissioned this year. The Coast Guard is currently scheduled to have six FRCs operating throughout Alaska by the end of 2025 to reinforce our maritime boundaries and shorten on-scene response times to support search and rescue efforts and better serve the people of Alaska.

FRCs feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment as well as over-the-horizon response boat deployment capability and improved habitability for the crew. The ships can reach speeds of 28 knots and are equipped to coordinate operations with partner agencies and long-range Coast Guard assets such as the Coast Guard's National Security Cutters.

FRCs are 154-foot multi-mission ships designed to conduct drug and migrant interdictions; ports, waterways and coastal security operations; fisheries and environmental protection patrols; national defense missions; and search and rescue. Each cutter is designed for a crew of 24, has a range of 2,500 miles and is equipped for patrols up to five days. The FRCs are part of the Coast Guard's overall fleet modernization initiative.

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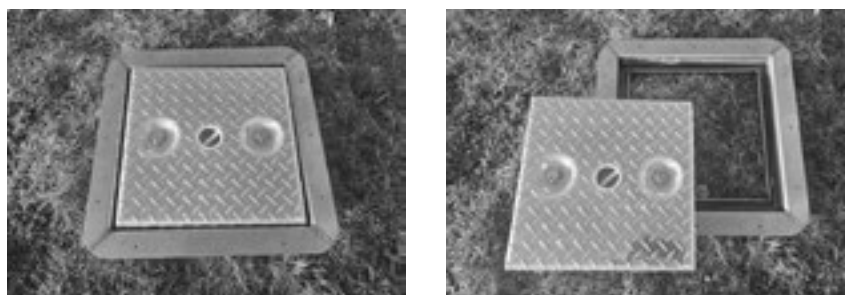


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U. S. NAVY NEWS

Navy awards \$3.5B contract to Northrop Grumman to develop successor to E-6B Mercury aircraft

From Courtesy Story

07 January

NAVAL AIR STATION PATUXENT RIVER, MD -- The U.S. Navy announced that it has awarded Northrop Grumman Corp. a \$3.5 billion contract to conduct the mission-systems integration for the E-130J, which will be the successor to the E-6B Mercury for the Take Charge and Move Out (TACAMO) mission.

Under the contract, Northrop Grumman of Melbourne, Florida, will serve as the prime contractor to integrate TACAMO mission systems, including the Collins Aerospace Very Low Frequency system, into government-furnished C-130J-30 air vehicles built by Lockheed Martin Corp. The contract is for three Engineering Development Models (EDMs) and options for up to three System Demonstration Test Articles (SDTAs) and up to six aircraft in the first lot of production. Collins Aerospace and Lockheed Martin are directed subcontractors to support the integration and airworthiness.

“Our TACAMO mission is foundational to our nation’s nuclear Triad,” said Secretary of the Navy Carlos Del Toro. “The E-130J will carry on the proud legacy of Navy TACAMO aircraft and keep our nation safe.”

The acquisition effort is being led by the Navy’s Airborne Strategic Command, Control and Communications Program Office (PMA-271) within the Program Executive Office for Air Anti-Submarine Warfare, Assault and Special Mission Programs (PEO(A)).

“Today is a tremendous day for the future of naval aviation’s contribution to our nation’s nuclear deterrence mission,” said Capt. Adam Scott, PMA-271 program manager. “With the selection of Northrop Grumman as the prime contractor for the TACAMO Recapitalization Program, we are ready to move out with developing this critical asset. In carrying on the legacy of the E-6B Mercury, the E-130J will ensure our nation’s leadership is always connected to its nuclear forces for decades to come.”

Work developing this asset in conjunction with the prime contractor begins today.

The contract award is the result of a competitive source selection that included significant engagement with industry. PMA-271 released the request for proposals on sam.gov on Sept. 21, 2023, with proposals due by April 22, 2024.

The Navy selected the winner based on the proposal that offered the best value to the government, considering the offeror’s technical approach and cost. The total contract

value is \$3,459,276,000.

The E-130J is a critical part of the United States’ nuclear modernization program, which includes new Columbia-class ballistic missile submarines, new bomber aircraft such as the B-21 Raider, and Sentinel, a new ground-based system to replace the silo-based Minuteman III intercontinental ballistic missiles. The E-130J will ensure that leadership can always communicate with those nuclear forces to order or cancel strikes, even if ground-based communications are unavailable.

The E-6B is a communications relay and strategic airborne command post aircraft. It provides survivable, reliable, and durable airborne nuclear command, control and communications (NC3) for the president, secretary of defense and U.S. Strategic Command. It is a dual-mission aircraft capable of fulfilling the no-fail TACAMO mission and the Looking Glass mission, which facilitates the launch of U.S. land-based intercontinental ballistic missiles using an airborne launch control system. The E-130J will relieve the E-6B of the TACAMO mission.

PMA-271 is headquartered at Naval Air Station Patuxent River, Maryland. Its mission is to deliver and support survivable, reliable and durable airborne command, control and communications for the president, secretary of defense and U.S. Strategic Command.

Navy Names Third Expeditionary Medical Ship USNS Portsmouth (EMS 3)

08 January 2025

PORTSMOUTH – Secretary of the Navy Carlos Del Toro named the future Bethesda-class expeditionary medical ship (EMS 3) USNS Portsmouth during a ship naming ceremony at Naval Medical Center Portsmouth on Jan. 8.

The decision to select Portsmouth was made to honor the legacy and commitment of the Navy doctors, nurses, corpsmen and staff of Naval Medical Center Portsmouth and the city of Portsmouth, Virginia.

“As Secretary of the Navy, I remain committed to the readiness of our Sailors and Marines and that readiness includes the crucial work to ensure the healthcare and vitality of our people,” said Secretary Del Toro. “I am proud to honor the city of Portsmouth and the Navy’s first operating hospital, Navy Medical Center Portsmouth, by naming the future USNS Portsmouth (EMS 3).”

The naming selection of the future USNS Portsmouth (EMS 3) follows the tradition of naming expeditionary medical ships after prominent military hospitals. Secretary Del Toro previously named USNS

Bethesda (EMS 1) and USNS Balboa (EMS 2).

EMS 3 will be the fifth Navy vessel named Portsmouth. The four previous vessels were a full-rigged ship (1798–1801), a sloop-of-war (1844–1915), a light cruiser (1945–1970), and a nuclear-powered submarine (1983–2005).

Rear Adm. Darin Via, the U.S. Navy Surgeon General and chief, U.S. Navy Bureau of Medicine and Surgery, who spent the majority of his professional military and medical life at the medical center, reaffirmed the Navy’s commitment to military readiness and healthcare support.

“USNS Portsmouth, a symbol of our Navy’s progress, also carries the weight of our history. It represents a significant advancement in our Navy’s warfighting capability and will provide essential medical support across the maritime environment,” said Via. “Together with USNS Bethesda and USNS Balboa, USNS Portsmouth will deliver agile and responsive medical care, advanced trauma management, and support to naval operations and humanitarian and disaster relief missions.”

Representing the city of Portsmouth, Mayor and Navy Veteran Shannon Glover spoke about the honor and meaning behind the naming of the Navy’s newest expeditionary medical ship.


“Today, we stand united in pride and

gratitude as we honor the incredible contributions of the dedicated medical professionals at Naval Medical Center Portsmouth. For generations, they have provided compassionate care and unwavering commitment to our military families, veterans, and the Portsmouth community,” said Shannon Glover, Mayor of Portsmouth. “The USNS Portsmouth represents more than just a ship – it is a testament to the resilience, care, and service that define the heart of Portsmouth. And this is an appropriate and fitting tribute to the selfless men and women who serve at Naval Medical Center Portsmouth.”

Located along the banks of the Elizabeth River in Virginia, Naval Medical Center Portsmouth is a nationally acclaimed, state-of-the art Defense Health Agency military treatment facility (MTF), where 5,000 medical professionals provide quality healthcare to warfighters, veterans, and their families in the Hampton Roads area.

Originally established in 1830 as the Navy’s first and oldest continuously operating hospital, today it is home to Navy Medicine Readiness and Training Command (NMRTC) Portsmouth, which provides a skilled and combat-ready medical force to support warfighting requirements and enables the Department’s highly skilled personnel to maintain mission critical

Continued on Page 24



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Port or Starboard Side Haul

By Sheila Dassatt

Over the past few months, I have had various suggestions of a topic for my article. This particular one keeps coming back to me, so I thought I'd "give it a go." How many fishermen prefer one side or the other for hauling their traps?

It was said that some fishing communities have mostly starboard or right side haul. Then you go to other fishing communities and they are mostly port or left side haul. The question that was asked of me is "why is that?" Well, that is a good and interesting question to some of us. Let's find out.

How far back in time do we want to go with this? Here is how the terms originated: The term starboard came from the use of a specialized steering oar which was used before ships had rudders. The oar was held by an oarsman located in the stern of the ship. There were many more right-handed sailors than left-handed sailors. This meant that the steering oar was affixed to the right side of the ship. The word starboard comes from Old English steorbord, literally meaning the side on which the ship is steered, descendant from the Old Norse words styri meaning "rudder" (from the verb styra, literally "being at the helm," having a hand in) and Boro meaning etymologically "board", the "side of a ship." Port (left). Port is derived from the practice of sailors mooring ships on the left side at ports in order to prevent the steering oar from being crushed.

As years moved forward, this explanation comes from the direction of the prop, if it moves to the left or the right. If it rotates to the right, it thrusts the vessel to the left. If it rotates to the left, it rotates the vessel to the right. This is very important when you are coming into port. I must admit, this has become an interesting research project. I have asked various people about this such as my daughter, Christy who took the tugboat small vessel course at Maine Maritime Academy. She was pleased that she remembered the reasons for port or starboard. I asked Mike who operates our vessel F/V Saving Grace and also talked about the Rules of the Road, telling me that when you are facing a vessel that is coming your way, they are to pass port to port. If you have a port side vessel, you can see one another more accurately. I remember going with my Dad who was a tugboat captain for Holmes in Belfast during the sixties and seventies. I do remember that the thrust of the tug pushed to the left or port side when approaching a ship. Of course, this depended on the dock that the ship was going into. I just took these things for granted until now!

Getting back to the fishing vessel side of this, Mike said that Dave Wiberg was telling him that they used to go lobstering and haking. This was so interesting that I also asked Hilton Turner who said the same theory. Said his grandfather used to haul lobsters and go haking as well. They actually

could haul from both sides of the boat. He also said that according to Family Tradition, his grandfather hauled port side and taught the next generation the same way and so on from there. So this is one explanation and a good one.

It was also said that a lot of factors have to do with the direction of the wind even in various ports. In places like Boothbay and Harpswell, they are mostly starboard side haul which has a lot to do with the direction that the wind primarily goes in even when they are on the mooring. It was noticed that a lot of fishing vessels are port side when you come east such as Stonington and Jonesport area. This is the same scenario, according to wind direction, also for coming into port to sell your lobsters and your daily catch.

Here's another theory, which I was honestly told because I've seen it. One fisherman had a port side haul boat and over the years, the leg and knees, shoulder, etc. were starting to wear out over time. So when they had their next boat built, it was switched to the starboard side to allow for the body getting "worn out" on the other side of the boat! Now this is a true story, but it also shows just how hard the fishermen work and adjust their boats so they can keep going.

There is always some slang that goes with these theories among the fishermen. There is the one "left is best" and "right is wrong." These are just some of the sayings that are sent back and forth when we start evaluating which side is the best!

From the boat building side of it, when a fisherman is having their boat built, they choose the hauling side that they want built into the boat right from the beginning. When we had ours built, she was a starboard side boat, because that's what my Dad did and his father before him, Family Tradition again. When we fished out of F/V Sari Ann, she is a port side boat and we adapted to it fairly well. We have had an opportunity to try both sides and have an advantage in different ways such as when you're steaming home, the wind and spray may be going in a certain direction. Depending on which side of the boat is more open to the elements, it shows the side that works the best for our geographical home port. I have a tendency to hunker down on the side that the wind and spray isn't blowing in on me. This makes perfect sense.

I have found this to be more interesting than I thought it would be and I'm glad that it was brought to my attention. When I was asked about it, I wasn't sure if there was enough information to write about. This proved that there is quite a lot of different reasons for choosing port or starboard. A lot of the reasons also have to do with The Rules of the Road, which I can't stress enough that we should all know if we're going to be out on the open seas.

Please feel free to bring topics to me that you have questions about. I'm happy to dig into it! Take care and be safe out there.

Maine Dept. of Marine Resources

Statement to the Maine Lobster Industry from Commissioner Keliher Regarding Decision to Pull Lobster Gauge Regulation

January 10, 2025

Last night, after hearing loud and clear from Maine lobster industry members that they are unified in their opposition to a proposed rule change that would increase the minimum gauge size starting in July of this year, with approval from Governor Mills I decided to pull the regulation.

As many of you know, this regulation, which was set to go into effect on July 1st of this year, was a proactive measure intended to respond to declines we have seen in sub-legal lobsters, which are the lobsters that are just below the current legal size limit. The objective of this measure was

to leave those small lobsters on bottom for another year so they could mature and reproduce, which would buffer this vital resource against the effects of a changing climate.

It's also important to note that this regulation was required to ensure that Maine remains compliant with ASMFC's Interstate Fisheries Management Plan for Lobster (FMP). So this decision to pull the regulation, driven by the Maine lobster industry's strong and compelling opposition, now requires that I go back to ASMFC and work with the Policy Board on a plan to ensure compliance with the FMP. That plan will require input from industry to ensure that we are proposing measures that achieve conservation benefits that are equivalent to those intended by this regulation.

In the coming months, I will be working with the newly reconvened Lobster Conservation Management Teams as well as the Zone Councils to develop a path forward. I can't promise what the outcome of that process will be, but I can promise that I will work diligently to give industry an opportunity to provide input into this process.

Patrick Keliher, Commissioner

Notice to the Maine Scallop Industry: Cobscook Survey Results Summary

January 10, 2025

DMR Science staff completed the first in-season survey for Cobscook this past weekend, January 4 through 6. Data have been analyzed and two summary figures are presented below.

No scallop actions are occurring this week. The Department will issue a follow-up notice when more details are available.

Survey highlights: After 5 weeks of fishing, there has been a 44% decrease in the density of legal scallops (see Figure 1, 2024-2025, blue hue bars). When compared to values from the 2023-2024 season, Cobscook started out at a lower density for legal scallops. The growth that occurred between

Continued on Page 12

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Commercial Fishing News

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

From the Director -

Well here we are! I've heard that this is one of the coldest winters in fifteen years. I believe it, and windiest too. Not that I want a lot of snow, but it is a good insulator as far as frost moving down the surface creating septic and water pipe freezes. We have been there and done that and it is a brutal situation. I hope that everyone is "weathering" the winter just fine so far.

The last time that I was sitting at this keyboard and writing my report, we had a lot of issues in front of us. Since that time, the gauge increase that was set for July 2025 has been pulled. Granted, we did not want the gauge increase, which it is good that we stood up for ourselves, I just wish it had been done with a little more peace and diplomacy. Have you ever had buyer's remorse after you purchased a car or a big expensive item? What I am hoping is that the alternative which requires input from the industry ensures that we are proposing measures that achieve conservation benefits that are equivalent to those that were intended by this regulation. At this point, we don't know what the future is going to bring. This means that Maine needs to remain compliant with the regulations that are required by the ASMFC's Interstate Fisheries Management Plan.

Since that time, New Hampshire has joined Maine in rejecting the proposed

gauge increase. Massachusetts is considering this also. The Technical Committee of the ASMFC meets on February 4th in Washington D.C. They will most likely be discussing this issue. Perhaps this is the start of a new sense of managing our own independence.....the only thing that I would stress is to be pro-active, not re-active with how we handle ourselves at our Zone meetings. The meetings are starting to be scheduled with the plan that we can make suggestions and discuss what we are willing to agree to do. The Zone meetings were scheduled right after the gauge increase was pulled in hope that we can start now to be pro-active. Our livelihoods depend on this.

We, DELA have been in touch with our industry and were working with the entire plan for finding a solution. Had we still had the comment period, we were also promoting that everyone send a comment in with their feelings about the gauge increase. This was the beginning of trying to work with the Federal government. I don't mean twenty-five or fifty letters or comments, I meant taking the time to flood them with comments from our industry. This is still an option if there are comment periods from the Zone meetings. When these comments are written down and on hard copy, they are just as accurate as being there in person and the proof is there in hard copy for all to read. We are ready and waiting to work with

this again for the sake of our industry. We need to be diligent with how we handle the government. This is a Federal requirement, not a State request. Let's work together with this, all of us!

A lot of issues seem to be hitting us like a domino affect. Now we are being cautioned that there are right whales off Jeffrey's Ledge. There is a fair amount of gear in that area. We have been asked to move it if it is in danger's way. The ramifications of finding Maine gear on a dead whale could be devastating to our industry. What's next, right?!

Well, windmills are probably in the mix too. There has been a slow down on the windmill industry, but there is a lot of opposition being pushed there as well. We don't want ropeless fishing either, but there are grants out there that are pushing for us to "test" them out. Money has a way of talking before our belief systems kick in.

These issues are just the tip of the iceberg for us. It can be very overwhelming, but we do need to be careful in order to survive everything that is coming at us.

I don't know where to begin with our sincere condolences for all that has happened recently. I will start with the F/V Sudden Impact with father and son, Chester Barrett and his son Aaron. This is everyone's nightmare. We send our sincere condolences to their family. Then the wild fires in California, the plane and helicopter crash over the Potomac and plane crash in Pennsylvania. We are sending our prayers

and deep condolences for all of the families. Tomorrow is never guaranteed for anyone. RIP and Godspeed.

It won't be long and the Maine Fishermen's Forum will be celebrating it's 50th Anniversary Celebration! This is my 21st year on the Forum Board, and I am proud that I have been able to make it to the 50th celebration. This has been a lot of work and preparation and I hope that you will be able to attend. I hope you have been able to make reservations in the area if not at the Samoset. We apologize for any confusion with reservations. The Forum has become so popular that it has just overflowed with folks that want to attend and stay on the premises. Please get in touch with the Forum Website if you have any questions, Kathleen Gilbert or the Board will be happy to help.

DELA is holding a meeting on Saturday March 1st from 10:30 to 12:00 at the Golf Club House. This is a great opportunity to come and say "Hi," sign up for membership or simply meet one another to get to know each other once again. We are always looking for new Board members, so please help us and get involved. The bigger the voice, the better we are understood. We work together with all of the associations if the subject is the same. Sometimes we don't always agree, we stand on our own convictions. We have always gotten our work done for the sake of our industry and the next generations to come.

We hope to see you there, Sheila



Sea smoke surrounding the lobster boats in Sawyer's Cove in Jonesport.

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Commercial Fishing News

News from the Department of Marine Resources

Continued from Page 10

January 2024 to December 2024 has been harvested during the last 5 weeks of fishing. There was an increase in observations of cut sublegal shell stock, with the highest number of observations noted within South Bay (see Figure 2).

Other notes: There has been a consistently higher level of effort in Cobscook this season than in the previous 3 seasons. Cutting sublegal scallops negatively impacts this season and every season that follows.

DMR Solicitation of Public Comment Regarding Dredge Projects

January 13, 2025

Pursuant to 38 M.R.S. §480-D, sub-§9, the Maine Department of Marine Resources (DMR) is required to provide the Maine Department of Environmental Protection with an assessment of the impacts on the fishing industry of proposed dredging operations. The Arundel Yacht Club, the Kennebunkport Marina, and the Kennebunk River Club are proposing maintenance dredging of their waterfront infrastructure, including in and around boat slips, to provide adequate depth for navigation and berthing. In addition, Sprague Operating Resources LLC is proposing dredging of the waterfront infrastructure adjacent to their South Portland Marine Terminal to provide adequate depth for navigation and berthing.

Specific information on the proposed dredge operations and the timing are linked below.

DMR will accept verbal and written comments about the potential impacts on fishing in the area to be dredged and impacts to the fishing industry of the proposed route to transport the dredge spoils to the IOSN disposal site. If 5 or more persons request a public hearing prior to February 14, 2025, DMR will hold a hearing. Comments should be sent to DMR at the email or mailing address listed below by 5:00 pm, February 14, 2025.

Department of Marine Resources, Attn: Environmental Permit Review, 21 State House Station, Augusta, Maine 04333 or email: EnvironmentalReview.DMR@maine.gov.

DMR Solicitation of Public Comment Regarding the Sprague Dredge Project in the Fore River, South Portland (PDF file, 359 KB)

DMR Solicitation of Public Comment Regarding the Maintenance Dredge Project in the Kennebunk River, Kennebunkport (PDF file, 308 KB)

Marine Patrol Searching for South Addison Fishermen

January 19, 2025

South Addison - The Maine Marine Patrol is searching for Chester Barrett and his son Aaron Barrett, commercial fishermen from South Addison, who were reported missing yesterday evening by a family member when they failed to return as expected after transiting from Edmunds to South Addison. The two were on board Chester's fishing

vessel "Sudden Impact." Marine Patrol launched a search on the water and shoreline between Lubec and South Addison last night at approximately 7 p.m. Marine Patrol was joined in last night's search by the US Coast Guard and local fishermen. Last night's search was postponed due to poor visibility but will resume in the morning, focusing again on the coastline between Lubec and South Addison.

Marine Patrol Continues Search Effort for South Addison Fishermen

January 21, 2025

Using sonar, local fishermen were able to locate an object that might be a vessel Sunday in 160 feet of water near Moose Cove at the mouth of the Moose River. Efforts by local fishermen to recover it Sunday were halted by the US Coast Guard due to safety concerns but are planned to resume today. In addition to its search efforts, Marine Patrol will be on-scene during recovery efforts to provide support.

Dive Team Confirms Identify of Fishing Vessel "Sudden Impact"

January 23, 2025

South Addison - At approximately 11 p.m. Wednesday, the State Police/Marine Patrol Underwater Recovery Dive Team, assisted by local fishermen, took advantage of "slack water" and utilized a remotely operated underwater vehicle (ROV) equipped with sonar and a camera to confirm the identity of the sunken fishing vessel "Sudden Impact." The vessel is located in 160 feet of water near Moose Cove in eastern Washington County between the towns for Cutler and Lubec in an area of strong tidal current activity. Using the ROV, crews were able to observe what is believed to be the body of an individual on board the vessel.

Recovery was not possible as of last night. Chester Barrett and his son Aaron, fishermen from South Addison, have been missing since Saturday evening when the two failed to return as expected after transiting on board the "Sudden Impact" from Edmunds to South Addison.

The Maine Marine Patrol will continue to work with family members of the Barretts to determine next steps, including consultation with deep water salvage and recovery experts to determine whether a recovery effort is feasible.

Jonesport Demonstration Day will focus on Alternative Fishing Gear

January 30, 2025

JONESPORT - Area fishermen and members of the public are invited to an afternoon of demonstrations and informal discussion focusing on the use of alternative lobster fishing gear on February 6, 2025 from 1-5 pm in Jonesport (snow date: February 18, 1-5 pm). The event, hosted by Sunrise County Economic Council in partnership with the Maine Department of Marine Resources, will include live demonstrations of alternative gear on the Jonesport town marina (2 Marina Way, at the end of Sawyer Square) as well as simultaneous informal discussions about the program and testing of alternative gear at the Peabody Memorial Library (162 Main St, Jonesport). Attendees are welcome to come anytime at either location between 1 and 5 pm, as demonstrations will be based on their specific interests and needs.

The Jonesport demonstration day is an effort to familiarize fishermen and the public with alternative gear, including acoustic on-demand systems as well as other technologies, such as timed- and spring-releases. Alternative gear technology may provide an opportunity for fishermen to access areas which prohibit the use of traditional gear due to federal rules designed to protect the North Atlantic right whale. Goals of testing and research include identifying which designs and technologies work best, ensuring that the legal use of the gear can be enforced, and providing information to those fishermen who will make the business decision to access those restricted areas, or not, in the future.

The Maine Department of Marine Resources is working with Sunrise County Economic Council to provide Maine fixed gear fishermen free access to different gear types to test through their Innovative Gear Library, launched in 2024. The Library supports fishermen in real-world testing and in understanding of the capabilities and challenges of a broad range of alternative gear technologies and supports.

Participation by fishermen is crucial in this effort. Without industry's participation in testing, technology could be approved and required that does not work for Maine fishermen. This is an opportunity to provide data and input that manufacturers and regulators will hear.



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Commercial Fishing News

News from the Department of Marine Resources

Registration is not required to participate in the Jonesport demonstration day. Refreshments will be provided. For questions, please contact Brooke Hachey at 207-707-0962. Please check sunriseconomy.org and the Sunrise County Economic Council Facebook page for updates due to inclement weather.

Body Recovered from Fishing Vessel Sudden Impact

February 2, 2025
TRESCOTT – On Sunday February 2, 2025, at approximately 7:00 a.m. a team of highly-skilled volunteer divers located and recovered a body from inside the cabin of the fishing vessel Sudden Impact.

The recovered body has been transported to the medical examiner’s office for formal identification.

The Maine Marine Patrol along with local fishermen and the Maine State Police/Marine Patrol Underwater Recovery Dive Team have been working to recover the body since it was first located on January 23rd inside the vessel.

The Sudden Impact, with Chester Barrett and his son Aaron, fishermen from South Addison, sank Saturday January 18th when the two were transiting from Edmunds to South Addison.

The vessel was located on January 19th in 160 feet of water about three-quarters of a mile southwest of Moose River in eastern Washington County.

“Throughout this difficult process, the Barrett family has led the mission to recover Chester and Aaron, supported by numerous local fishermen,” said Marine Patrol Captain Colin MacDonald. “The volunteer dive team showed exceptional skill in difficult conditions.

“Facing air temperatures near zero degrees, extreme tidal currents, and limited underwater visibility, the dive team members, executed a meticulously planned dive to conduct a thorough search of the vessel,” said Captain MacDonald.

“This effort required the unique abilities of this highly skilled team of technical divers,” said Captain MacDonald. “They are renowned as some of the best wreck divers in the country who utilized state-of-the-art equipment to descend 160 feet to the ocean floor, where Sudden Impact lay,” said Captain MacDonald.

The volunteer divers, who are from Massachusetts, Connecticut, New Jersey, New York, and Pennsylvania, include Chris Ogden, Richard Simon, Bob Foster, Mark Bowers, and Harold Moyers, with surface support provided by Eric Simon.

“The outpouring of assistance from the community has been extraordinary, with individuals and businesses offering help in various capacities. This overwhelming support is a testament to the strength, resilience, and unity of our coastal communities,” said Captain MacDonald.

The second individual who was on board the vessel was not found on or near the site.

Maine Marine Patrol will continue periodic patrols in the area with the goal of locating the second individual.

“We extend our deepest gratitude to all those involved in this recovery effort, particularly the divers and local community members who dedicated their time and resources to assisting the Barrett family during this heartbreaking time,” said Captain MacDonald.



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Boat And Ship Yard News



This is a bow view of an aluminum 18-foot centre console runabout designed by Jesse Lowell sitting at Bamforth Marine in Brunswick. This one has an owner, but they are taking orders for others.



This is a power boat in to be repowered at Finestkind Boat Yard in Harpswell.

Continued from Page 1

Jeff is hoping to have this project done later this spring.

Finestkind Boat Yard Harpswell, ME

In the main shop they have a boat they built as a sportfisherman 10 years ago. She was later sold to the Gulf of Maine Research Group, who still own her. She is in for a new engine. They have removed the original 485-hp Isuzu, and this will be replaced with a 6.7 litre 550-hp Cummins. Mark Hubbard, owner of the yard, believes that this Isuzu is the only one that was marinized in Japan and brought into the U. S. She is a heavy, slow-turning industrial engine weighing 1,400 pounds more than the Cummins with just 3,000 hours. She will also need different gear due to the differences in RPMs.

The reasoning for removing the engine was that her owner felt that finding parts might become a problem. "It is in pretty good shape," said Mark. "The original owner took very good care of it, and he is the one that has most of the hours on it. He was just using it for harpoon tuna fishing and nothing else. The boat that we built was so light that it never worked hard ever. It would be a good engine for someone as long as they don't mind having to do a little searching for parts."

Since they built the boat, they know her well and that makes this project so much easier. It also helps that the engine is hooked

to a V-drive, so the engine is back.

In the front shop they have a sailboat, which has not been in the water for a number of years but now has a new owner. The owner is refurbishing her so he can do some extensive cruising. The yard made some repairs to the keel, will put in new port lights, removed the head and holding tank and add an Airhead and then paint the hull and deck. This was a kit boat so the way the original owner put her together is interesting.

Another boat that comes in every year for work is a wooden Vinny Cavanaugh cruiser. She is going to have work done on her cabin sole, replace the tracks in the sliding windows and new fuel tanks.

Out back with the storage boats is the 38-foot Willis Beal built MELANIE JEAN, which is owned by Mark's nephew. She hails from Perkin's Cove in Ogunquit, and since they are dredging this harbor, all the boats had to find a new home for the winter. Once the boats were out of the harbor, they pulled all the moorings and began dredging. They then brought in a barge with an excavator on it with two tugs. The bigger tug was used to take the dredge materials out to the dumping ground and the small one would maneuver the barge in the harbor. The two tugs left for another job and have yet to return.

Two of the Finestkind boats from Ogunquit will be in for their normal maintenance. One of these does not usually come to Harpswell to be stored. This year this boat will be getting new fuel tanks, some shaft work, and a little caulking here and there.



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Boat And Ship Yard News



This is a shot in the shop of the Henry R. Abel Yacht Yard at the head of Somes Sound. All these boats are storage customers and each needs some degree of maintenance before being launched this summer.

The yard stores about 135 boats for the winter and hauling and launching does not really stop in the winter as the local fisherman come and go as needed.

Henry R. Abel Yacht Yard Mount Desert, Maine

This yard is at the head of Somes Sound, which was mainly a storage yard that maintained some very nice yachts. However, over the last several years they have been doing bigger projects, especially for the commercial fisherman.

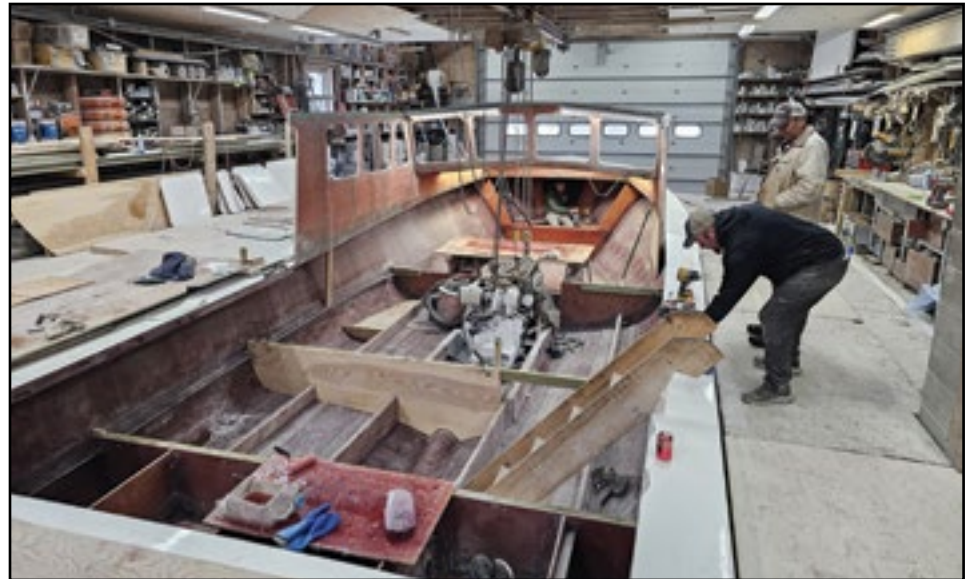
The biggest project that they are working on this winter is modifying a 34½ Intrepid center console on a commercial fishing boat for one of their summer customers. They have removed the fiberglass console, which will be replaced with one built out of teak. They have Awlgripped the hull and painted her insides. They are now thinking of adding a new T-top for the console.

The same owner has a LeBlanc 24, which came in as a used bare hull. They had to remove the rotten stringers and replaced the wood with Coosa and then added a new platform and pilothouse. They are now doing cosmetics.

In the far bay they bring in a project that turns over every couple of weeks. Just taken out of this bay was a commercial boat who had the rubber deck replaced. They have another commercial boat in, which will also get a new rubber deck and then there is another one wanting the same thing done. They refinish the fiberglass platform and then glue down a new ½-inch rubber deck.

Another commercial boat will be coming in for engine work and new inside stuffing box.

The yard stores about 140 recreational boats inside the three storage buildings with the commercial boats sitting outside as they will want to be over early in the spring.



This Calvin Beal 36 is being finished off by Little River Boat Shop in Cutler for a lobster fisherman from Cutler. This boat will be finished the end of March.

Little River Boat Shop Cutler, Maine

With the New Year work has recommenced at the shop. This fall a Calvin Beal 36 hull arrived, which is being finished off as a simple lobster boat for local fisherman John Druin.

They did get about a week's worth of work done before the New Year, but since then they have been hard at it. They have been working under the platform building a lobster tank and getting the running gear set in. There are two bulkheads under the platform and in between them there will be a floodable hold and that will fit three crates. However, John will probably only use it to stabilize the boat in slopping conditions, by flooding the hold with seawater.

As for an interior, there will not be much done forward. In the bow there is storage where a V-berth would be, and a few shelves glassed in.

They are using pressure treated wood and plywood in the platform. John is one of the best on the coast at taking care of his boats so he will be extremely careful not to do anything that would allow water to get to the wood. The winter-back and other items in the cabin will be composite with a foam core. Nick Lemieux, who runs the shop, said that he enjoyed going back to the old way they used to do things.

When the boat came in one of the first things they did was cut off the top. This makes it much easier to install the engine and move other things in and out.

This boat will be powered with a QSL9 450-hp Cummins and ZF gear all coming from Billings Diesel & Marine in Stonington.

They are hoping to have this boat finished at the end of March. Next, they have

Continued on Page 18

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Boat And Ship Yard News



This is the bow of the 36-foot torpedo-stern TATIANA, built by Willis Beal. She is in at Jonesport Shipyard having work done on her bow.

Continued from Page 15

a Dixon coming in for a new rubber floor, repaint the bottom and other small cosmetic upgrades.

This one will be followed by an Osmond 46 from Buck's Harbor. He is replacing his 750-hp John Deere with another brand new 750-hp John Deere.

They are hoping to have both of these done by early May so they can go down and do some much-needed work on their dock. Their dock was built in 16-foot sections with a six-by-six setting on three sets of pilings per section. They have five sections up front to do and that will be the easiest because the tide will not be a major factor. The only problem can be the bottom of the piling wanting to kick out once in a while when they are trying to set them into place.

They pick up the pilings with an excavator and set it in place and then you pound it down with a bucket on the excavator. They then have three sections on the outer end, which needs work. Nick said that they will need to pull all the pilings as the worms have gotten into them. They can still use these for shorter pilings, they just need to cut off the worm-eaten area at the bottom. It seems that the worms only eat up about two feet from the bottom, which is the line where the tide normally drops to. Nick has also learned that the older the tree, with tighter rings, are more resistant to the worms.

This project should take them right to the beginning of the lobster and lobster boat racing season.



At Jerome Morris' model shop he is making repairs to the steamer VIRGINIA V and a southern shrimper.

Jerome Morris Union, Maine

I always love visiting the ship model builder's shops. Jerome has been doing models for decades and has a real passion for the work.

In his shop are several projects. There are two southern shrimp boats that needed to be cleaned up, a few minor repairs and paint. He then will give them new names and hailing ports. These models came out of a southern restaurant and were built by the same person, Irvin Tingen. They are hollowed out wooden hulls and still are very heavy. Jerome said that they were really bow heavy so they would never float on their waterline. However, when looking at the rigging, despite not being to scale, they are accurate. This let Jerome to surmise that Irvin might have worked on a shrimp boat. When done these will go back to BlueJacket Shipcrafters in Searsport, who had Jerome repair them for one of their customers.

Carousel Marina in Boothbay Harbor has sent Jerome five or six models to be cleaned up and repaired. Jerome said that

these models were built overseas but were still good ones. He added, "They all had something wrong with them. A lot of broken pieces, a lot of dirt and debris, food stains. One boat had ketchup on the port side, and I thought well that is good, the port side is red. The ketchup actually etched the paint, so I have to redo the paint on the hull. Just some minor repairs here and there, clean them up, make them look good."

Jerome liked the New York 30 and the little lobster boat, which arrived in this group. He did add that there were some minor things that were not quite accurate, but still good-looking models.

On another table is the steamer LORD BYRON, which looks like one of the Boston boats that plied the coast of Maine in the early 1900s. Jerome said, "Somebody put an awful lot of work into it because of the paneling on the deckhouse and the wheelhouse. It originally had a steam power plant in it, operating the paddle wheels. The steam plant is long gone, but the paddle wheels are still there. This is a scratch-built model, about 60 inches long and weighs about 20



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Boat And Ship Yard News



This is a JC 31 being retrofitted at Eaton's Boat Shop on Deer Isle for an owner on the Great Lakes. Her owner is looking to make her into a centre console boat.

pounds. So, it is a chore to move it around. Going to spruce it up as best I can and make it look somewhat presentable, mostly on the starboard side because the starboard side is better than the port side. I can't do an awful lot to it, given the budget."

Up on a shelf is a model of an 80-foot scallop dragger called LIVING THE DREAM out of Key West, Florida. This is actually an urn and when her owner, a tugboat captain in New York, passes away he will be placed inside and sent out into the Atlantic to sail for eternity. The hull is bread and butter laminated hull made of pine as is the wheelhouse. Jerome used copper house wire for the rigging to give it strength because it has a wooden mast. There will be a mainsail and a jib just to give it some windage.

Coming soon is about a four-foot full-rigged clipper ship model from BlueJackets, which will need rigging repairs.

Over on another table there is a pond model. She came in and Jerome needed to make a lot of repairs to her hull and then gave it a coat of paint. He made a mainsail for it, but it came up too short, so he is going to make a new one.

The model that caught my attention was the six-foot model of the 544-foot steam bark SERVIA, which was built by J. & G. Thomson Ltd. of Clydebank, Scotland in 1881 during the transition from sail to steam. She was built for the Cunard line and would transit the Atlantic to either Boston or New York.

This model arrived as a derelict in 2010, and the owner wanted her redone. The hull was in real hard shape so that was where Jerome concentrated his effort. He first removed all the port holes and refinished the hull, taking it back to where the owner had wanted him to go. When Jerome called the owner, he stated that his situation had changed and that he did not want the model back. Told him to keep it and when he sold it the money was his. This is not what any business wants to hear, but what do you do? At the time, Jerome did not have time to complete it, so it sat until last fall when he worked on it three or four hours a day. The more he worked on her the better she looked.

Unfortunately, the market for big models is not as good as it once was, but as good as she looks, I am certain someone will step up for her.

Up on a shelf at the back of the shop is a model of J. P. Morgan's second CORSAIR, which was a mere 220 feet in length. This was a plastic kit that was produced by the Ideal Toy Company in the 1950s, which Jerome had been searching for almost 40 years for.

Jerome explained, "I had seen it in an old magazine and thought wow, I'd loved to have that. It is a steam yacht, for one. So, I'd look on eBay, \$200-\$300, and it was a 95-cent kit when it first came out. I met a guy down in New Jersey when I was working at King's Point, and he had run a hobby shop. He found me on Facebook, so we became friends. 'Jack, if you ever find one of these, let me know and I'll buy it.' He got a hold of me a couple days later and said 'There is a guy in the next town over. This is his name and telephone number, give him a call. He is not online, and he's got one.' I called him up and the guy is like, 'Yeah, I have got one of those, you probably wouldn't want it though, there's pieces missing. The box is not in the best of shape' and I'm like, 'Is the hull there? Is the deck there and the deck-houses?' 'I will call you back.' Ten minutes later he calls me back, 'Yep those pieces are there, and all of the pieces are loose in the box and the box is ripped' and I'm like, 'I will buy it.' I paid \$50 for it and the only thing that it was missing was a portside running light."

On another table was the steamer VIRGINIA V built in 1922, which also came

from Carousel Marina. I nice looking model, also built overseas. Jerome said that she was one of the ferries that took people out to Nantucket or Martha's Vineyard. She also looked like one that ran around Casco Bay or Boothbay.

She arrived with no stand and a damaged stem, which Jerome has made and now he is just giving her a good cleaning. One problem is that there is dust on the inside of the pilothouse windows, but there does not seem to be a way to get in there to clean them. I am sure Jerome will find a way to clean the windows,

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

Continued from Page 7

getting fewer and fewer.

Goodchild and Beyou, fourth and fifth respectively, are leading the next group of seven boats, which are now heading north in the SE trade winds.

Herrman was able to go up his mast and make repairs to his forestay last night. He tied the head of the sail to the stay, a process which took three hours to complete in the dark. Herrman also thought that he had gone too far to the west and did not have a real good option to extricate himself. He will likely have to tack his way through the wind shifts and that he is not looking forward to.

Crémer and Davies, eleventh and thirteenth respectively, are further west in unstable air. This may allow Benjamin Dutreux (Guyot Environnement – Water Family), who is in twelfth place and further to the east and better wind to gain more on Crémer and Davies.

Le Cam has broken out of the second group and is now in fourteenth place. This is impressive as he is in a daggerboard boat, not one fitted with foils. However, he is vulnerable to those behind him who might get the benefit of a low.

Éric Bellion (STAND AS ONE – Al-tavia) is sheltering at the Falkland Islands after the repair he made to his J2 attachment to the mast failed. Other issues in the fleet include: Conrad Colman (MS Amlin) has an issue with his steering system; Sébastien Marsset (FOUSSIER) had to make repairs to his gennaker; and Shiraishi, who had gone into the Exclusion Zone on 31 December served his penalty of 120 minutes while he

was in a high pressure system.

12 January

There has been no letup in the battle between the two leaders. The two have hit lighter air and thus have slowed down a bit off the coast of Brittany. Dalin should still finish first.

Goodchild and Beyou, in fourth and fifth respectively, will cross the equator. Those right behind them are still in squalls before they hit the doldrums.

Dutreux is in twelfth position by staying to the east and sits between Crémer and Davies. Dutreux should move ahead once he enters the trade winds.

Le Cam is in fourteenth and still looks like he is in a good position compared to the competitors near him. He should reach the trade winds first, while they still need to dodge a small low-pressure system. Le Cam knows that it still can all go awry.

Those sailing near the Falkland Islands are in 30 knots of wind and sailing close hauled.

Unfortunately, Bellion has announced his withdrawal from the race. His repair of the halyard pin for the J2 forestay has failed again. If this pin is not solidly affixed to the mast he could lose the rig. He and his team assessed the situation and found no option. The weather was not conducive with winds of 40 knots and gusts up to 50 and rough seas and he probably could not do the repair without help. He then decided to dock his boat in the Falkland Islands, which became a challenge. When the repairs are completed, he will continue to the finish, even though he has bowed out of the race.

There are now 34 entrants left in the

race.

13 January

Dalin is just 150 miles from the finish line. He likely remembers the last Vendee Globe when he crossed the line first but fell to second when Yannick Bestaven was given redress due to his search for another competitor. Richomme is back about 180 miles as the two leaders head down the Brittany coast. With winds right on the nose, but flat seas, in the final stretch he said the time seems to pass very slowly. He said you have to stay focused as anything could happen.

14 January

Dalin wins the 2024 Vendée Globe and crushes the former record when he crossed the finish line at 0724 UTC. He fought light winds and a very cold night on his way to the finish. His time was 64 days, 19 hours, 22 minutes and 49 seconds beating the former record of 74 days 3 hours by 9 days, 8 hours, 12 minutes and 57 seconds. Dalin said, "I am the happiest man in the world today, for sure. Winning the Vendée Globe...my second Vendée Globe, last time I only had line honours but did not get the win. This time I did. The team and I have been working for four years on this edition, building this new boat, preparing this boat and upgrading the boat and now it is done. When I crossed the finish line, I felt things I never ever felt before, definitely the best finish line crossing of my career."

Dalin covered the theoretical course of 23,905 miles at an average speed of 15.37 knots; covered the actual course of 27,668 miles at an average speed of 17.79 knots.

Dalin also credited Richomme for pushing him and that is why they both did so well. They were both at a hundred percent, never letting up.

There were other very tough competitors in the fleet, but Dalin said these boats are fast in favourable conditions, but slow when they are not. It came down to who could take advantage of situations or just plain luck. He added that in the Southern Ocean he had not seen more than 40 knots of wind and claimed that these conditions were perfect. Going down the Atlantic was his favourite part of the race but also enjoyed rounding Cape Horn in the daytime.

He did have issues: a torn sail that needed repair; a four-foot crack in the hull; hydraulic ram problems; halyard replacement, and a pilot ram.

He also said he thought he would return in four years for the next Vendée Globe in 2028. But first he will welcome the next two competitors and then take some time off before debriefing with his team on modifications that would make the boat even better.

15 January

The second to cross the line was first-timer Yoann Richomme at 0612 UTC with a time of 65 days, 18 hours and 10 minutes. The difference between first and second was 22 hours, 47 minutes and 13 seconds. He covered the theoretical course of 23,906 miles at an average speed of 15.15 knots and the actual course of 28,326 miles at an average speed of 17.95 knots.

One regret he had was in the Indian Ocean when Dalin and Simon sailed straight through a low and he had opted to skirt it and fell behind. From then on it was pedal to the metal and he did not let up pushing he and Dalin to have a several hundred mile lead when they rounded Cape Horn with Richomme in the lead by 9 minutes and 30 seconds.

16 January

Simon has a solid lead on the fourth-place boat as he closes in on the finish line at Les Sables d'Olonne, his home town. He should finish this evening.

Herrmann, who is in the tenth posi-

tion, has damaged his port foil after hitting something in the water 900 miles off Brazil. Unfortunately, he will not be able to make repairs as the damage is too extensive. He is hoping to retract the foil and if that is not possible, he will cut it off. There is no other damage to the boat.

A large low-pressure system is going to hit the group of racers from fourth to tenth. This is especially bad news for Paul Meilhat (Biotherm) in sixth who has a broken J2 forestay due to the swivel failing. He made a repair, which he is hoping will hold, and will sail with a J3 and will decrease the power generated by the foils. He is hoping when he is in lighter air, he can climb the mast and put on a new halyard. He said that the low that is coming he can avoid by staying further south.

Goodchild and Beyou will be hit with winds 45-50 knots and waves up to 24 feet off the Azores.

17 January

Simon crossed the finish line at 0027 UTC with a time of 67 days, 12 hours and 25 minutes, 37 seconds. He covered the theoretical course of 23,906 miles with an average speed of 14.75 knots and the actual course of 27,807 miles at an average speed of 17.16 knots. He finished just over two days 17 hours behind the leader, but he set the record for covering 615.33 miles in 24 hours. Despite breaking the starboard foil, he still managed a podium finish. Paul-Henri Dubreuil, his sponsor, has already told Simon that he will support him in the next Vendee Globe.

Not only did he lose a foil, but also the keel nose cone; the capping around the keel box and a diesel tank leaked on four of his six food bags.

18 January

Those in fourth to thirteenth could be in for their biggest test in the race, a low packing winds up to 40 knots and very heavy seas. One could slow, but that would mean losing several places and no one will want to do that, so onward they go. The low is now moving quicker and further to the east.

19 January

Goodchild is thought to be the next to finish, but he still must get through the low and make sure Beyou does not sneak by. This could be a little difficult since they are separated by just one mile. Goodchild has made good tactical choices and has kept a tough pace. The winds were already picking up, but he checked the boat over to make sure that there were no obvious issues.

20 January

Disaster strikes Goodchild 1,200 miles from the finish. His boat made two jibes on top of a wave and ripped the mainsail from front to back at the third reef point. Goodchild informed the race committee that he had just gone through the worst of the low when his autopilot failed. The main went from one side to the other as the battens broke and the sail tore into two pieces. He dropped the main and put up a J3 and J4 wing-and-wing and set a more easterly course. The damage to the main will cost him dearly. He did add that he thinks he could repair the tear, but it was going to take a lot of time to accomplish. He is now sailing more easterly so as to get into some lighter air and better sea conditions. The more easterly route will not be favourable as it means that he will have to sail up wind and without a main. This will be much slower.

21 January

Goodchild has glued the two pieces of his mainsail together and was now putting on some carbon fibre patches. Once the glue is dry, he will replace the broken battens. He

Continued on Page 21

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The 2024 Vendee Globe Race - Current Positions

RESULTS				
Pos. Boat	Skipper	Finish Time		
As of 1 February 2025, AM				
1	MACIF Santé Prévoyance	Charlie Dalin	64D, 19H, 22M, 49S	
2	Paprec Arkéa	Yoann Richomme	65D, 18H, 10M, 2S	
3	Groupe Dubreuil	Sebastian Simon	67D, 12H, 25M, 37S	
4	Charal	Jeremie Beyou	74D, 12H, 56M, 54S	
5	Biotherm	Paul Meilhat	74D, 22H, 38M, 15S	
6	Holcim - PRB	Nicholas Lunven	75D, 7H, 49M, 41S	
7	Vulnerable	Thomas Ruyant	75D, 16H, 47M, 27S	
8	Teamwork-Team Snef	Justine Mettraux	76D, 1H, 36M, 52S	
9	Vulnerable	Sam Goodchild	76D, 2H, 1M, 45S	
10	Guyot Environnement...	Benjamin Dutreux	77D, 3H, 39M, 24S	
11	L'Occitane en Provence	Clarisse Cremer	77D, 15H, 34M, 28S	
12	Malizia-Seaexplorer	Boris Herrmann	80D, 10H, 16M, 41S	
13	Initiatives-Cœur	Samantha Davies	80D, 22H, 13M, 39S	
Pos. Boat	Skipper	Distance to Finish	Distance to Leader	
14	Fortinet - Best Western	Romain Attanasio	96.45	---
15	Groupe Apicil	Damien Seguin	353.53	257.08
16	Monnoyeur-Duo for a Job	Benjamin Ferre	372.42	275.97
17	Hublot	Alan Roura	374.05	277.60
18	Lazarus	Tanguy Le Turquais	398.12	301.67
19	MACSF	Isabelle Joschke	475.30	378.85
20	Tout Commence en Finistère	Jean Le Cam	542.43	445.98
21	MS Amlin	Conrad Colman	565.71	469.26
22	Prysmian	Giancarlo Pedote	614.12	517.66
23	Freelance.com	Guirec Soudee	1517.97	1421.52
24	Dmg Mori Global One	Kojiro Shiraishi	1817.16	1720.71
25	Devenir	Violette Dorange	1853.48	1757.02
26	Fives Group - Lantana Env.	Louis Duc	1885.66	1789.21
27	Foussier	Sebastien Marsset	1938.39	1841.93
28	Le Mie Caline	Arnaud Boissières	2677.30	2580.85
29	Human Immobilier	Antoine Cornic	2813.35	2716.90
30	Tut gut	Oliver Heer	3329.37	3232.91
31	Singchain Team Haikou	Jingkun Xu	3429.41	3332.96
32	Coup de Pouce	Manuel Cousin	4922.69	4826.23
33	Nexans-Wewise	Fabrice Amedeo	4995.08	4898.63
34	D'ieteren Group	D Van Weynbergh	5079.46	4983.01
Withdrawn				
	Stand As One – Altavia	Eric Bellion	12-01-2025	
	Maitre Coq V	Yannick Bestaven	30-12-2024	
	Medallia	Pip Hare	16-12-2024	
	New Europe	Szabolcs Weöres	16-12-2024	

Bureau Vallee	Louis Burton	05-12-2024
V & B-Monbana-Mayenne	Maxim Sorel	15-11-2024

2024 Vendee Globe Race

Continued from Page 20

has already dropped from fourth to seventh.

All the boats are showing signs of a long grueling trek around the world. Skippers are also pushed to the limits as mother nature keeps testing them on their final leg to the finish.

22 January

Meilhat is now in fifth with Nico Lunven (HOLCIM PRB) just 20 miles behind in sixth.

Goodchild is still holding on to seventh and has finished the repairs to the mainsail. Once the glue is dry, he will hoist it up. He is hoping that the repair is good as the conditions were not optimal. The conditions are still not good and Goodchild was thinking of going towards the coast of Portugal where there is less wind.

23 January

The Bay of Biscay can be very inhospitable and it is presently. Beyou will be the next boat over the line and he said it cannot come soon enough. The winds are 35-40 knots in heavy seas. He said that a big problem has been that no weather model has been correct so which is the best route becomes a guessing game. If that is not bad enough, there are a number of ships transiting the area.

Following Beyou is Meilhat then Lunven and Justine Mettraux (TeamWork-Team Snef).

Another big low will hit the racers further back. This low has winds up to 60 knots with very high seas. Several boats should be able to out run it, but those behind Sam Davies (Initiatives Coeur) will not.

Denis van Weynbergh (D'Ieteren Groupe) has rounded Cape Horn the last boat in the fleet to enter the South Atlantic at 0639 hrs. UTC. The boat was banging so he has reduced sail to calm things down and trying to get some rest, which has been tough to obtain.

24 January

Beyou crosses the finish line in fourth place at 0058 UTC with a time of 74 days, 12 hours, 56 minutes and 54 seconds and 9 days 17 hours behind winner Dalin. He covered the theoretical course of 23,906 miles with an average speed of 13.36 knots and the actual course of 29,049 miles with an average speed of 16.24 knots. He was an early favourite but had a tough time descending the Atlantic in the light conditions following the start and was never able to recover. His best battle was between Goodchild until Goodchild tore his mainsail.

Just less than 10 hours later Meilhat grabs fifth with a time of 74 days, 22 hours, 38 minutes 15 seconds at 1040 UTC. He covered the theoretical course of 23,906 miles at an average speed of 13.29 knots and the actual course of 28,051 miles at an average speed of 15.60 knots. He overcame a serious issue (broken forestay) in the South Atlantic, which he repaired. He was also finally able to break away from Lunven after a long battle on their way to the finish.

Finishing just about nine hours later was Lunven in sixth place, who crossed the line at 0751 PM UTC. He covered the theoretical course of 23,906 miles at an average speed of 13.22 knots and covered the actual

Continued on Page 24

International Maritime Library

Version 6 up internationalmaritimelibrary.org

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

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

Also Shipwreck Index and Chronological listing up online!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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

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

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MAINE FISHERMEN'S FORUM - SEMINARS

Thursday

Shellfish Focus Day

Sea Level Rise and mudflat Characteristics in the intertidal

8:30 a.m.-9:40 a.m. (Rockland/Rockport Room)

State of the New England European Green Crab Industry: How has it changed in the last 5 years?

9:45 a.m. -10:45 a.m. (Rockland/Rockport Room)

Stewardship and Collaboration in Maine's Rockweed Fishery

10:30 a.m. - 12:00 p.m. (Camden Room)

Shellfish Advisory Council Updates and Priorities Discussion

10:50 a.m. -12:00 p.m. (Rockland/Rockport Room)

Monitoring Soft-Shell Clams: Then and Now

1:00 p.m. -1:45 p.m. (Rockland/Rockport Room)

Atlantic Sea Scallop Strategic Planning Process - Visioning Session

1:00 p.m. -4:00 p.m. (Camden Room)

Examining Soft-Shell Clam Reproduction Across Maine

1:45 p.m. -2:30 p.m. (Rockland/Rockport Room)

Shellfish Focus Day Poster Session

2:30 p.m. - 4:00 p.m. (Rockland/Rockport Room)

Friday

Marine Debris and Plastics Alternatives Research

9:00 a.m. -10:15 a.m. (Golf Club)

Introduction to the Regional Fund Administrator (RFA) Project

9:00 a.m. -10:15 a.m. (Rockland Room)

MLA 71st Annual Meeting

9:00 a.m. -10:15 a.m. (Rockport/Camden Room)

Lessons Learned from 10 years of the Co-operative Gulf of Maine Bottom Longline Survey

10:30 a.m. -12:00 p.m. (Golf Club)

NOAA Fisheries: Guidance for Submitting Electronic Vessel Trip Reports

10:30 a.m. -12:00 p.m. (Rockland Room)

DMR Update on Right Whale Monitoring Efforts and Regulatory Timeline

10:30 a.m. -12:00 p.m. (Rockport)

Strengthening Maine's Fishing Futures: community-based support for business and workforce

10:30 a.m. -12:00 p.m. (Camden Room)

Storm Response and Preparedness in Working Waterfront Communities

1:00 p.m. -2:30 p.m. (Golf Club)

Eastern Maine Skippers Program - Student Interest Based Projects

1:00 p.m. -2:30 p.m. (Rockland Room)

Open Forum with Federal Fisheries Leadership

1:00 -2:30 p.m. (Rockport Room)

Co-op Managers Roundtable

2:45 p.m. -4:30 p.m. (Golf Club)

Reminiscing and Celebrating 50 Years of the Maine Fishermen's Forum

2:45 p.m. - 4:30 p.m. (Rockland Room)

Lobster Institute: Collaborative Research Projects with Industry

2:45 p.m. -4:30 p.m. (Rockport Room)

Saturday

Maine Elver Fisherman's Association Annual Meeting

9:00 a.m. -10:15 a.m. (Golf Club)

Safety at Sea: Monitoring Channel 16 and Related Topics

9:00 a.m. -10:15 a.m. (Rockland Room)

Maine Lobster Marketing Collaborative Annual Report

9:00 a.m. -10:15 a.m. (Rockport Room)

Expanding Maine's Seafood Economy: Aquaculture Production, Distribution, and Consumer Preferences

9:00 a.m. -10:15 a.m. (Camden Room)

Downeast Lobstermen's Association Meeting

10:30 a.m. - 12:00 p.m. (Golf Club)

Maine Fisheries: A History

10:30 a.m. -12:00 p.m. (Rockland Room)

Maine DMR Lobster Science Update

10:30 a.m. - 12:00 p.m. (Rockport Room)

Growing Careers: A Look into Maine's Aquaculture Apprenticeship Programs

10:30 a.m. -12:00 p.m. (Camden Room)

Alewife Harvesters Annual Meeting

1:00 p.m.-2:30 p.m. (Golf Club)

Atlantic Bluefin Tuna: Advancing Science with Industry Partners

1:00 p.m. -2:30 p.m. (Rockland Room)

Marketing and Building the Maine Seafood Brand

1:00 p.m. -2:30 p.m. (Rockport Room)

Aquaculture From Around the Globe "Opportunities for Maine"

1:00 p.m. -2:30 p.m. (Camden Room)

Maine Lobster Boat Racing Association Meeting

2:45 p.m. - 4:30 p.m. (Golf Club)

Maine's Blue Economy Task Force

2:45 p.m. - 4:30 p.m. (Rockland Room)

Health and Safety Preparedness for Fishermen

2:45 p.m. - 4:30 p.m. (Rockport Room)

Decarbonizing Maine's Working Coastline

2:45 p.m. -4:30 p.m. (Camden Room)

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Island Made STEAMERS

U. S. NAVY NEWS

Continued from Page 9

proficiencies through valuable training in a military treatment facility. Navy medical personnel lead pioneering research and teaching programs to prepare new doctors, nurses, allied health professionals, and hospital corpsmen for combat operations and public health crises.

In addition to the medical center, the city of Portsmouth, Virginia, is home to the Norfolk Naval Shipyard, the Navy's oldest shipyard (est. 1767) and one of its key facilities for overhauling and repairing its largest ships.

For every Navy ship named, a sponsor is chosen to advocate for both the ship and crew. Sponsors participate in key milestones in the life of their ship and form lifelong relationships that contribute to the well-being of the ship and her crew members. For the future USNS Portsmouth, Mrs. Terri Ann Via, spouse of Rear Adm. Via, Surgeon General of the Navy, was hand-selected for this important role.

"Portsmouth is more than just a name to me; it has been the cornerstone of my family's life in the Navy. Portsmouth has been our home for as long as I can remember," said Mrs. Via. "As the sponsor of the Portsmouth, I am committed to upholding the values of service, courage, and compassion that define both the Navy and Naval Medical Center Portsmouth. Having had the honor and opportunity to stand alongside my husband throughout his Navy career and

now as the Surgeon General of the Navy, I look forward to sharing in the adventures, triumphs, and challenges that lie ahead for this ship and crew. May this ship always be a source of pride for our nation, a symbol of our strength and resolve, and a living tribute to the heroes of Naval Medical Center Portsmouth."

Bethesda-class expeditionary medical ships are designed as a dedicated medical ship that optimizes hospital-level medical care in support of distributed maritime operations (DMO). EMS will feature a shallow draft enabling greater reach and allowing direct access to shallow austere ports, while also providing a flight deck that accommodates military helicopters. This design provides a full range of medical capabilities including triage/critical care, three operating rooms, medical laboratory, radiological capability, blood bank, dental, mental health, OB/GYN and primary care, rapid stabilization and follow-on evacuation of multiple casualties and combat search and rescue including recovery at sea.

The primary mission of the EMS as a high-speed forward-deployed medical ship is to provide rapid responsive sea-based and near-shore hospital level critical care, humanitarian assistance, disaster relief, non-combatant evacuation operations and special operations. The EMS is designed to respond and provide care at a more rapid pace than their predecessors, USNS Mercy and USNS Comfort, sailing at speeds of at least 30 knots with a range of 5,500 nautical

miles at 24 knots.

Navy Medicine – represented by more than 44,000 highly-trained military and civilian health care professionals – provides enduring expeditionary medical support to the warfighter on, below, and above the sea, and ashore.

SECNAV Del Toro Names Future Amphibious Transport Dock the Future USS Travis Manion (LPD 33)

10 January 2025

ANNAPOLIS, Md. – Secretary of the Navy Carlos Del Toro announced that a future San Antonio-class amphibious transport dock (LPD 33) will be named USS Travis Manion. Secretary Del Toro made the announcement on January 10, during a ceremony with the Travis Manion Foundation.

The future USS Travis Manion honors Silver Star recipient, 1st Lieutenant Travis Manion and his service. The future LPD 33 will be the first Navy vessel named for Travis Manion.

"The San Antonio-class amphibious ship represents the combined power of the Navy and Marine Corps team and relies on the seamless integration of Sailors and Marines working together," said Del Toro. "Here, at his alma mater, I am proud to announce that the next San Antonio-class amphibious transport dock, LPD 33, will be named USS Travis Manion, serving as a symbol of courage, bravery, and selfless service for all who follow in her wake."

Born to a Marine family, Manion

graduated from the United States Naval Academy in 2004. After completion of entry-level officer training, he was assigned to 1st Reconnaissance Battalion and deployed to Iraq for his first tour of duty. In 2006, he was assigned to a military transition team advising the Iraqi Army and returned to Iraq in December that year.

On patrol in April 2007, Manion and his fellow Marines were ambushed. With his corpsman wounded, Manion exposed himself to enemy fire to recover the corpsman. Attacking the ambushers, Manion again moved through enemy fire to rescue another wounded Marine. With Iraqi reinforcements blocked, Manion again exposed himself to fire in attempt to find a better fighting position. He was fatally wounded by an enemy sniper. For his actions, he was awarded a Silver Star.

Manion Hall, a student barracks at The Basic School aboard Marine Corps Base Quantico, Virginia, is named in his honor. This is the first ship to be named after 1st Lieutenant Manion.

"The naming of this ship, the USS Travis Manion, is an incredible honor for Travis and our family, and an honor for all of those who stepped up to serve when our country called after September 11, 2001," said Col. Thomas Manion, USMC, (Ret.) and Chairman Emeritus, Travis Manion Foundation. "Through the words he spoke before his final deployment, 'If Not Me, Then Who...', Travis left a legacy of service that lives on through the hundreds of thousands of veterans and families of the fallen across the country who share this ethos. Today, as our men and women continue to serve on the front lines, I know Travis would want this ship to be a tribute to this entire generation of veterans and a reminder to honor and remember their service and sacrifice."

Along with the ship's name, Secretary Del Toro announced the sponsors for the USS Travis Manion as sister, Ryan Manion, and nieces Maggie and Honor Borek. They, in their role as sponsors, will represent a lifelong relationship with the ship and crew.

"I never would have thought when we lost my brother Travis in 2007 that I - alongside Travis' nieces, Maggie and Honor - would one day serve as sponsors of a ship named after him," said Ryan Manion, CEO of Travis Manion Foundation. "Travis would be so proud to know that the USS Travis Manion will one day carry Marines - men and women like those he walked beside in the halls of Naval Academy and those he served beside on the battlefield. He'd also be adamant that this honor is not only about him, but about remembering the legacies of all of those who wore the uniform."

Amphibious transport dock ships are warships that embark, transport and land elements of a landing force for a variety of expeditionary warfare missions. LPDs are used to transport and land Marines, their equipment, and supplies by embarked Landing Craft Air Cushion (LCAC) or conventional landing craft and amphibious assault vehicles (AAV) augmented by helicopters or vertical take-off and landing aircraft (MV 22). These ships support amphibious assault, special operations, or expeditionary warfare missions and serve as secondary aviation platforms for amphibious operations.

2024 Vendee Globe Race

Continued from Page 21

course of 29,389 miles at an average speed of 16.26 knots. Like many skippers, Lunven overcame a few issues: a ballast hatch, loss of wind indicator and a torn mainsail.

25 January

Seventh went to Ruyant, who finished at 0449 UTC with a time of 75 days, 16 hours 47 minutes and 27 seconds. He had several issues, electrical problems, but the most damaging one was losing his J2. Ruyant covered the theoretical course of 23,906 miles at an average speed of 13.16 knots and the actual course of 29,360 miles at an average speed of 16.16 knots.

Next over, and the first woman to finish, was Justine Mettraux in eighth. She finished at 0238 PM UTC with a time of 76 days 01 hour 36 minutes and 52 seconds. Her time also broke the record for a female in the Vendee Globe, which was held by Clarisse Cr mer (87 days, 2 hours). She had her share of issues, like many, but the last was a torn mainsail on the eve of her finish. She covered the theoretical course of 23,906 miles with an average speed of 13.09 knots and covered the actual course 28,102 miles at an average speed of 15.39 knots.

Back just more than 25 minutes was Goodchild in the ninth position with a time of 76 days, 2 hours 1 minute and 45 seconds. Just five days from the finish he suffered a torn mainsail, which took two days to repair. He had made some good decisions after rounding Cape Horn while in the ninth position. After gaining the fourth position he was in a very tight battle with Beyou when his mainsail tore. Goodchild covered the theoretical course of 23,906 miles at an average speed of 13.09 knots and the actual course of 28,557 miles at an average speed of 15.64 knots.

26 January

Next over was Dutreux in tenth at 1541 hrs. UTC. This is a great finish when one considers that he was sailing a 2015 gener-

ation boat. His time was 77 days, 3 hours, 39 minutes and 24 seconds. He had a tough time on his way down through the South Atlantic and was fourteenth when he rounded Cape Town. He rounded Cape Horn in twelfth and added two more places before the finish.

27 January

Less than 12 hours later, Clarisse Cr mer crossed the finish line in eleventh place, with a time of 77 days, 15 hours, 34 minutes and 28 seconds. She lost a large gennaker early in the race, followed by a foil cylinder and a mainsail hook issue. The worse issue was a water-soaked computer system. Despite the issues she battled on and finished just out of the top ten.

There is a huge storm in the Bay of Biscay and that is forcing racers to circle around the low. Herrmann and Davies have slowed allowing the worst of the low to pass. These conditions will worsen as they near the finish. Herrmann has said that he is sailing with a triple reef in the main with gusts of 65 knots.

One thousand miles back in fourteenth is Romain Attanasio (Fortinet - Best Western) who is dealing with a high. There are just a little more than 500 miles separating fourteenth from twenty-second, who are all within 600 miles of the finish.

Five boats have crossed the equator in the last 24 hours: Kojiro Shiraiishi (DMG Mori Global One, 24th), Louis Duc (Fives Group - Lantana Environnement, 25th), S bastien Marsset (Foussier, 26th) and Violette Dorange (Devenir, 27th). That leaves six boats in the South Atlantic.

28 January

Herrmann passed Cape Finisterre chased by Davies. They have played it safe as they experience 50 knots of wind and about 27-foot seas in the Bay of Biscay.

Further back, about 1,800 miles, are boats from fifteenth to twenty-sixth who may have to take a longer route due to a high off of the Azores.

29 January

Due to adverse winds Herrmann and Davies have slowed to 10 knots, which means their finish has been delayed.

In the next group to finish there are four foilers and four daggerboarders, which is an interesting confrontation.

Herrmann slides over the finish line in strong winds and rough seas to seal a twelfth-place finish at 2318 hrs. UTC. His time was 80 days, 10 hours, 16 minutes and 41 seconds. He did not have a good transit through the South Atlantic in the light air at the beginning of the race. Once behind he was in different conditions, which did not allow him to catch up. He did very well in the Pacific Ocean and worked his way into the top ten. On his way to the finish after rounding Cape Horn he got caught in some light air and then suffered a damaged port foil. In the final days he was in gusts up to 65 and seas up to 30 feet.

30 January

Less than 12 hours later, Davies crosses the line for a thirteenth-place finish at 1015 hrs. UTC with a time of 80 days, 22 hours, 13 minutes and 39 seconds. Like, Herrmann she was slow going down the Atlantic and then the weather never cooperated allowing her to gain on those in front. She was in a great battle with Cr mer and Dutreux, who got to a weather window, but Davies was forced to slow and turn 180 degrees to miss a violent storm.

Disaster struck Arnaud Boissier's (La M e C line), who was in twenty-seventh place, when he was dismasted 2,500 miles from the finish.

2 February

Romain Attanasio (Fortinet - Best Western) crosses the finish in fourteenth position at 1050 hrs. UTC. His time was 83 days, 22 hours, 48 minutes and 18 seconds. He had been in a large group of racers but was able to break away despite several issues.



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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

8 November
Page 1.

From "Peterson's Cruising in the Last War"

The Sea Fight THE CONSTITUTION and GUERRIERE

By An Old Tar

Continued from the last issue.

The foe was now drawing on ahead under easy canvas, and as soon as our additional sails had been set, we dashed upon him. But that ten minutes of suspense was drawn out into an age. A death-like silence pervaded the ship. The firing had ceased on both sides, and the smoke curled away from the prospect, discovered our enemy ahead, making ready for a desperate fight. The crisis was at hand. Along the whole vast deck before me, with its hundreds of eager hearts, nothing could be heard but the deep breathing of the men, and the occasional creaking of a gun. All else was as silent as the tomb. We were now up to the enemy's stern. In an instant our bows doubled on his quarter. We could with ease have thrown a biscuit on his deck. Just as our forward guns began to bear, the Commodore thundered forth, "Fire!" Before the word had died upon the air, the whole side of our ship was like a sheet of lightning; a roar followed that made her shiver to the trucks; and drawing slowly ahead along the frigate's side, we poured in an unremitting fire from stem to stern, that grew more terrible as we advanced, almost deafening to our ears, and wrapping everything around in clouds of thick, white sulphurous smoke. For ten minutes there was no cessation. Gun followed gun in quick succession, each piece being loaded and fired with the silence of death and the rapidity of

magic. The roar of the cannon, the blaze of the fire, the crashing of timbers, the groans of the wounded, and the quick, sharp shriek of death, added to the terrible confusion of the scene. Not a word was spoken except when necessary. Each man worked as if victory depended upon himself, and with a rigid resolution on his face that foretold a bloody conflict.

"There goes the mizzenmast of the varmint," cried the captain of the gun beside me, wiping his begrimed face with his hand, as the smoke blew suddenly away, and discovered the mast tumbling headlong over the quarter of the foe.

"Pour it in now," shouted the Lieutenant, "and he will soon be at our mercy."

The men jerked out their guns like playthings, sent another broadside crashing into the enemy's hull, and we were already cheering for their victory, when suddenly we found that we had surged ahead, and that our enemy was lying behind our guns. Luffing short across his bows to pass down his other side, we unhappily shot into the wind, got stern away, and were instantly foul of our foe, his forward guns jamming against our quarter, and exploding not ten feet from us. The tide of battle was turned.

"Huzza!" Shouted the enemy's crew, perceiving their advantage, and working their guns with murderous rapidity, "Blow the cursed Yankees out of water - huzza for old England - huzza!"

"Run her out, boys," roared the undaunted captain of the gun beside me, endeavoring to bring his piece to bear, "give it to them, muzzle for muzzle - hurrah for old Marblehead!"

"Shoot the infernal Yankees down!" shouted the English seamen, and at the

instant their whole forward armament exploded at once, tearing up our sides, dismounting our pieces, mowing our gallant fellows like grass, and filling the cabin with fire and smoke. One poor fellow behind me clutched his ramrod, and with a faint cry, fell dead. Another, the captain of a gun, though one of his legs was shattered with a chain shot, grasped the lock of his gun, leaned for support against the side, and true to his ship to the last, fired his piece, waved his hand on high, uttered a tremendous huzza, and fell down upon the deck. I ran to him and lifted him up.

"It is all over with me, sir," said he, "they have shot away my lower timbers" - and as I offered to have him taken below, he added, "it is no use - my log's up - no doctor can help me."

"Oh? yes," said I, "cheer up, my old brave, you'll fight many a battle yet, and win them to."

"It is no use - no use, shipmates," he gasped as one or two of the crew added their entreaties to mind. "But I have an old mother in Marblehead - you'll - prize money," and unable to proceed, the gallant old fellow looked up with his glassy eyes despairingly lest his shipmates should not have understood him,

"What is that!" said he faintly, after a moment's gause, opening his half closed eyes, as a shock ran through the ship making her quiver in every timber. She had rubbed against her foe.

"They've boarded her," shouted a seaman, dashing down the hatchway, and running aft, "the enemy has struck," and at the same instant a roar of cheers was heard above us, rising over all the din of battle.

"Struck!" said the dying man his glassy

eyes gleaming with a momentary fire as he half raised himself upon one arm; "struck - I know'd - we'd conquer - huzza for old Marblehead - huzza-a" and with a quick jerk he fell lifeless on the deck.

But it was no time to mourn the dead. Instead of having overcome the foe as the excited foremast man conjectured our attempt to board which had called forth such repeated huzzas had been frustrated by the violence of the swell, and were still at the mercy of our enemy, who was pouring in from his forward guns a terrible fire. It had been but a few moments that I had knelt by the dying tar, but in that time half the men had been driven from their guns, and as I started to my feet, the deck beneath me was slippery with blood; while the thick smoke from the cabin puffed into my face, and I became aware of the dreadful fact that the frigate was on fire. I had scarcely time to advance a step, before Lieutenant Hammond dashed out of the smoke, black, grimmed, and almost choked, shouting -

"Firemen away - quick there and follow me," and in an instant, with a bucket, he disappeared again in the smoke.

All was now confusion. The boldest quailed, and some ran wildly from their guns. A landsman beside me horror struck with fear, started from his place exclaiming -

"The magazine - the magazine!"

"Stand back!" I shouted, as he rushed past me, "stand back, in God's name, and as he paused irresolutely, I added drawing a pistol from my belt, "I will shoot any man that leaves his gun - back to your station, back," and he slunk to it.

"More water," shouted Hammond, reappearing for an instant.

"Ay, ay, - pass it on."

I know not how far the panic might have spread with a less enthusiastic crew. The danger was indeed eminent, as the timbers were dry, and the flames increased with fearful rapidity. The cabin was already full of smoke, hot sulphurous and suffocating. It was with the greatest difficulty that the firemen maintain their stations, for the enemy still kept up his slaughtering fire and added to the intensity of the closeness of his explosions. Yet, though the flames still spread, threatening, if not speedily suppressed, to blow us up, scarce a man flinched from his gun. The only worked with the rapidity of despair. The firemen, too, felt that all hung on their efforts, and despite their dangerously exposed situation, acted with the greatest coolness. Their gigantic exertion were at last crowned with success, and the joyful intelligence was spread through the ship that the fire was not only extinguished, but that the most dangerous piece of the enemy had been disabled. Almost at the same instant the vessels ceased rubbing, our sails filled, we shot once more ahead, and then re-passed down the enemy's side.

"Hurrah! the day's ours," now shouted the men, "pour it into 'em - hurrah for old Ironsides, hurrah!"

If our first cannonade had been terrific, this was tenfold more so. Our crew stimulated by their last disaster, were now fired with the wildest enthusiasm. From man to man and gun to gun the excitement ran, and while each cheered the other on, a roar burst forth from our sides, that made the frigate reel till her yard arm almost touch the water. The whole side was wrapped in fire. Our cannon belched forth ruin like a volcano. It was a terrific scene. The thick smoke at intervals hid everything from the sight; but amid the roar of guns, the crash of timbers, and the shouts of our crew, we could tell by the wild and awful shrieks of the foeman, how the work of death was going on. Oh! bitterly was the enemy suffering from his

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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

premature boasts. Ever and anon, however, the flames burst through the smoky canopy, flinging their ruddy glare on the torn hamper and shattered hull of our foe, and lighted up the blood-red waters beneath, covered as they were with fragments of spars, and strewed with the dying and the dead. When at last we rolled ahead upon a wave, and a gust partially swept aside the murky veil, we beheld our late gay antagonist, wallowing in the trough, a helpless wreck, her guns deserted, her masts shot away, and her hull riddled like a target. One moment our crew paused, gazed silently upon it, and then, as one man, they burst into a loud shout. They vaunted infallibility of the red cross had been tested, and the stars of the despised republic had proved victorious. We felt that it would ring through Europe and America, and form an epoch in the history of the world. It was no unmanly exultation over a fallen foe, but the deep, fervent gush of patriotic feeling. Officers and all joined in it. The commodore alone was silent. But when his lieutenants went up to congratulate him, his emotions would not allow him to speak. It was an instant of wild excitement and unmitigated joy.

We soon hauled aboard our tacks, ran off a few cables' length, secured our masts, new rove our rigging, and after an hour's labor wore round, taking up a raking position, to force the enemy to haul down the flag which she still kept doggedly flying from the stump of the mizzenmast. No sooner was our intention perceived, however, then the red flag of Britain sank humbled to the deck. Before five minutes we trod the deck of the GUERRIERE.

Well, we stayed by her that night. But finding her too much riddled to carry into port, we set fire to her the next day, and in fifteen minutes she blew up. With our prisoners on board we made sail for Boston. You remember that we were [????] conquests. Men stared in wonder to hear that an American frigate which a few months before had been called an old worn-out hulk, should actually fight and overpower one of the finest ships in the navy of the Britannic Majesty, and when the fact was no longer doubtful, the whole nation ran into the other extreme, became frantic with exultation and almost worshiped us as something little short of gods.

The Arctic Expedition. The PRINCE ALBERT, Commander Forsyth, arrived at Aberdeen on the 2nd instant, from the Arctic Regions. She brings some fresh information regarding the position and prospects of the other expeditions sent in search of Sir John

Franklin. It was stated by Capt. Saunders, of the NORTH STAR, that the PRINCE ALBERT had been at Port Bowen and Port Leopold; but it appears that Capt. Forsyth was unable to accomplish this, although he twice attempted to drag the boats over the ice to the points, and failed. Here he met with the American brigantine ADVANCE, and arranged to accompany her over to Cape Hurd and up Barrow's Straits. He then proceeded to Cape Spencer, at Wellington Channel, where he was met with impenetrable barriers of ice. On the 25th of August, finding further search useless here, he bore up and sent Mr. Snow, the second officer in command, to examine Cape Riley. Here he found the ADVANCE again, but she was aground. Mr. Snow found traces of five or six tents or encampments at Cape Riley, which had evidently been erected by officers and men in her Majesty's service. The ASSISTANCE, another vessel of the English expedition, had been there two days previously, and left the following memorandum: -

HER MAJESTY'S ARCTIC SEARCHING EXPEDITION

This is to certify, that Capt. Ommaney, with the officer's of Her Majesty's ships ASSISTANCE and INTREPID, landed on Cape Riley on the 12th of August, 1850, where he found traces of encampments and collected the remains of materials, which evidently proved that some party belonging to Her Majesty's ships had been detained on this spot. Beechy Island was also examine, where traces were found of the same party. This is also to give notice that a supply of provisions and fuel is at Cape Riley. Since the 15th of August, they have examined the north shores of Lancaster Sound and Barrow's Straits, without meeting with any other traces. Capt. Ommaney proceeded to Cape Hotham and Cape Walker, in search of further traces of Sir John Franklin's expedition.

Dated on board Her Majesty's ship ASSISTANCE, off Cape Riley, the 23rd of August, 1850.

The seamen who were employed in examining these remains, found a rope with the Woolwich mark on it, evidently belonging to a vessel that had been fitted out at Woolrich, and which is thought to have been either the EREBUS or the TERROR. Mr. Snow left a notice that the PRINCE ALBERT had called off Cape Riley, August 25th.

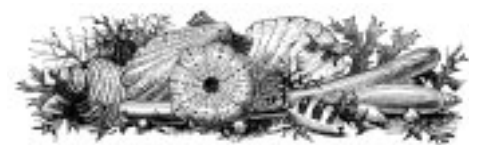
After making this examination the PRINCE ALBERT bore up for Cape York, on the eastern side of Prince Regent's Inlet; the whole of this inlet was blocked up with solid ice. On exploring the land here, Mr. Snow found a cairn of stones, evidently

gathered and put up by some party, but no traces of anything that could indicate that Sir John Franklin had been there. Mr. Snow left two cases of pommican. It being hopeless to expect to get through the bay, which was the principal duty Commander Forsyth had assigned to himself, and his vessel being too small to encounter the rigors of an Arctic winter, he resolved to return to England, and with this new view steered a course to the eastward, and made Possession Bay on the 29th of August. Here he made another search, but without discovering any traces of the missing expedition. It was found that the RESOLUTE had been here on the 17th of August. On the 2nd of September the PRINCE ALBERT got into Pond's Bay. Mr. Snow was sent ashore here to examine four points of land, but on none of them could any traces be found of Sir John Franklin. Left Pond's Bay on the 2nd, and made the passage home in a month.

Commander Forsyth has thus explored regions which Sir James Ross was unable to reach last year. He was at Wellington, and also at Fury Beach, a point which has not been reached by any vessel for twenty years past. The whole coasts of Baffin's Bay were also explored without result. The officers and crew of the PRINCE ALBERT enjoyed

the best of health.

The PRINCE ALBERT brings the following tidings regarding the other expeditions: - On the 25th of August the ASSISTANCE was within Cape Hotham. The LADY FRANKLIN and SOPHIA, Capt. Penney's two ships, were in the mid-channel. The American brig RESCUE was close beset with ice near Cape Bowen. The INTREPID was not seen, but was believed to be with the ASSISTANCE. The ice was very heavy, extending all around from Prince Leopold's to Cape Farwell to the westward, so as to prevent any of the vessels getting to Cape Walker. In Wellington Channel, Capt. Penny was pushing his way upwards, but it was feared that the ice would ultimately be too strong for him, and that he would have to return home, leaving Capt. Austin's squadron only to winter in the ice. The FELIX was to make for Admiralty Inlet, and Sir John Ross intended to run for England.



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