



Meridian Passages

Central Pacific Edition

March 16, 2017

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Meridian Passages

Central Pacific Edition
M/V Mermaid Vigilance
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The Team

Cast & Crew

The Meridian Passages staff have fielded requests for a list of personnel aboard. Included here are the 36 folks sailing on Mermaid (counting Alan who was with us March 4-14) and the Nauticos team ashore providing regular & critical support. Of course, there are also folks at WHOI, MMA Offshore, U. of Hawaii, ship agents, crews of SauVage & Machias, CARC Cedar Rapids, NOAA, NASA, and helpers scattered around the hemisphere, not to mention our friends & families at home who are missing us and helping in many ways.

Roles listed here are primary duties, though everyone pitches in to get the job done.

Alan Eustace - Expedition Leader
Dave Jourdan - Coordinator & Publisher
Elgen Long - Advisor

Operations

Spence King - Operations Manager
Tom Dettweiler - Technical Manager
Greg Packard - AUV Team Leader
Jeff Morris - Chief Sonar Analyst
Joe Litchfield - Ship liaison & Seadog
Christopher Griner - AUV Operator
Neil McPhee - AUV Operator
Mark Dennett - AUV Operator

Radio Communications

Tom Vinson NYØV - Comms
Rod Blocksome KØDAS - Comms

Media

Bill Mills - Director of Photography
Bryan McCoy KAØYSQ - MacGyver

Education & Outreach

Sallie Smith - Teacher
Marika Lorraine - Journalist
Sue Morris - Imagery & Ops Support

At-Sea Support

Jon Thompson - Exhibitionist
Pam Geddis - Doctor & Impersonator

Ashore Support

Charlotte Vick - Ashore Logistics & PR
Louise Mnich - Negotiator & Legal-beagle
David Kling - Master of Coin
Jenne James - Ashore Coordinator
Bethany Lacroix - Website & Comms

continued page 2 with Vigilance crew...

Plan of the Day

 March 16, 2017

0000 Est. REMUS launch
1000 Daily Progress Meeting: Ops Ctr.
1500 SEA School, Sea Porch: Spence.



Note: Photographer Bill and two members of the crew not pictured - someone had to steer the ship!

Jeff Morris

Chief Sonar Analyst

"If it involves collecting data from under the sea, I do it." Jeff Morris spends about 200 days a year on the water, and that's just counting workdays. He's also put 7,000 nautical miles on his personal sailboat in the past four and a half years. I think it's safe to say he has a passion. His love of the sea began as a kid sailing the Chesapeake Bay with his parents. Since that time, his life has revolved around the sea as a sailor, archaeologist, diver, ROV pilot, and world-renowned marine remote sensing expert. He also teaches AUV use and is a drone pilot (thankfully using those skills to get us great shots of *Mermaid Vigilance* out here). Jeff was working for the U.S. Navy when he was loaned to Nauticos and has been consulting



with the company since 1997. He's been involved in research on the *I-52* and *Dakar* projects, and played a key role in the Midway and (of course) Amelia expeditions – plus many more, but I only get so much room for Spotlights.

His archeology background has come in handy as he helped with historical research in preparation for expeditions. He says he likes working on these types of projects because they, "are for the benefit of mankind versus just a specific client." Jeff is looking forward to all the work that is to come after we find Amelia's plane. He knows it will be a complicated challenge to investigate, recover, and preserve all the information the plane will reveal to us.

He also owns two companies and is on the board of the Institute of

Nautical Archaeology at Texas A&M University.

It often feels like family when you work together on ships, and in Jeff's case his shipmates actually are family, as he and Sue married in 2000, which makes Dave his brother-in-law. When not at sea, Jeff and Sue live in southern Maryland near the Chesapeake.

— Marika Lorraine



...continued from page 1.

Mermaid Vigilance Crew

Noe Flores Armenta - Master
Lania Kurniauan - Chief Officer
Rifky Harimadya - 2nd Officer
Oleksandr Baybak - Chief Engineer
Andriyanto - 1st Engineer
Samsul Bachri Leorima - 2nd Eng.
Sergiy Stepanov - ETO
Iksan Natta - Bosun
Abdullah Mahmud - AB
Ahmad Derita - AB
Burhan Andi - AB
Kasmawir - Oiler
Kasman Sonne - Oiler
Jan Pieter - Chief Cook
Mardan Andi Kanna - 2nd Cook
Susanto Doni - Steward

MERMAID MARCH MADNESS

Stay tuned for exclusive updates and check results against your bracket. *Passages* is the ONLY paper on board with this inside scoop. Don't believe the rumors you are hearing about an upstart Howland Enquirer On-Line.

LATEST RESULTS: Round Zero (Play In) is complete with "Iowa Slim" McCoy in the early lead with a perfect 4 points.

Message from SauVage

[In reply to our farewell message sent yesterday...] Thanks for those sweet words. We never thought

that our old sheet padding fabric would be so much appreciated! Enjoy the wines. We wish you the best for the research and we feel honored to have been part of this exciting mission. We read the books! So interesting! And meeting Alan is great.

We are sailing in optimal conditions, no swell, good beam winds, smooth glide. Still 480 NM to go.

Cheers, Sophie, Didier, Cloe, Nino, Alan

The Fate of the *Itasca*

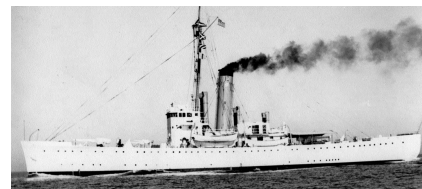
We know that the US Coast Guard procured ten cutters of the *Lake* class commissioned starting in 1928. Each carried the name of a lake in the United States. My research shows the US Government transferred the cutters to Great Britain in 1941 under the lend-lease program. The British rechristened the ships with new names and refitted the ships for war.

The *Pontchartrain* (HMS *Hartland*) and *Mendota* (HMS *Walney*) were both sunk by gun fire on Nov. 8, 1942 off the coast of Oran, North Africa and the *Sebago* (HMS *Culver*) was torpedoed and sunk by the German sub *U-105* on Jan 31, 1942. The remaining seven former *Lake* class cutters (*Chelan*, *Tahoe*, *Champlain*, *Itasca*, *Saranac*, *Shoshone*, and *Cayuga*) were returned to the United States after

the war – probably nearly worn out. The trail of *Itasca* (HMS *Gorleston*) ends in 1950 with it being sold for scrap.

My family once owned a 1950 Ford sedan. Perhaps it contained some of the *Itasca*'s steel?

— Rod Blocksome



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