

Maine Coastal News

Volume 36 Issue 9

September 2023

FREE

Nine Down Two to Go in Lobster Boat Racing Season!



Tom Clemons' 4 LADIES [Wesmac SW46; 1,000-hp Caterpillar] and Matt Shepard's ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] battling up the course, each getting the win in their respective classes. 4 LADIES was first in Diesel Class N and ALEXSA ROSE first in Diesel Class M(B).

FRIENDSHIP – The weather forecast for the weekend was great weather, the first so far this summer for lobster boat racing. No rain, and most importantly, no fog, but that was not true early on Sunday morning. Three of us left Searsport at 0500 and it was a nice sail down West Penobscot Bay till we got off Rockland and the fog closed in. With no radar, I am following Travis Otis' FIRST TEAM's stern lights. When the lights got lost in the fog I tried to stay in the middle of his wake and then that failed. We hooked up again and made it down through the Mussel Ridges and it finally cleared off Port Clyde for a beautiful sail across to Friendship.

I got to the dock just after 0900 and was surprised to see Mark Freeman and FOOLISH PLEASURE [30' Custom Riley Beal; 650-hp 455 Stroker] tied up and ready to race. He had been hoping to get a bigger engine and I am not sure if that happened as he had signed up by the time I got up to the sign-up table. I began sign-ups as soon as I had everything hooked up and they were steady. When we finished, we had 30 boats registered, which was just two less than last year. I was surprised not to see Andrew Taylor's BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] from Boothbay. I was also surprised not to see Steve Johnson of Long Island with the LYNN MARIE [Sisu 26]. He has repowered her with a big gasoline engine, but not sure if he has her dailed in yet. And, where was David Noyes and his crew

with ZIPPIN', ZIPPIN' TOO and JENILY?

In the Gasoline Classes and there were no entrants in Classes B (V8, Up to 383 cid, 24 feet and over), C (V8, 376 to 525 cid, 24 feet and over) and E (V8, Over 525 cid, 28 feet and over, Turbos/superchargers, Alcohol and Nitrous) and there was just one entrant in Class A (Four and Six Cylinder, 24 feet and over), Jon Johansen's CINDY JEN [34' Clinton Beal, 1964; 292 Chevrolet] and in Class D (V8, 376 cid and over, 24 feet and over (Non-working racer)), FOOLISH PLEASURE. They were sent down together and it was a race against the hare and the tortoise.

In the Diesel Classes there were no entrants in Classes B (Up to 235 hp, 32 feet to 39 feet 11 inches), C (236 to 335 hp, 24 to 33 feet 11 inches) and O (Non-working boats, any length, any horsepower). There were also several with one entrant and these were combined with another race. With single entrants in Class A (Up to 235 hp, 24 to 31 feet 11 inches) and D (236 to 335 hp, 34 feet to 39 feet 11 inches) they were run together.

Frank Guptil IV's SCREAMIN' SEAMAN [Duffy 35; 300-hp John Deere] came across the finish line first winning Class D. Just a little further back was Ed Upham's BLACK MAGIC [Nauset 27; 135-hp Perkins], which won Class A. Next up was Class E (336 to 435 hp, 24 to 33 feet 11 inches) with four boats on the line. The favourite was Randy Durkee's AUDREY MAY [Holland 32; 425-hp Cummins] and he did not let the crowd down winning easily. There was only one entrant in Class F (336 to 435 hp, 34 feet to 39 feet 11 inches) and Class G (436 to 550 hp, 28 to 35 feet 11 inches) so they were run together. With the drop of the flag, David Osgood's SPLIT SECOND [Crowley Beal 33; 550-hp D-8 Volvo] flew up the course and crossed the line first winning Class G. A little further back was Ryan Maloney's MALONEY TRADITION [37 Osmond; 470-hp Caterpillar], who won Class F. There was only one entrant in Class H (436 to 550 hp, 36 feet to 39 feet 11 inches), Travis Otis' FIRST TEAM [Northern Bay 36; 410-hp Sisu 645] so he ran down with the two entrants in Class

I (551 to 700 hp, 28 to 35 feet 11 inches), Gary Genthner's LIL' LISAMARIE [Mussel Ridge 28; 600-hp FPT] and Chris Smith's MISTY [Crowley Beal 33; 650 hp Scania]. LIL' LISA MARIE got the win in Class I. Classes J (551 to 700 hp, 36 feet to 39 feet 11 inches), K (701 to 900 hp, 28 feet to 39 feet 11 inches) and L (901 hp and over, 28 feet to 39 feet 11 inches) were combined as Sean Clemons' MEANKATHLEEN [Wayne Beal 36; 700-hp Scania] was the only entrant in Class J and Jeremy Beal's MARIA'S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta] the only entrant in Class L. Streaking up the course and to no one's surprise was MARIA'S NIGHTMARE II. The real battle was between Jeff Eaton's LA BELLA VITA [Northern Bay 38; 815-hp FPT] and Nick Wiberg's WITCHING HOUR [Northern Bay 36; 815-hp] for the top spot in Class K. It was close, but LA BELLA VITA had the advantage at the line for the win. MEAN KATHLEEN got the win in Class J. Three boats were on the line for Class M(A) (40 feet and over, up to 500 hp) and the win went to Chris Pope's OLD SCHOOL [Holland 41; 380-hp Cummins] followed by Alan Knowlton's SEA URCHIN [Young Brothers 45, 425-hp John Deere]. There was one entrant in Class M(B) (40 feet and over, 501 to 750 hp), Matt Shepard's ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere] so she

Lobster Boat Racing Newsletters
The above article is a summary of our lobster boat racing newsletter published after each race. It has more in-depth coverage and lots of photographs. You can find these newsletters on-line at "mainescoast.com" or to sign up to receive them send an email to: igmatats@aol.com
Also follow us on Facebook: friend Jon Johansen, which will have photographs from the races, boat yards and other waterfront interest.

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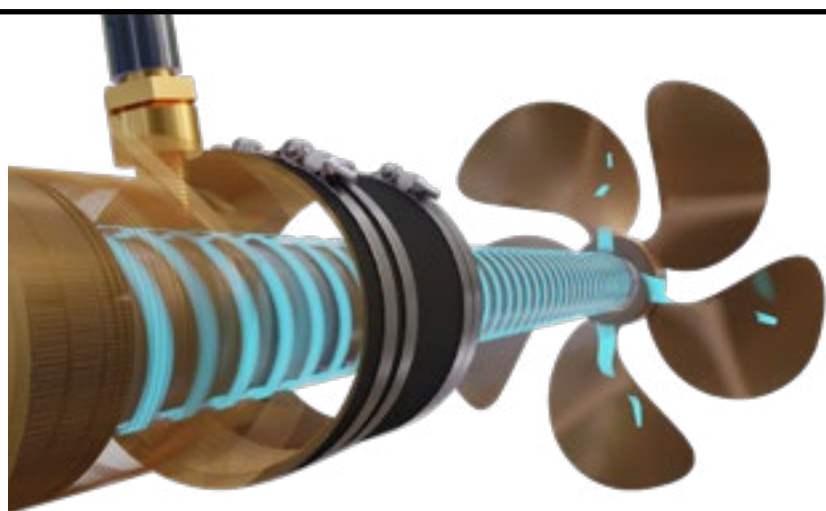
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Maine Coastal News is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news and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

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Advertising Deadlines: The deadline for the October issue is September 8.
The deadline for the November issue is October 6.

Publisher's Note

What is it like to operate a boat yard? When I asked one boat yard manager, he said, "Well, we are just trying to ruin one vacation at a time. That is really our goal." There are quite a few boats cruising the Maine coast this summer, and some of them inadvertently find the bottom or simply have a breakdown. With the lack of employees, many yards are backed up and that means it may be days or weeks before they get a chance to work on it. There is no question that the lack of help is a national problem that is not being addressed.

It has been a trying month, with more than the normal miles on the road with just a day or two spent at home where the yard work has consumed lots of hours and still is not finished. I have neglected some aspects of the yard and now it needs a serious cut-back, especially in the apple orchard.

After the Stonington lobster boat races, CINDY JEN raced at Friendship, but before leaving for Harpswell it was noted that she was taking on more water than she should. I hoped that it would slow by the following day, but when it did not, I called Royal River Boat Yard in Yarmouth and got her hauled and then called Richard Stanley to come and make the repairs. This was caught on video by Jay Perrotta who uploaded it on Facebook, and was seen by a lot viewers. It is fun to watch someone as talented as this to inspect the bottom and then caulk the needed areas. He said there was actually no cotton in one of the butt block seams adding that she does need a serious look at this winter. She was back in that night and did not leak anymore. CINDY JEN then did the Harpswell races and is now waiting for the races at Long Island and Portland.

SARI ANN I has been in Jonesport with Alonzo Alley since the Bass Harbor lobster

boat races. She raced in the Moosabec races on 5 August and was the only wooden boat there. Beals/Jonesport once had a huge population of wooden boats, but now there are only a few. I am surprised there are not more as most fishermen will tell you that fishing on a wooden boat will increase your fishing life about ten years. Look at all the wooden lobster boats fishing out of Stonington. I know the argument that they are a lot of work, but if you keep up with them, they are not much more work than a fiberglass boat. SARI ANN I then headed to Winter Harbor for their races on 12 August and I brought her home to Searsport that afternoon. The wind had picked up during the races and there was some good wave action all the way to the Casco Passage. This boat plowed through them without issue, whereas CINDY JEN would have sliced her way home. Once on the dock I noted that there were still a lot of things needing attention, which I hoped to get to before heading to Long Island/Portland for their races. That does not seem to be happening. Ann and I are still trying to figure out what we want to do to her. This winter my stepson Noah has put a plan together. He wants to pull the engine, clean and paint the bilge, upgrade the hydraulics, repair the steering system and add electronics. Figuring out an electronics package is a challenge. She presently has a Hondex system, which is good. Alonzo put on a newer Hondex system, which is a good system. I have also been asking around looking for opinions and certainly have found plenty, of course all different. Hopefully, when I am in Newport, Rhode Island for the International Boat Show Ann and I, can figure out just what would be the best system.

If you own two wooden boats, what is the next thing that you purchase?

MCN's Calendar

On-going Exhibits

Penobscot Marine Museum

Rusticators on the Water
Working the Sea
In Extremis: Historic Ships in America (to 5 August)
Sam Murfitt, Maine' Working Waterfront (6 August to 15 October)
Searsport's V-ALT Students Present
At Home, At Sea: Searsport's Maritime Stories
Searsport
Info: penobscotmarinemuseum.org/

Maine Maritime Museum

Women Behind the Lens
SeaChange: Darkness and Light in the Gulf of Maine
Featured Finds
Bath
Info: mainemaritimemuseum.org

Cape Ann Museum

Native Waters, Native Lands
Our Place, Our Stories
A View From My Window
This Unique Place: Paintings & Drawings by Jeff Weaver
Fitz Henry Lane Gallery Re-Envisioned
Gloucester, MA
Info: capeannmuseum.org

New Bedford Whaling Museum

Re/Framing the View: Nineteenth Century American Landscapes
Common Ground: Community Stories
Local Artist Showcase
New Bedford, MA
Info: (508) 997-0046

Mystic Seaport Museum

Fish & Forest
Global Foundation for Ocean Exploration
The Sea Connects Us
Temperance and Trade
Mystic, CT
Info: mysticseaport.org

2023

AUGUST

19 Long Island Lobster Boat Races
Ferry Dock
Long Island
Info: Lisa Kimball (207) 332-3968
Amy Tierney (207) 317-1576

19 RYC/Sail Power & Steam Scholarship Race
Rockland Yacht Club
Rockland
Info: rocklandyachtclub.org

19 Bluewater Regatta
Centreboard Yacht Club
South Portland
Info: regattaman.com

20 Portland Lobster Boat Races
Portland
Info: Katie Werner (207) 807-1832

27 Max Warburg Trophy
Northeast Harbor Fleet
Northeast Harbor
Info: nehfleet.org

27 Camden Solo Challenge
Camden Yacht Club
Camden
Info: camdenyachtclub.org

SEPTEMBER

9 Around Islesboro Race
Northport Yacht Club
Northport
Info: regattaman.org

14-17 Newport International Boat Show
Newport, Rhode Island
Info: (800) 582-7846

16-17 Maine Rocks Race
Rockland Yacht Club
Rockland
Info: rocklandyachtclub.org

OCTOBER

14 Annual Meeting & Awards Banquet
Robinson's Wharf
Southport Island
Info: Jon Johansen (207) 223-8846

2024

FEBRUARY

29-Mar. 2 Maine Fisherman's Forum
Samoset Resort
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Info: mainefishermensforum.org



The lighthouse at Owl's Head.

Tuna, Before it was Wicked: Carl Beal's Shark Story

Summer of 1949

By Carl Beal, Jr.

Shark fishing was not an occupation of anyone that I knew back in 1949. Not that there weren't plenty of sharks for the catching out in Ipswich Bay. The seeing and catching of sharks while fishing for Bluefin tuna in these waters was not an unusual occurrence. The variety of sharks in this area ranged from the prolific sand shark or dogfish, which are the bane of all fishermen. This was especially true of tuna fishermen who rely on a chum line that can bring in huge schools of the 2 to 3 foot scavengers. The blue shark, the mako, and an occasional thresher are some other common sharks in the area. The largest of the sharks you will come across in our waters is the basking shark. The fish is the second largest shark behind the giant whale shark and can weigh between 2,500 and 3,000 pounds and grow to a length of twenty to thirty feet. This is the extraordinary story of such an encounter during the summer of 1949.

The day began like any other day as my Dad parked our truck in the wharf's parking lot. Another exciting day of tuna fishing off of Cape Ann in Ipswich Bay was about to begin. We arrived a little later than usual and most of the boats had already left for the tuna grounds. But I was getting excited as we slammed the heavy doors of the truck, and with a coil of rope and a couple of empty bushel baskets headed for the dock. It was a beautiful sunny day in July, the kind fishing was made for.

As we walked toward the float a friend, Charlie Sutherland, came toward us. Charlie owned a 33-foot day cruiser that he hardly used, as he was always busy with business. We knew a few other boat owners like him. They would buy a nice boat, but were too busy to enjoy them, and the boats remained on their moorings day after day. My dad, seeing him, thought he must be going fishing for a change. As we approached my father spoke to him saying, "Well, don't tell me you are finally going out to sea in that boat of yours". His response was no surprise as he said he had some important business to attend to. Then, in a serious tone of voice, he said, "How would you like to take my boat out today? The gas tanks are full. All the tuna lines are brand new. Everything you need is on board. Take her out and get a tuna on it. I would love to have my boat catch a tuna this summer."

My father and I looked at each other in disbelief, but I knew he wasn't joking. I snapped out of my daze and said, "Can we do it Daddy, please?" Then my dad added that we couldn't guarantee any tuna, but we would take his boat out for the day and 'break it in for you'. Those words 'break it

in' weren't strong enough words for what would happen that day.

We departed down the ladder to the float where we kept our skiff and headed out toward a boat that made me feel like a rich kid. The cabin cruiser was a much different type of boat than what we were used to. Ours was a 38-foot open lobster type boat with a large cockpit and good size cuddy cabin, but you couldn't stand up inside the cabin.

This boat was 33-foot long and was mostly all cabin with a small cockpit. It was a cabin cruiser, not real fancy, but it made you feel more at home than at sea. It had all the amenities of home including a small kitchen, bunk beds, and even a toilet. This was truly not a fishing boat, I thought, as I did a quick tour after we climbed aboard.

Being a much faster boat, we were down river and heading out to the tuna grounds in no time. Now I must say that being on this boat did give me the feeling of affluence. The boat was not new, but it had the look of a boat that was well kept. Since it hadn't been used much, it certainly wasn't abused at all. Whereas our party boat, the 'Doris E', a converted Beal Island lobster boat, was showing lots of wear from years of hard and steady work.

It was twelve nautical miles to the tuna fleet, so I had some time on my hands to check things out.

The first thing I did was to walk out onto the pulpit, also known as the tuna stand. This consists of a long plank off the bow of the boat with a pipe railing all around for safety. It was fun to stand out on this pulpit and ride the waves. It was more fun to imagine harpooning a tuna from this cat walk. After daydreaming of such thoughts for a few minutes, I went down to the deck to give my dad a spell at the helm. I wanted to see what it was like to drive a boat like this. I wasn't disappointed, as it handled easily, kept a steady course, and had a good feeling cutting through the water.

When steering this boat, I had to be aware of more than just the compass heading. I was always scanning the horizon for a trawler or dragger out of Gloucester. It was from these vessels that we depended on for tuna bait. Of course, I was always keeping a sharp lookout for the presence of tuna on the surface. Besides, it was fun to steer a boat like this. Steaming along at about twenty knots made it even more enjoyable.

At last a dragger was sighted just a couple of miles from the tuna fleet. We felt lucky as the draggers are usually moving further off shore as the day goes by. We were late by our standards, as it was close to 11:00 a.m.

As we approached the trawler, I recognized her as the 'St. Mary' out of Gloucester. We had gotten bait from her many times be-

fore. We noticed that she was in the middle of a drag, which often has the crew under deck getting rested for the haul back. My dad took the wheel, and I climbed up on top of the cabin to be seen better. We had to move along, parallel with and at the same slow speed as the trawler, and get close enough to pass a basket or two of fish from one boat to another. As we moved in close, I tried to get the attention of anyone on deck by yelling over the loud chugging of their big diesel engine. "Hello, any tuna bait?" I yelled a couple of times. Then a little old man with a short white beard appeared from the wheel house. He was dressed in yellow rubber pants and a red checkered shirt. He knew what we were after, as he no doubt had a few of the tuna boats track him down for their bait that day. The dragger moved along slowly with cables leading over the stern connecting to a large net being dragged along the bottom of the ocean floor. I quickly ran from one end of the boat to the other putting out bumpers between the trawler and the boat to make sure our friend's boat would not be scarred or damaged as we moved alongside.

You don't always know what kind of bait you might get from the draggers. You hope for herring, whiting, or mackerel, all good for both chum and hook bait. Occasionally some of the draggers save only the worse kind of bait for the fishermen. We called it sculch, or what's left over after the market fish are culled out. However, we were pleased to get the finest kind of tuna bait that day from the trawler 'St. Mary'. We paid and thanked the old captain, as we pulled away to begin our day of tuna fishing.

As we entered the fishing fleet one thing was certain, no one knew who it was that was motoring through looking for a berth. But it wasn't long before the word was blaring out

over the boat's CBs. After that we would take a little ribbing for coming up in the world.

It didn't take long to get moored up and settled in. As I was pulling the tuna gear out from under the stern lockers, my dad was making a survey of who had tuna on and others that had them tied up. From what he was observing, it looked like a promising day was at hand.

Then I noticed what I thought might be a problem. I told my dad that the tuna lines on board were nothing like ours. Yes, the tuna hand lines were new and looked like they had never been in the water before. But they were no doubt made up at least five years ago and were now outdated and behind the times. The large books and heavy leader cables that I was seeing had long been updated by the local fishermen to a much lighter type of equipment. Shy gear was the latest thing, not these antiquated oversized hooks and leaders. Things had been going quite well on this trip up to this point. Now we were very disappointed with this change in our luck. We had seen the gear changes over the past few years and had kept abreast of the shy tackle advances. We also knew it made a big difference as to whether you were successful or not.

There was nothing we could do now but use what we had and hope for the best. We set out the six lines that were on board at various depths and different locations from within the boat. With the day already half over and a bait box full of fresh bait, we figured would chum extra heavy in hopes of attracting enough tuna in our chum slick to create a feeding frenzy. Perhaps then the size of the hooks and leaders might be compromised.

Continued on Page 8

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Nine Down Two to Go in Lobster Boat Racing Season!



Keith Simmons' ISAAC & COLBY [Wayne Beal 46, 1,400-hp MAN] battling it out with his brother Andrew Simmons' CARSON & EMMA [Wayne Beal 46, 1400-hp MAN] in the Fastest Friendship Lobster Boat Race with the win going to CARSON & EMMA.



Andy Correa [Boston Whaler 15; 70-hp Evinrude] gets a little air in Work Boat Class B with a speed of 39.9 mph.

Continued from Page 1

ran down with Class N (40 feet and over, 751 hp and over), which had four entrants. With the dropped of the flag it was a great battle between Tom Clemons' 4 LADIES [Wesmac SW46; 1,000-hp Caterpillar] and ALEXSA ROSE. ALEXSA ROSE crossed first getting the win in Class M(B) and right on her stern was 4 LADIES for the win in Class N.

There was only one boat, CINDY JEN, entered in the Wooden Boat Race and because she was entered in the Gasoline Free-for-All, the race committee decided to combine the two races. The only other boat entered in the Gasoline Free-for-All was FOOLISH PLEASURE and we all know who would win this one.

Six boats were on the line for the Diesel Free-for-All and MARIA'S NIGHTMARE II came over in first followed by LA BELLA VITA.

Next, they decided to run the Fastest Friendship Lobster Boat Race, which pitted two Simmons boats. One could see this was

close as ISAAC & COLBY and CARSON & EMMA were bow to bow. At the line the win went to CARSON & EMMA by half a boat length.

Only three boats were on the line for the final race of the day, Fastest Lobster Boat. Again, it was no surprise that MARIA'S NIGHTMARE II led the way up the course for the win. Second went to LA BELLA VITA and third was WITCHING HOUR.

HARPSWELL-What a day (30 July) for a lobster boat race. When I arrived at Harpswell there was bright sunshine and the only issue was a good cool breeze coming out of the nor'west.

Sign-ups were out on the water off Mitchell Field where the finish line was. Boats arrived steadily for over an hour and when sign-ups were complete we had 36 racers entered. Again, there were several classes with either no one or one boat and they were combined with another class to speed up the event and make it more interesting.

There were no entrants in Work Boat

Class A so Work Boat Class B with six boats came to the line. The wind was still going to be a factor and the race committee hoped that no one decided to try and see if their boat could fly. As they came up it was a real bumpy ride and many got air and well in the lead, not letting up at all on the throttle was Andy Correa [Boston Whaler 15; 70-hp Evinrude]. There were only three boats in Work Boat Class C. Coming over in first was Nick Mackmun's DAVY JONES.

The first races combined were for the wooden boats. In Wooden Boat A was just CINDY JEN, skippered by Al Strout, and two entrants in Wooden Boat B, Mike Lane's PHYLLIS P. [John's Bay 41; 350-hp Caterpillar] from Cohasset, MA and Scott Dugas' SAND DOLLARS III [41' Johns Bay Boat; 700-hp Caterpillar]. SAND DOLLARS III had the advantage with PHYLLIS P. back a couple of boat lengths.

Since there were only three boats in the Gasoline Classes, all in separate classes, they were sent down together. The boat many were looking forward to seeing run, was Steve Johnson's LYNN MARIE [Sisu 26; 632 Chevrolet]. He got LYNN MARIE back last year and put the big gas motor in, which is the one that had an accident when being offloaded from the ferry a couple of years ago. As they came up the course, first over was Jim Koehling's BROWN EYED GIRL [Duffy 26; 454-hp Chevrolet] in Class C. LYNN MARIE was close and got the win in Class E. After a few minutes CINDY JEN slipped over for the win in Class A.

There were no entrants in Class A, C and O. The wind was now calming down, but there was still a slight chop and that was flattening as the races went along. There was just one entrant in Class B, Isaac Mitchell's CAPTAIN LUE [Stanley Greenwood 30; 130-hp GM] and one in Class D, Mark Davis' WHISKEY GIRL II [Duffy 34; 300-Isuzu], so they came down together, both winning their respective classes. Three boats came to the line for Class E with the early favourite being AUDREY MAY. Class F had two boats so they came down together and it was Scott Merryman's K. E. II [Northern Bay 38; 405-hp Cummins] jumping right into the lead and never looking back. Second went to Camero Murphy's BLUE DOLPHIN II [Crowley 36; 402-hp 3406 Caterpillar]. There was just one entrant in Class G, Tucker Johnston's RIJO [Mussel Ridge 28; 550-hp], so he joined the three boats in Class H. When the flag dropped on the start boat, Nick Martinez's PRETTY WOMAN [Calvin Beal 36; 510-hp Caterpillar] slid out in front and lead the others to the finish. There was only one entrant in the next four classes, I, J, K and L. They were all sent down together, but who would come over the line first? LA BELLA VITA was the winner of Class K, followed by ALL SET, winner of Class L. LIL' LISA MARIE won Class I and MEAN KATHLEEN won Class J. Four

boats were on the line for Class M(A) and the winner was OLD SHOOL. There were four boats on the line for Class M(B) and it was a close battle for first, which was won by ALEXSA ROSE. Three boats were on the line for the final diesel class, N, and the bets were on Andy Johnson's WHISTLIN' DIXIE [Holland 40; 1,000-hp Caterpillar]. For years she was the boat to beat in Diesel Class N and today was no different as she showed the way to the finish.

Two boats came to the line for the Gasoline Free-for-All. Missing was LYNN MARIE, which we learned had an issue with her exhaust manifolds and was shooting flames out. CINDY JEN had nothing for BROWN EYED GIRL, who got the easy win.

There were nine boats on the line for the Diesel Free-for-All and this was going to be a good race between LA BELLA VITA and WHISTLIN' DIXIE for the top spot. As they came up the course it looked close, but LA BELLA VITA had the advantage and they finished one-two with third going to ALL SET.

Next up was the Slowest Boat Race, which means the one that comes in last is the winner. CAPTAIN LUE took the honours of Slowest Boat with a speed of 10 mph. She was also given the win in the Novi Race.

Next came the Fastest Lobster Boat Afloat and it was LA BELLA VITA, followed by WHISTLIN' DIXIE and BROWN EYED GIRL.

The final race of the day was Fastest Harpswell Diesel Working Lobster Boat with five boats on the line. The winner was WHISTLIN' DIXIE, followed by MEAN KATHLEEN and 4 LADIES.

MOOSABEC REACH- The biggest fear in running the lobster boat races on Moosabec Reach between Beals Island and Jonesport is a three-letter word: fog. The fishermen on the coast, especially Downeast, will tell you all they have seen so far this summer is nothing, but the screen of their chart-plotter in hopes of finding their gear.

The Moosabec races were originally scheduled for 1 July. The weather forecast was rain and fog that day, and unfortunately the forecast was correct. However, there was hope it would clear. Two races were run, Work Boat Classes A and B, and as the racers in B made their way down the course the fog closed in and the race committee could not see across the finish line. There was hope the fog would lift again, but after waiting an hour it was still thick as pea soup, so they were canceled. They tried to run them the next day, but the fog was still thick in the Reach and they canceled them again. Looking at the calendar the race committee decided to try and run them on 5 August, hoping the weather pattern would be more cooperative. One the drive to Jonesport the fog was present, but not as thick and in some places visibility

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The boat to beat this day was Jeff Eaton's LA BELLA VITA [Northern Bay 38; 815-hp FPT], here running for the finish line and getting first in Diesel Class K. To port is Leif Albertson's ALL SET [Holland 38, 1,200-hp MAN], which won Diesel Class L.

was actually pretty good. When we arrived in Jonesport at the Co-op there was some fog, but we could see the bridge and some of Beals Island. Then it lifted and turned into an absolutely beautiful day.

Unfortunately, not everyone that signed up on the 1 July returned, but there was still a good turn out with some incredibly close finishes. Originally, there were 82 boats signed up, with nine additional racers signing up just before the races for a total of 91 boats.

No one was surprised that the big winner of the day was Jeremy Beal's MARIE'S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta] winning Class L, Diesel Free-for-All and World's Fastest Recreational Lobster Boat. The title for the World's Fastest Working Lobster Boat went to Eric Beal's KIMBERLY ANN [Calvin Beal 42; 750-hp FPT].

Next up was Work Boat Class C and the winner was Caleb Norton's WHITE LIGHTNING [Mako 20; 200-hp Evinrude] followed by Richard Alley's FAMILY TRADITION in second.

For years the Moosabec races used to be dominated by the gasoline powered boats, but today that has dwindled to just two boats, which were run down together. FOOLISH PLEASURE came all the way from York and brought back memories when Galen Alley raced her. She won Gasoline Class D and Troy Alley's ROCKY ROAD [Sprague 24; 130-hp Mercruiser] got the win in Gasoline Class A.

The Diesel Classes were up next and four boats came to the line in Class A and they were joined by the one in Class B and another in Class C. It was not surprising to see Jacob Kirby's BARE BOTTOM [BHM 25, 220-hp John Deere] coming over the line first for the win in Class A with a speed of 27.7 mph. The winner of Diesel Class B was Chad Libby's MYRTLE BELLE [Libby 34, 205-hp John Deere] and Roy Fagonde's LAST DESIGN [E. Libby, Jr., 31; 300-hp Caterpillar] was the winner of Class C. Class D and E were combined and as they came up the course Dan Sawyer's HIGH VOLTAGE [AJ-28; 400-hp Yanmar] and AUDREY MAY were bow to bow, but just before the line AUDREY MAY gained separation and the win. The winner of Class

D was Ivan Libby's WRECKING CREW [Libby 38; 305-hp Caterpillar] with a speed of 26.5 mph. In Class F the dominate boat has been Winfred Alley's FAITH MELLE [Libby 34; 425-hp Cummins], but today she was in a real battle with Winfred's old boat BOUNTY HUNTER [Calvin Beal 34; 425-hp Cummins], now owned by Mitch White. As they neared the line, it was still close, but when they crossed BOUNTY HUNTER got the win by half a boat length. There were no entrants in Class G, but four boats came to the line in Class H. No one was surprised to see Dean Beal's MISS NORMA [Wayne Beal 36; 500-hp Cummins] leading the way up the left side of the course with Willie Coombs' MELYNDA M. [Wayne Beal 36; 500-hp FPT] right on her transom and they finished one-two. Heather Thompson's GOLD DIGGER [Wayne Beal 36; 675-hp Scania] came out for the first time this year and just slid by Nick Lemieux's ASPIRATION [Young Brothers 35; 450-hp Volvo] in a combined race for a one-one finish. ASPIRATION got the win in Diesel Class I and GOLD DIGGER in Diesel Class J. There were no entrants in Class K and just one in Class K, which was MARIE'S NIGHTMARE II, who flew up the course with a speed of 56.6 mph. Seven boats were on the line for Class M(A) and when the flag dropped Mitchell Beal's BUKIE AND TUKIE [Wayne Beal 40, 500-hp Deutz] jumped into the lead and never looked back. When the flag dropped on the start boat for Class M(B) no one was surprised to see Eric Beal's KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] leading the pack. Next over was Logan Alley's JOY FRANCIS [Libby 41, 593-hp FPT], who just edged out Frank Thompson's LIL' BROOKS [Wayne Beal 46; 750-hp John Deere]. Ryan Lemieux's OBSESSION [Young Brothers 40; 1,000-hp Caterpillar] and Dana Beal's NATALIE E. [Libby 41; 1,000-hp FPT] have been battling all year in Diesel Class N with the wins going to NATALIE E. As they came up the course it was anybody's race, but as they neared the finish line OBSESSION had a very slight advantage and that is how they finished, one-two.

At Beals Island-Jonesport one would expect that there would still be some wooden boats around. This was once a wooden boat



Dan Sawyer's HIGH VOLTAGE [AJ-28; 400-hp Yanmar] and Randy Durkee's AUDREY MAY [Holland 32; 425-hp Cummins] battling it out in Diesel Class E.

strong hold, but now there are just a few still fishing. The only one entered in the Wooden Boat Races, was Jon and Ann Johansen's SARI ANN I [40' Johns Bay Boat, 375-hp 3208 Caterpillar], skippered by Alonzo Alley, in Wooden Boat B, so she ran down by herself for the win.

Next came the Gasoline Free-for-All, which was easily won by FOOLISH PLEASURE.

Four boats were on the line for the Diesel Free-for-All, but barring a major issues this was MARIE'S NIGHTMARE II's race to lose, but she streaked up the right side of the course leaving the rest in her wake.

Who would win the title of the World's Fastest Working Lobster Boat? The rules preclude MARIE'S NIGHTMARE II as you must make your living from the boat. The title went to KIMBERLY ANN with a speed of 38.1 mph. Right on her stern was FAITH MELLE and in third was MISS NORMA.

In the final race of the day, World's Fastest Recreational Lobster Boat, it was all MARIE'S NIGHTMARE II, who was the only entrant.

WINTER HARBOR—One of the most popular lobster boat races on the coast of Maine is Winter Harbor. They make an effort to have an unbelievable prize. They have given away hulls, pick-up trucks and oil. This year they were offering ten cruises in the Caribbean this February and that got a lot of interest from the fishermen.

Sign-ups and been brisk and racers were still coming. Finally, the line had disappeared and we had 90 boats registered. We do our best to get off the dock before the start time, but when there is still a line we have no choice but to stay and get them signed in.

It was a great day for the races, sunny with a slight breeze that built as the afternoon

went on. The big news was that Alfred Osgood's STARLIGHT EXPRESS III [Wayne Beal 36; 1400-hp MAN] was there. He had been at the Stonington races, but an incident before the races put her out of action. She was now ready and everyone wanted to see just how fast she was. The big question was how would she fair against MARIE'S NIGHTMARE II?

The first race of the day is for Work Boats under 24 feet and powered with an outboard, inboard outboard or an inboard engine no matter what the horsepower. First over the line was Ned Merchant's THE LITTLE BOY [18'; 90-hp], followed over by Caleb Norton's WHITE LIGHTNING [Mako 20; 200-hp Evinrude].

There were three entrants in the Gasoline Classes, each in their own class, so they were sent down together and each would get first. No one was surprised to see FOOLISH PLEASURE out in front with a sizeable lead for the win in Class D. Second over the line was Lindsay Durkee's BLACK DIAMOND [Holland 32, 454 Chevrolet] who won Class C. Back a few boat lengths was Roy Hadlock's EMPTY POCKETS [Crowley 28; 350 Chevrolet], the winner of Class B.

There were five boats on the line for the first diesel class race, Class A. The pre-race favourite was BARE BOTTOM and he did not disappoint as he flew up the left side of the course for the win at a speed of 26 mph. In Class B there were four boats entered and Kit Johnson's MR. LUCKY [Duffy 35; 225-hp John Deere] has been the dominate boat at these races for a number of years. She made her way up the middle of the course for another win, followed by Zachery Chipman's JENNY KAY [Repc 30; 225-hp Cummins] and Rachel Nelson's

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Tuna, Before it was Wicked: Carl Beal's Shark Story

Continued from Page 5

There were a few boats in our area that had fish on, or had one or two tied up. We knew it had been a good day for tuna fishing. Of course, there were also boats that hadn't had a hookup as yet.

I was throwing chum at a good clip over the port side having the tide take the chum down under the boat. I wanted to get the chum to sink as fast as possible down to where our lines were at 30, 60, 90 feet. With my back to the starboard side of the boat, I heard a sharp "snap" as the cod line holding a tuna line fast to the boat parted. I knew in an instant what it was and yelled "Strike!" and turned quickly and went for the line as it peeled out from the basket. Without any warning, I found myself sprawled out on the cockpit deck. I had tripped over the low engine box cover which I was not used to having in the middle of the cockpit. When a tuna strikes, you lunge for the line if it's near you thinking of nothing else. By the time I got up and rubbed my shins, the fish was gone. Now I was excited, and the adrenaline was flowing. My dad had begun to pull in the stern line, as part of the procedure is to get all the lines in as soon as possible to reduce the chance of having the tuna get around another line and tangle it up. A real messy situation can occur with fouled lines.

When my father realized that the fish had gotten off, he began to let the line back out. This particular line was being kept away from the boat with a float or pot buoy. All at once the buoy went down fast and we had another fish on. This time the line fetched up in my father's hands. This was perfect for setting the hook. When there was just enough strain on the line he gave it a pull to set the hook, but the hook didn't set and

pulled out instead. We had lost another one as quickly as that.

We were beginning to realize what we had expected could be the case with this tuna gear that came with the boat. It turned out to be a very frustrating day. We had several strikes, countless touches but not one fish to show for all our work the rest of that afternoon.

All at once the tuna left or stopped feeding. There were no more hook-ups in the fleet for over an hour and many of the boats were leaving or had left for home. We decided to stay until our bait was gone. Finally, we also gave it up. We were tired and frustrated from running from line to line for nothing but disappointment. We hauled in all the antiquated rigged lines and put them away. I next hauled the anchor and were on our way home from a frustrating day.

It must have been an omen, because as we got under way I looked up at the bow and saw the only line we left out was the harpoon line, rigged and ready on the tuna stand. I started to climb up to the upper deck to retrieve the gear, but at the last minute decided to leave it there just in case we should see a tuna finning on the surface on the way in.

We were only about fifteen minutes into our course for home when my father noticed a fin at the surface about 50 yards ahead. I was a little excited, as I thought it might be a tuna. But as we closed in, it became apparent that it was a shark fin. Normally we wouldn't be interested in harpooning a shark. However, with the kind of day we had even a shark looked good. Besides it would be a mako shark, and they were a marketable fish. I hustled up on the tuna stand and got the harpoon ready. I always enjoyed the challenge of trying to harpoon a fish. I got an adrenaline rush as I stood on the end of

the pulpit with the harpoon in my hands. I pointed the pole in the direction of the shark, and my dad turned the boat in that direction. From now on, it would be all signals in communicating with my dad at the steering wheel. The windshield between us, the wind in my ears, and the engine noise eliminated any meaningful voice communications. I would now be directing the boat by pointing with the harpoon pole to the left and right and using my hand to slow down or speed up.

As we got within 50 feet, I signaled to slow the boat down. I tried to get a good look at the shark now directly in front of us. I was having a problem seeing it because we were heading right into the sun. It was very bright and reflecting off the water at such an angle as to practically blind me. I signaled to my father to take the boat out of gear, and we drifted slowly towards the fish. My muscles tightened as I raised the harpoon to get ready to throw. I knew we were getting close, but still didn't have a clear view.

All of a sudden I looked down and there was the tail coming up under the pulpit. I gulped as I gazed out over the length of its huge body. I became nervous, my legs began to shake and my body trembled as my eyes kept looking from the tail to the head. It was the largest fish that I had ever seen. I turned my head back towards my dad and tried to tell him that it was too big to be a shark. I thought it must be a whale of some kind. But it was no use. He couldn't hear me and motioned for me to throw the harpoon. I took another look at this monster of a fish and had such a weird feeling. Here I was a scared fifteen year old, shaking and knowing I was all along standing on a narrow plank 12 feet out over the water, beneath me was a giant of fish that had to be over 20 feet long.

I raised the harpoon and with extreme apprehension I threw the harpoon as hard as I could. I almost wished that I missed, but couldn't as it was right under the pulpit. After the harpoon struck, all I saw was a big swirl of water and the fish disappeared and the line began running out of the basket. I tried to compose myself as I jumped down into the cockpit, after handing the basket of line and keg to my father.

He asked me if I could tell what kind it was. I told him nervously that I didn't know. But whatever kind it was, it was the biggest of its kind. He started to laugh, but could tell by my reaction that perhaps he should be worried. Then he looked in the basket and saw that the 600 feet of line was almost gone. As he held the line running out at a rapid rate, he told me to get another tuna line from the stern locker and to hurry. We needed to get another line tied on before the end of the first line was gone from the basket. We weren't going to stop this fish with only 600 feet of line. In the next minute the first line had all run out, and the wooden keg had splashed over the side and went right out of sight.

Now this giant shark was working on the second coil of 600 feet and taking it out at a fast clip. There was no way we could slow him down. All we could do was let the line run through our gloved hands and hope that he would tire from the strain of all the line he was pulling. As the second basket of line melted away, I could tell my father was getting concerned. He wanted another basket of line ready to tie on. We knew that getting all this line back wasn't going to be easy. Again the end of the line came, and the second keg was let over the side and we were working on the third coil. There was over 1200 feet of line on this fish going out at about a 45 degree angle with the same intensity as in the beginning.

My father was now wondering what we had gotten ourselves into and was worried

we would go through all our lines. I could tell he was getting anxious when he asked me to put on my gloves and grab hold of the line with him and put more strain on the fish. He said we had to stop it or cut the line.

We both held as tightly as we could, but the line continued to slide through our gloves. We wet our gloves and tried again to hold him, this time snubbing the line on the gunnel of the boat. It wasn't a good tactic, as the line could part and I was thinking it might be best if it did. But being brand new 9 thread rope it held. The line was taut as a bow string but we had stopped it, but for how long we didn't know.

Now we had to try to get the shark in or let it go as time was running out. It was about an hour and a half before sundown and we couldn't be out at sea trying to land a large shark after dark. That would be crazy and dangerous.

We decided to give it all we had. We both pulled with our arms and backs and began to get some line back. The line began to pile up on the deck and that wasn't a good thing. However, there was no way to coil it back into a basket, as it took both my dad and me pulling together to make any headway.

After a while, we began to realize that we weren't pulling the fish in toward the boat. We were pulling the boat toward the fish. This continuous pulling was beginning to take its toll on us. My arms were getting tired and my fingers were stiffening. My father's back was also in pain, but we had to keep going. Finally a keg came aboard. It was crushed from the pressure of being at a great depth. We knew that we had 1200 more feet to go. Just the thought of pulling all that line in, one foot at a time, made me want to give up. But the curiosity, that strong desire to see what was on the other end of this line, drove me and my father to keep going.

But in between gasping for air, groans from our aching bodies, and wiping the sweat from our eyes and faces, we questioned our decision to keep going more than once.

Then the second wooden keg came up also smashed from water pressure. Now we were on the harpoon line, 600 more feet. Could we keep up the straining on our legs, arms and backs? This last stretch would be the hardest, as we would be pulling its whole weight straight up. The deck of the boat was a tangled mess of line and broken splintered kegs. It was the most dangerous of situations, if the shark decided to make a run and take back the line strewn all over the deck. One misstep and one or both of us could be hauled overboard.

With the sun setting within the hour we were now fighting against time. Without any warning the boat began to rock and move like it was caught in a whirlpool, slowly moving in a circle.

We could tell the shark was getting close to the surface. There was an air of excitement in our weary bodies and a renewed sense of urgency to get it up. A few more feet and it would be close enough to see.

Now, we did have a tuna gaff on board, but to try to gaff and hold a fish of this size with a gaff was not impossible. We had talked about how we might secure this fish during the time we were pulling him up. I had told my dad that I'd seen a long tow rope under the stern locker. It was about two and half inches in diameter and perhaps 25 feet long. We were prepared to use it if we got that far.

Then, we saw something about 12 feet down moving back and forth, slowly but steadily. As we wiped the sweat from our eyes, we could see what looked like a large

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ATLANTIC STATES MARINE FISHERIES - SUMMER MEETING

SHAD & RIVER HERRING MANAGEMENT BOARD

Meeting Summary

The Shad and River Herring Management Board met to consider an update to the Potomac River Fisheries Commission (PRFC) American Shad Sustainable Fishery Management Plan (SFMP), receive an update on expanding collection efforts for the U.S. Geological Survey (USGS) alosine genetic repository, and receive a progress update on the River Herring Benchmark Stock Assessment.

The Board considered an update to the PRFC SFMP for American shad. SFMPs are required for all states and jurisdictions with a commercial fishery and are reviewed by the Technical Committee every five years. The plan update proposed continuing their limited commercial bycatch allowance under the same sustainability metrics, which is based on the geometric mean of pound net catch per unit effort (CPUE) and has been above its restoration target since 2011. PRFC will also explore including additional sustainability metrics in future updates. The Board approved the presented SFMP.

The Board received an update from the Technical Committee and USGS staff on expanding collection efforts for the alosine genetic repository. As anadromous fishes, alosines spend much of their life in estuarine and marine environments, where they may form mixed stock aggregations and where they are sometimes captured as bycatch in other fisheries. There is a critical need to be able to distinguish among populations or management units when individuals are encountered away from natal areas. An enhanced understanding of stock composition will provide critical information on the status and trends of specific populations and offer much needed insight into how fisheries bycatch may be impacting recovery efforts. The alosine genetic repository is intended to address this issue.

In response to a Board request, USGS staff presented to the Technical Committee to assist in identifying data gaps and improving future sample collections. After reviewing the spatial and temporal data needs, several states offered to help fill the data gaps by providing biological samples with collection kits provided by USGS.

The Board received an update on the river herring benchmark stock assessment. The Assessment Workshop is scheduled for August 21-25, 2023, with the peer review anticipated for the fall, and final presentation of the assessment and peer review report to the Board planned for the 2024 Winter Meeting in February.

For more information contact James Boyle, Fishery Management Plan Coordinator at jboyle@asmfc.org.

Motions

Move to approve the Shad Sustainable Fishery Management Plan from Potomac River Fisheries Commission, as presented today. Motion made by Dr. Davis and seconded by Dr. Rhodes. Motion carries without opposition.

AMERICAN EEL MANAGEMENT BOARD

ASMFC American Eel Board Accepts Benchmark Assessment & Peer Review Report for Management Use
Two Addenda Initiated for Yellow Eel and Maine Glass Eel Fisheries

The Commission's American Eel Management Board has accepted the American Eel Benchmark Stock Assessment and Peer Review Report for management use. The Report indicates the stock is at or near historically low levels due to a combination of historical overfishing, habitat loss, food web alterations, predation, turbine mortality, environmental changes, and toxins, contaminants, and disease. Since completion of the first Commission American eel stock assessment in 2005, available data have not allowed overfishing or overfished determinations to be made. Based on several trend analyses, the stock is considered depleted, consistent with the findings of the 2012 and 2017 assessments.

In response to the assessment findings, the Board initiated an addendum to consider changes to the coastwide yellow eel harvest cap. Historically, the coastwide cap of 916,473 pounds was set based on the average landings from 1998 to 2010. The benchmark assessment proposes a new tool for setting the coastwide cap based on abundance indices and catch. The addendum will consider using this tool to recommend a range of coastwide caps and management options.

The Board also initiated an addendum to address the quota for Maine's glass eel fishery. Maine's glass eel quota has been set at 9,688 pounds since 2015. However, a new addendum is needed to establish a quota for the 2025 fishing year and beyond.

The Plan Development Team will begin work on both documents, with a progress update provided to the Board in October and Draft Addenda presented for Board consideration in February 2024. The Benchmark Stock Assessment and Peer Review Report will be available on the Commission website at <https://asmfc.org/species/american-eel> (under stock assessment reports) by mid-August. An overview of the assessment will be found at https://asmfc.org/uploads/file/64caa25eAmericanEelStockAssessmentOverview_August2023.pdf. For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at cstarks@asmfc.org.

tor, at cstarks@asmfc.org.

Meeting Summary

In addition to accepting the 2023 Benchmark Stock Assessment and Peer Review Reports and initiating two addenda, the American Eel Management Board (Board) also considered an update on Maine's life cycle survey, and Maine's 2024 aquaculture plan. Maine has been conducting fishery-independent surveys for all three American eel life stages since 2018. The Board approved Maine's 2024 aquaculture plan, which requests 200 pounds of glass eel harvest for domestic aquaculture.

For more information on the stock assessment, please contact Dr. Kristen Anstead, Stock Assessment Scientist, at kanstead@asmfc.org; and for more information on management, please contact Caitlin Starks, Senior FMP Coordinator, at cstarks@asmfc.org.

Motions

Move to accept the 2023 Benchmark Stock Assessment and Peer Review Report for management use. Motion made by Ms. Madsen and seconded by Dr. Jacobson. Motion approved by Board consent.

Main Motion: Move to form a Plan Development Team to draft an addendum to consider using 'TARGET to recommend various catch caps, using the supplemental report as presented today as a starting point. Motion made by Ms. Madsen and seconded by Mr. Maniscalco.

Motion to Amend: Move to amend to add "but not use ITARGET to set biological reference points or stock status" after catch caps. Motion made by Ms. Fegley and seconded by Mr. Clark. Motion passes (16 in favor, 2 opposed).

Main Motion as Amended: Move to form a Plan Development Team to draft an addendum to consider using 'TARGET to recommend various catch caps, but not use ITARGET to set biological reference points or stock status, using the supplemental report as presented today as a starting point. Motion approved by Board consent.

Move to initiate an addendum to address the Maine glass eel quota. Motion made by Ms. Ware and seconded by Mr. McKiernan. Motion approved by Board consent.

Move to approve the Maine Aquaculture Plan for 2024. Motion made by Ms. Ware and seconded by Mr. Clark. Motion is approved by Board consent.

COASTAL SHARKS MANAGEMENT BOARD

Meeting Summary

The Coastal Sharks Management Board met to consider an update from NOAA Fisheries on Amendment 16 to the Highly Migratory Species (HMS) Fishery Management Plan (FMP), and the FMP Review for

Continued on Page 12



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You'd Be Surprised!

By Sheila Dassatt

How many things do we take for "face value" these days? I try to write about what the going trend is such as whales, windmills, climate change or simply a good ole time story about how it was years ago. The last thing that I want to do is bore you to death with the same old stories. So I actually have been observing a lot of what is going on around me lately, and I know that I don't always appear that I'm paying attention, but I am! It has proved very interesting and not always the way that things seem.

We can't always have what we want, on both ends of the spectrum. The big attention right now is all of the talk about windmills. A promise has been made by the government to lower the carbon footprint by the year 2030 or else, I assume. So this takes in whales and windmills, again. As it appears, the objective is to save the earth, or the endangered creatures of the earth, correct?

If you really pay attention around you, all of this hype about saving the earth includes wind power. Locally, in Penobscot Bay, one sight for the terminal for shipping the turbine blades is Sears Island. Yes, the proposal for this reality is there, but we have folks that are now upset that they found their serenity and family recreation on this Island and don't want it disturbed or disrupted.

Yes, can't agree more, but now what? Can we make amends to allow the space that is needed to accommodate the construction or the shipping of these turbine blades? Let's think about this...

A lot of things don't come without some sort of sacrifice, such as giving up something very important to us, in order to make room for the new proposals. This is exactly what the fishing industry is trying to say about sacrifice. We are not in favor of these "big boys" not to just be against the "save the earth and whales" folks. We are trying to say that once these wind farms are under way and in production, there is no turning back.

What we, as a fishing industry are trying to say, the science for the windmill power is not complete and it is definitely going to displace not just the fishermen, but the property that everyone so treasures and want to keep in place simply for the beauty of the sea and land. We can't have it both ways.....So what do we want?

It is already being studied that the lobsters are starting to grow deformed and the whales are drifting to shore apparently dying from the after affects of sonar testing.

So, with this being said, how can we save the whales and have wind power as well?

We haven't heard much from the whale folks

during this experimental time. Again, how do we do both, save the marine mammals and the earth without some sort of sacrifice?

Thinking of sacrifice, I'm sure that there's some folks out there that still can remember the Hindenburg. This was the big German zeppelin during that craze in the 1930s, that literally went up in smoke in New Jersey. There was a very big sacrifice there, and the rich folks thought it was the answer to glorified travel, much like the Unsinkable Titanic. Each one of these new and better plans involved a lot of money and investment. Just saying....of course, after that many lives were lost, they went back to the drawing board and perfected these vessels. As you know, this is how the Goodyear blimp was fine tuned and in use now, but much safer than it was. This was the same with passenger ships. They probably perfected their science and engineering on them since the early years of development. I've always been told that we learn from our mistakes, which has been proven true more often than not. By the way, how many realize that the new cruise ships have balancing wings under them that when extended, can wipe out a large amount of lobster gear? Now they want to come into more coastal ports than ever before.

As I stated in my D.E.L.A. report, we have joined together as a fishing industry, not

just lobsters, but the entire fishing industry, to reach out to the Atlantic States stating that we are not in favor of the windmills. This comes from the feeling that there is a lot more to learn about them and the long range effects that they have on our environment. Please read my report if you'd like to see the associations that have pulled together to fight these wind farms and ask for better science before even starting any of these projects.

This is all right up there with ropeless fishing practices to save the whales. I would like to say that with all that the fishermen have been doing to cooperate with these causes, it's the fishermen that have been making the sacrifice. I am on the boat and I can see the dangers and hazards that the whale knots and breakaways have on the safety of the captain and crew of the boat. They can explode upon contact and go into the eyes as well as fetch up in the hauler or when the traps go over the rail. They are downright dangerous and we have the sacrifices and injuries to prove it. *You'd be surprised!* Please stop and think about what we are asking for before the damage has been done and it's too late to change it. It's the fishermen that are "Endangered" just trying to please everyone else. We are stewards of the ocean and are working hard to preserve what we have in place.

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MAINE DMR NEWS

Search for Missing Steuben Lobsterman Tylar Michaud Continues

July 31, 2023

Steuben - On Sunday the Maine Marine Patrol finished its ninth straight day searching for lobsterman Tylar Michaud, 18 of Steuben, missing since Friday, July 21st. Marine Patrol will continue the search effort in the coming weeks.

Sunday's search involved Marine Patrol and U.S. Fish and Wildlife Service (USFWS) on the water and on land. Marine Patrol vessels searched Dyer Bay in Steuben to Tom Leighton Point in Milbridge. Marine Patrol and USFWS personnel conducted a four-mile shoreside search on Bois Bubert Island.

Marine Patrol Pilot Steve Ingram has continued to fly daily throughout the search, surpassing 50 hours Sunday. Pilot Ingram was assisted by private pilots, including local lobsterman and Air Guard members.

Ranger Pilot Joel Tourtelotte with the Maine Forest Service also flew surveillance Sunday afternoon.

Family and friends again joined the search on Sunday.

To-date there have been many involved in the search for Michaud, on the water, on land, and in the air. They include local fishermen and community members, the U.S. Coast Guard, U.S. Fish and Wildlife Service, Maine Army National Guard, Maine Air National Guard, Maine Marine Patrol, Maine Forest Service, Maine State Police/Marine Patrol Underwater Recovery Team, and the Maine Warden Service. Additional air support has been provided by members of the Air National Guard and local residents in personal aircraft.

"I'm grateful for the unprecedented on-going efforts of all who have joined together in this difficult search," said Maine Department of Marine Resources Commissioner Patrick Keliher.

Marine Patrol Recovers Body from the Penobscot River

July 21, 2023

The Maine Marine Patrol has recovered the body of Mark Hatch, 44 of Gray, from the Penobscot River. Marine Patrol received a report at 6 a.m. this morning of an abandoned truck near the Penobscot Narrows Bridge. An investigation conducted by the Bucksport Police Department and Hancock County Sheriff's Office revealed that the truck belonged to Mr. Hatch based on identification found inside. Security camera video from a local business showed what officials believe to be Mr. Hatch parking his truck near the end of the bridge early this morning and walking onto the bridge. Personal items belonging to Mr. Hatch were found by investigators on the railing, prompting a search of the river by Marine Patrol. Mr. Hatch's body was located approximately one-half mile downriver of the bridge at 8:15 a.m. and has been transported to a local funeral home.



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Commercial Fishing News

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

From the Director -

Here we are in the middle of August already! The fog has finally cleared and we can see again out on the water. This is more of a blessing than some folks realize. I found it to be very distorting after a while, not being able to see land for one day after another.

So far, we have all been mutteling through this season. Yes, when people ask, the season isn't a whole lot different than last year's season. The price is still relatively low for new shell and the price of bait is still very high. The fuel isn't too bad, but all in all, it adds up with the final pay after expenses. At this point in time, the catch seems to be down a little. Some of the guys "outside" are bringing their gear closer to the rocks and the ones "inside" are taking their gear out to deeper water. It's all a big mind game at this point. A lot of folks contribute the confusion to warmer water and also a lot of fresh water from all of the rain that we have been getting. This can be a true factor.

Now that the fog is gone, we can see that those lovely invasive squirts are starting to accumulate on the traps. It's like a big labyrinth, we conquer one issue, then we move on to the next one! We must really

want to do this or we wouldn't be doing it. I wish the general public could really see what we all go through just to survive in this occupation. Then they would understand why lobsters cost as much as they do and be a little more understanding of our plight. Although, there's a big gap in our price at the boat and the price that we see in the retail world. Each time the lobsters change hands, there is another percentage added on to the end price.

We would like to express our sincere condolences to the family of Tyler Michaud of Steuben. He was last seen on his vessel, Top Gun on Friday, July 21. The vessel was found by a fisherman still in gear near Petit Manan Point. Tyler was fishing single handed that day, in dense fog. With extensive search from the Coast Guard, Maine Marine Patrol, Maine State Police/Marine Patrol Underwater Recovery Team, he was no where to be found. They were later joined by the Army National Guard, Air National Guard and the Maine Forest Service. At this point, he was not found. Tyler was a 2023 graduate of Sumner Memorial High School and about to enter Maine Maritime Academy to study engineering in the fall. Our thoughts and prayers are with his family and the entire

fishing community.

Concerning the next challenge that we are all facing, windmills.....D.E.L.A. was asked to sign onto a letter of support that was composed by the New England Fishermen's Stewardship Association opposing the current windmill farms that have been planned for the Gulf of Maine. Our Board of Directors voted to support this letter, unanimously.

This letter went out Monday, August 7th with nine associations signing on. It went to the entire New England Federal Delegation including New York and New Jersey and their governors. In this letter, the main concern is NEFSA and RODA are asking state and federal authorities to 1) Rescind the existing Gulf of Maine Call Area. 2) Inform commercial scale leasing by the Maine Research Array and only proceed after sufficient research and monitoring has been conducted; and 3) Conduct a PEIS for the Gulf of Maine prior to identifying any commercial wind energy areas.

"A more robust and thorough evaluation of environmental concerns must be at the forefront of any build out of our oceans. We cannot keep deferring the science. We hope you will support us by pursuing those modest steps. In so doing, you will be supporting New England's Maritime Heritage, its working people, and coastal communities. As wild harvesters and true marine stewards, we are proud to maintain a resilient, sustainable Ocean ecosystem because our livelihoods and the future of

our communities depend on it." This letter was signed by Downeast Lobstermen's Association, Long Island Commercial Fishing Association, Maine Coast Fishermen's Association, Maine Lobstering Union, Maine Lobstermen's Association, New England Fishermen's Stewardship Association, New England Young Fishermen's Alliance, New Hampshire Commercial Fishing Association and Responsible Offshore Development Alliance (RODA). With this letter of communication, we are all certainly serious about the concerns of each and every one of us. We must work together with this concern, which we all are.

We are all working on these concerns and hope that you feel free to join us in support of our endeavors. Please feel free to stay in touch and contact us with your concerns. Our contact information is printed in this newspaper for your convenience.

Take care and be safe out there, Sheila



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Commercial Fishing News

ATLANTIC STATES MARINE FISHERIES - SUMMER MEETING

Continued from Page 9

the 2021 Fishing Year.

NOAA Fisheries is currently scoping for Amendment 16 to the HMS FMP. The scoping document considers a broad range of issues and potential options. Amendment 16 could implement substantial changes to the commercial and recreational shark fishery, including commercial and recreational shark quotas, shark management groups, shark retention or bag limits, and shark minimum size limits. NOAA Fisheries will accept public comment on this proposed rule through August 18, 2023.

NOAA Fisheries Staff also informed the Board of the recent publication of a proposed rule for the 2024 and future fishing years of the Atlantic shark commercial fishery. The proposed rule considers options to 1) modify the regulations to allow the Atlantic shark commercial fishery to automatically open on January 1 each year under base quotas and default retention limits, 2) increase the default commercial retention limit for shark-directed permit holders from 45 to 55 large coastal sharks, and 3) adjust the 2024 quota levels for the various shark stocks and management groups based on underharvests from the 2023 fishing year.

The Board approved the FMP Review for the 2021 Fishing Year, state compliance reports, and de minimis status for the Commonwealth of Massachusetts.

For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at cstarks@asmfc.org.

Motions

Move to approve de minimis request from Massachusetts, state compliance reports, and the Coastal Sharks FMP Review for the 2021 fishing year. Motion made by Dr. Davis and seconded by Mr. Miller. Motion approved by unanimous consent.

ATLANTIC STRIPED BASS MANAGEMENT BOARD

ASMFC Atlantic Striped Bass Board Extends Emergency Action through October 28, 2024 & Continues Development of Additional Measures to Aid Rebuilding

The Commission's Atlantic Striped Bass Management Board extended the current emergency action through October 28, 2024 or until the implementation of Addendum II to Amendment 7 of the Interstate Fishery Management Plan. In May, the Board approved a 31-inch maximum size limit for the 2023 recreational fishery to reduce harvest of the strong 2015-year class. The 31-inch maximum size limit applies to

all existing recreational fishery regulations where a higher (or no) maximum size applies, excluding the May Chesapeake Bay trophy fisheries which already prohibit harvest of fish less than 35 inches. All bag limits, seasons, and gear restrictions remain the same. All states and jurisdictions implemented the required measure by July 2, 2023.

The emergency action responds to the unprecedented magnitude of 2022 recreational harvest, which is nearly double that of 2021, and new stock rebuilding projections, which estimate the probability of the spawning stock rebuilding to its biomass target by 2029 drops from 97% under the lower 2021 fishing mortality rate to 15% if the higher 2022 fishing mortality rate continues each year.

The extension of the emergency action provides the Board time to develop and finalize Draft Addendum II, which will consider 2024 management measures designed to reduce fishing mortality to the target. Specifically, the Draft Addendum will propose options for the ocean recreational fishery, including modifications to the slot limit with harvest season closures as a secondary non-preferred option. It will also propose options for the Chesapeake Bay recreational fisheries, as well all commercial fisheries, including maximum size limits.

The Board made changes to the Draft Addendum's options and sought additional analyses on the impacts of those revised options to the rebuilding of the resource. The Board will review a revised Draft Addendum and consider its approval for public comment in October at the Commission's Annual Meeting. If approved, the document will be made available for public comment and the states/jurisdictions will conduct public hearings to solicit public comment throughout the fall/early winter. It's anticipated that the Board will consider public comment and take final action in January at the Commission's Winter Meeting. For more information, please contact Toni Kerns, Fisheries Policy Director, at tkerns@asmfc.org.

Motions

Move to approve the 2022 Fishing Year FMP Review and state compliance report. Motion made by Mr. Hasbrouck and seconded by Mr. Clark. Motion passes by unanimous consent.

Move to extend the Board's May 2, 2023 emergency action of 31" maximum recreational size limit for one year or until the implementation of Addendum II, whichever comes first, effective October 28, 2023. Motion made by Dr. Armstrong and seconded by Mr. Sikorski. Motion passes (14 in favor,

2 opposed).

Move to add under 3.1.1 and under 3.1.2, an option that states that any recreational season closure implemented through this addendum would be a no harvest closure and an option that states any recreational season closure implemented through this addendum would be a no targeting closure. Motion made by Mr. Hasbrouck and seconded by Mr. Luisi. Motion passes (10 in favor, 4 opposed, 2 abstentions).

Main Motion: Move to amend Chesapeake Bay Recreational Options B and D to include maximum size limit options ranging from 23" to 26" in 1" increments and remove all other options. Motion made by Dr. Armstrong and seconded by Dr. Davis. Motion amended.

Motion to Amend: Move to amend to add "H" after "D." Motion made by Mr. Sikorski and seconded by Mr. Clark. Motion passes unanimously.

Main Motion as Amended: Move to amend Chesapeake Bay Recreational Options B, D and H to include maximum size limit options ranging from 23" to 26" in 1" increments and remove all other options. Motion passes by unanimous consent.

Move to add new options to section 3.1.1 and 3.1.2 to Draft Addendum II that allow for mode splitting. These are options B, C, and D as defined in the PDT memo to the board dated July 17, 2023 for section 3.1.1 and options H as defined in the PDT memo to the board dated July 17, 2023 for section 3.1.2. Motion made by Dr. McNamee and seconded by Mr. Hasbrouck. Motion passes (11 in favor, 3 opposed, 2 abstentions).

Move to replace Ocean Recreational Option B with the slot limit of 28" to 31" with no seasonal harvest closures and remove Option C and D.

Motions made by Dr. Armstrong and seconded by Ms. Patterson. Motion passes (8 in favor, 6 opposed, 1 abstention, 1 null).

Main Motion: Move to remove Options sets B and C from Section 3.2.1 (Options for Implementing a Commercial Maximum Size Limit) from Draft Addendum II. Task the PDT with conducting spawning potential analysis to determine quota reductions, using 2022 as the starting point, associated with each Option in Option sets D (Ocean Commercial Maximum Size Limits) and E (Chesapeake Bay Commercial Maximum Size Limits). Add a new Option Set to Section 3.2.1 containing the following options for reductions to commercial quotas:

Option A. Status Quo. All commercial fisheries maintain 2017 size limits and (or Addendum VI approved CE plans) and Amendment 7 quotas (and Addendum VI approved CE-adjusted quotas).

Option B. Commercial Quota Reductions. Quotas for all commercial fisheries will be reduced by 14.5% from 2022 commercial quotas (including quotas adjusted through approved Addendum VI CE plans). Motion made by Dr. Davis and seconded by Dr. Armstrong.

Motion to Substitute: Move to substitute to remove Option B2 from Section 3.2.1. Motion made by Mr. Hasbrouck and seconded by Mr. Pugh. Motion fails (3 in favor, 12 opposed, 1 abstention).

Main Motion: Move to remove Options sets B and C from Section 3.2.1 (Options for Implementing a Commercial Maximum Size Limit) from Draft Addendum II. Task the PDT with conducting spawning potential analysis to determine quota reductions, using 2022 as the starting point, associated with each Option in Option sets D (Ocean Commercial Maximum Size Limits) and E (Chesapeake Bay Commercial Maximum Size Limits). Add a new Option Set to Section 3.2.1 containing the following options for reductions to commercial quotas:

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Option B. Commercial Quota Reductions. Quotas for all commercial fisheries will be reduced by 14.5% from 2022 commercial quotas (including quotas adjusted through approved Addendum VI CE plans). Motion made by Dr. Davis and seconded by Dr. Armstrong.

Motion to Amend: Move to amend to add an option to require maximum mesh sizes for gillnets and exempt them from maximum size limits. Motion made by Mr. Clark and seconded by Mr. Abbott. Motion passes (12 in favor, 3 opposed, 1 abstention).

Main Motion as Amended: Move to remove Options sets B and C from Section 3.2.1 (Options for Implementing a Commercial Maximum Size Limit) from Draft Addendum II. Task the PDT with conducting spawning potential analysis to determine quota reductions, using 2022 as the starting point, associated with each Option in Option

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Commercial Fishing News

ATLANTIC STATES MARINE FISHERIES - SUMMER MEETING

sets D (Ocean Commercial Maximum Size Limits) and E (Chesapeake Bay Commercial Maximum Size Limits). Add an option to require maximum mesh sizes for gillnets and exempt them from maximum size limits. Add a new Option Set to Section 3.2.1 containing the following options for reductions to commercial quotas: Option A. Status Quo. All commercial fisheries maintain 2017 size limits and (or Addendum VI approved CE plans) and Amendment 7 quotas (and Addendum VI approved CE-adjusted quotas). Option B. Commercial Quota Reductions. Quotas for all commercial fisheries will be reduced up to 14.5% from 2022 commercial quotas (including quotas adjusted through approved Addendum VI CE plans).

Motion to Amend: Move to amend to replace "by" with "up to" in Option B. Motion made by Mr. Geer and seconded by Mr. Kane. Motion passes (15 in favor, 1 abstention).

Main Motion as Amended: Move to remove Options sets B and C from Section 3.2.1 (Options for Implementing a Commercial Maximum Size Limit) from Draft Addendum II. Task the PDT with conducting spawning potential analysis to determine quota reductions, using 2022 as the starting point, associated with each Option in Option sets D (Ocean Commercial Maximum Size Limits) and E (Chesapeake Bay Commercial Maximum Size Limits). Add an option to require maximum mesh sizes for gillnets and exempt them from maximum size limits. Add a new Option Set to Section 3.2.1 containing the following options for reductions to commercial quotas: Option A. Status Quo. All commercial fisheries maintain 2017 size limits and (or Addendum VI approved CE plans) and Amendment 7 quotas (and Addendum VI approved CE-adjusted quotas). Option B. Commercial Quota Reductions. Quotas for all commercial fisheries will be reduced up to 14.5% from 2022 commercial quotas (including quotas adjusted through approved Addendum VI CE plans). Motion passes (14 in favor, 1 opposed, 1 abstention).

Move to add the at-sea filleting options from the PDT memo. Motion made by Dr. Davis and seconded by Dr. Armstrong. Motion passes by consent.

Move to add an option to the addendum that prevents the alteration of the length of a striped bass prior to landing at the dock. Motion made by Mr. Miller and second by Mr. Abbott. Motion fails (3 in favor, 13 opposed, 3 abstentions).

Motion to Amend: Move to amend to add Option C that would reduce commercial

landings up to 14.5% from 2022 commercial landings. Motion made by Mr. Sikorski and seconded by Dr. Armstrong. Motion fails (3 in favor, 10 opposed, 3 abstentions).

Main Motion as Amended: Move to remove Options sets B and C from Section 3.2.1 (Options for Implementing a Commercial Maximum Size Limit) from Draft Addendum II. Task the PDT with conducting spawning potential analysis to determine quota reductions, using 2022 as the starting point, associated with each Option in Option sets D (Ocean Commercial Maximum Size Limits) and E (Chesapeake Bay Commercial Maximum Size Limits). Add an option to require maximum mesh sizes for gillnets and exempt them from maximum size limits. Add a new Option Set to Section 3.2.1 containing the following options for reductions to commercial quotas: Option A. Status Quo. All commercial fisheries maintain 2017 size limits and (or Addendum VI approved CE plans) and Amendment 7 quotas (and Addendum VI approved CE-adjusted quotas). Option B. Commercial Quota Reductions. Quotas for all commercial fisheries will be reduced up to 14.5% from 2022 commercial quotas (including quotas adjusted through approved Addendum VI CE plans). Motion passes (14 in favor, 1 opposed, 1 abstention).

Move to add the at-sea filleting options from the PDT memo. Motion made by Dr. Davis and seconded by Dr. Armstrong. Motion passes by consent.

Move to add an option to the addendum that prevents the alteration of the length of a striped bass prior to landing at the dock. Motion made by Mr. Miller and second by Mr. Abbott. Motion fails (3 in favor, 13 opposed, 3 abstentions).

EXECUTIVE COMMITTEE Meeting Summary

The Executive Committee (EC) met to discuss several issues, including CARES and Consolidated Appropriations Act (CAA) Updates; the Legislative and Governors' Appointees (LGA) members stipend survey

results; the potential for an increase in per diem rates; and a Legislative Committee update. The following action items resulted from the Committee's discussions:

- Staff gave an update on the CARES and CAA activities. The CARES program is complete and there is the possibility for the need to return \$159.93 to the U.S. Treasury. CAA has a projected completion of July 31, 2024, and currently \$91,041,387 has been disbursed to the states, with \$13,418,965 remaining to be disbursed.

- Staff presented the results of the LGA members stipend potential survey. Fourteen Commissioners responded; 10 said they were eligible to receive a stipend and six said they would be amenable to receiving one. No action was taken based on these results.

- Staff presented on three bills that the Executive Committee should be aware of per the recommendation of the Legislative Committee. These included: the National Oceanic and Atmospheric Administration Act of 2023 (H.R. 3980), the Supporting the Health of Aquatic systems through Research Knowledge and Enhanced Dialogue Act (or SHARKED Act, H.R. 4051), and the Fishery Improvement to Streamline untimely regulatory Hurdles post Emergency Situation Act (or FISHER Act). Further discussion of these issues will occur at the ISFMP Policy Board later this week.

- Staff presented a report on the potential for an increase in per diem rates for

Continued on Page 24


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Boat And Ship Yard News



The lobster boat ROYAL with her new keel and about 40 frames in place at Downeast Custom Boats in Yarmouth. They are now getting ready to work on her bow frames and stem.



One of John's Bay's lobster boats hauled out on the railway for her annual maintenance in South Bristol.

Downeast Custom Boats Yarmouth

In the main shop they have the wooden lobster boat ROYAL, which is getting totally rebuilt. They removed the keel, built a new one and that is now in place. Before the keel was put back in, they replaced the floors. They have replaced, to date, about 40 frames. One floor under the engine, Joe Lowell, shop owner, said will probably be replaced when they remove the engine beds. They finished ripping out the aft section and repaired anything that needed repairing. Next, they were hoping to get another 10 frames replaced. Joe added, "That will tie everything from the forefoot where the main part of the deadwood meet aft. Then, I can start taking out the stem. I have roughed out a stem pattern, oversized because my sawyer likes to give me minimal wood, so we have got that ready to go as soon as I get that."

The sawyer is also cutting them some rib stock so they can finish reframing the forward part, which comprises about 20 frames, which will not go in until the stem has been replaced. At that point she will be completely re-ribbed. Then they will begin replacing the cockpit framing, wash rail framing and the inner carlins in the cockpit. They were also getting the owner to make a decision on the engine, which they are hoping to replace with a Yanmar diesel.

The hope to have this project completed next spring.

Joe and his wife Megan were working on the stem for HARPOON. The stem was

also shaped and bolted together and they were cutting the rabbit line in. Joe added, "I think four more ribs and we are done ribbing. Then we can start stern framing and putting some of the planks on her."

They also have to look at the dual exhaust system, which may need to be re-configured as someone has cut through some of the frames to get it to fit. This owner is also talking about a new motor, which would be a 454-gasoline engine. With the hull finished and the systems repaired, they hope to do some exterior work, especially cosmetics.

Joe was called in to do work on TAM O'SHANTER, which was built by Even Keel Boat Yard in Yarmouth and launched in 1977. Joe said, "She is also strip-built and was the first designed split wheelhouse lobster boat. The owner (John Coffin) wanted a strip built boat. Dad didn't do a lot of strip-built boats because he didn't like the aspect later in life when things start to have issues. She is 42 feet and I think she is 14 feet 6 inches wide. Royal designed the Newman 46 just after that, you can see where he really pulled some of the width and size from her. John has had her since then and he is meticulously maintained her. He has fished that boat hard."

She was hauled out at Royal River Boat Yard in Yarmouth. Joe added, "John's grandson has been running the boat the last couple of years I believe. He got in a ball of traps and it came up through the prop and pried a chunk of wood out. I basically went over and made a jig and routed out a block



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Boat And Ship Yard News



A Mussel Ridge 42 being finished off as a pleasure cruiser at Front Street Shipyard in Belfast. She is scheduled to go in the water for sea trials and then finished this coming winter.



The 55-foot Wheeler hull has been rolled over and they are now putting in her interior structure at Brooklin Boat Yard in Brooklin.

of wood to put in there. I dried it out the best I could. I thought about gluing it with Resorcinol glue, but the horn timbers were way too wet. The first move of that rudder would have cracked that joint. I didn't want to use the devil's toothpaste (5200) either. I have talked to George Kirby, of Kirby Paints, about traditionally what was used to stick the keel joints together, which was a lead paste. Unfortunately, it costs too much to make it now. I talked with George on how I could make a quick batch with red primer and he told me how and I have been doing that with all my keel joints. Actually, before I got to that she had a little bit of worm damage so we had to put some dowels in there set in red primer putty. I did the same with the block I in. I primed out that whole area with red primer and set the block in with a mallet. She is a real tight fit, fastened it in place and the screws took really well. They launched

the boat 30 minutes after I was finished with that."

Front Street Shipyard Belfast

The big project for the last couple of years has been a major refit on the sailing yacht ABIDE. The rig is in, hydraulics are working, thrusters and main engine are working and the generators are working, but they need to be adjusted because of the exhaust modifications. They are now working the gray and black water plumbing, fresh water and air conditioning. Due to the complexity of this project it has impacted having people available to do emergency repairs quickly.

They recently launched a Mussel Ridge 46 split wheelhouse lobster boat for

Continued on Page 18



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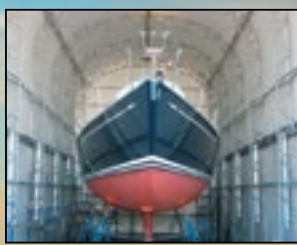
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This is an Alden schooner that is being completely rebuilt by Richard Stanley at a facility in Brunswick for her owner.

a fisherman from York. She was making a trip south and at Tenant's Harbor her transmission seized. She was taken to Journey's End Marina for repairs. They corrected that problem and Front Street sent people down to fix some of their issues. This boat is powered with a 735-hp John Deere diesel. For accommodations she has a V-berth with hydraulics and electrical on the backside of the main bulkhead.

They are still working on the Mussel Ridge 42, which is being finished off as a cruiser/sportfisherman, powered with a 1,200-hp MAN. For accommodations she has queen berth forward, head with a vanity to starboard and shower tackle station to port. Up in the shelter the galley is up on the starboard side behind the helm seat and there is a U-shaped settee to port. There is also a seat in the cockpit where there is also a helm on the back side of the aft bulkhead. She will be launched this fall and sea trialed, but will returned to the shop to be finished off this winter.

They are also finishing off a New Harbor 28, which is scheduled to be launched this fall.

Other work includes: FIRST LIGHT, a Fontaine 92, which is having her decks redone, painting the hull, masts and some of the deck and putting two new generators; they are working on the owner's list for a Nordhaven 76 out in the yard; another smaller Nordhaven was just launched; they have more Nordhavens arriving mid-August; a 62-foot Reichel Pugh that is getting a bunch of work done as usual every year; and the waterjet is constantly working, presently cutting Maine granite for Freshwater Stone of Orland, for a house on Martha's Vineyard.

In one of the bays is LONE FOX, a wooden boat, they have removed the teak deck and houses on. The deck beams are all rusted and they are ready to replace these.

This is becoming a big project.

Then we are just trying to get ready for the fall and the onslaught of boats trying to get ready to go south or here for winter storage, which is already full.

Another project under way is on Building #1, which is having a new radiant heat cement floor poured.

Rumery's Boatyard Biddeford

This yard stores about 50 boats, half being sail and the other half power. This is down a little bit, because there is not the manpower to do more and everyone get their boat when they would like it. There were no major projects on these boats last winter, mostly just winterizing, regular maintenance and then getting ready for the season. One boat did get a bearing replaced and there was plenty of varnish work.

A major focus at the yard has been with Sean Tarpey's son, Matt, and his company Maine Electric Boat. His focus is on electrifying the working waterfront. They played around with recreational boats, even rented some on the river, but it is the working boats he wants to work with. He has teamed up with the Island Institute as they have the same goal. At the end of July, there was a launch party at Pendleton Yacht Yard on Islesboro, who introduced a rigid inflatable with an electric 40-hp outboard, built by Flux Marine of Bristol, Rhode Island. This company builds their own engines and batteries. The line includes 40, 70 and 100 hp engines. They are now starting to work on developing an inboard engine for a 35-footer. The goal is to use electric power, not gasoline. One can see that for some aspects of the working waterfront the application would work, but others would be challenging. Shawn said, "I was in the first boat that went out from Lincolnville to

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Boat And Ship Yard News



At BlueJacket Shipcrafters in Searsport Al Ross is creating a new model of an 82-foot Coast Guard cutter. She will be offered in several version so one can build the one they served on.

Islesboro, 6 miles or so, full speed most of the way across the bay and used about 20 percent of the battery power. She went 22 to 25, held 6 people. Oyster farmers like their Carolina Skiffs, but they hate them because they are brutal rides. They don't like inflatables because they get torn up so the goal is to try to design a purpose-built boat for aquaculture. The goal is to try and get some grant funding or state funding to build two different size boats that may have two hulls, 26 to 35 feet. I hesitate to call them a catamaran when they are empty, they are sitting up high and they are easy to drive. When they are full they have a lot of stability. When they are harvesting though they are talking about some serious numbers in weight.

"We have put one in a Pulsifer Hampton," continued Sean, "which just went into the water this past week and went on its first sea trial. That was a great setup, 15 kW inboard. All you do is take the old diesel out, plug this right in, use the same shaft and everything, put two batteries in there and you are off to the races. We did a boat that is at Strout's Point and we did the Wood Island Lifesaving Station's boat."

Looking around the office there was a small buoy with electronics inside it. Sean explained, "These are water monitoring buoys. They will test for dissolved oxygen, Ph, salinity, air temperature, water temperature, give you the position, give you the wave height, turbidity, conductivity and it will send it to your phone or your computer. They are just in their beginning stages. They have only been in the water out here; this one was in the water for eight months last year. We are redoing the computer box and we have got new ones that are coming in the next week or two. We are going to put 5 or 10 of them out, Biddeford Pool, Mere Point Oyster, and other research institutes. There is a place down in Mystic, Connecticut that wants to put one out. The goal would be to get a broad spectrum of them out to feed information back so as to keep track of what the health of the water body is near shore. People who are doing dredging project would like to know where the turbidity line is. The state

tests water all over the place, but they test it the old-fashioned way, which is very labor intensive. They take a little disk and lower it down into the water until they can't see it anymore and they measure that distance. If you tweaked them just a little bit they would tell you about sharks."

Sean said that they are not ready to put on the market. They are still doing a lot of testing to make sure that they are ready to go and will not have problems.

Wesmac Surry

There is always plenty going on here. In the glass shop, they have a 42. Next they will layup a super 46, followed by a 50, maybe another super, a 38 and then a couple of 46s.

They just launched and delivered a twin screw 50 that had been refit for her new owners, which went to South Portland. They made some alteration for fishing, added an ice maker and water maker and wood trim down below.

A little earlier they launched a Wesmac 46 sportfisherman, that also underwent a refit. She was a pleasure cruiser and she was converted for sportfishing. Most of the work was cosmetic, including paint, with some fishing modifications. She is now sailing out of Cape Cod.

In the last issue we covered a Wesmac 50 x 20 foot beam, which was being worked on at Boricua Custom Boats in Steuben. They are doing some work on her and think she will be offered for sale.

In the next bay they have a 57-footer, which is being finished off for the State of Maine Department of Marine Resources.

She will be used offshore for fisheries enforcement. As for accommodations, she will have a simple interior. This will include a V-berth, head and galley down. She will be powered with a Tier 4 diesel engine and this has meant there was a lot of engineering needed to make sure everything fits under the deck. They are hoping to have her done next summer.

In another bay, they have converted a regular powered boat with propellers has been converted to pods. The pods are in and they were working on getting the engines in place. Once this is complete they need to altered the height of the platform in cockpit

due to the angle of shafts.

Next to this boat is a 42, being finished out as a sportfisherman, and presently they are working on her electrical system. When finished she will be operated between Maine and Florida as a liveaboard.

Then next to her are two 46s. One is being finished out as a sportfisherman for a customer from New Jersey. She will be powered with a 1,150-hp Scania. Another is a pleasure cruiser, also powered with a 1,150-hp Scania. They are similar down below, but the sportfisherman will have a

Continued on Page 25

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Lobster Boat Racing Results



Heather Thompson's GOLD DIGGER [Wayne Beal 36; 675-hp Scania] came out for the first time this year and just slid by Nick Lemieux's ASPIRATION [Young Brothers 35; 450-hp Volvo] for a one-one finish.

FRIENDSHIP LOBSTER BOAT RACES

23 July 2023

WORK BOATS UNDER 24 FEET

Race 1 - CLASS A Skiffs 16-feet and under with outboards up to 30 hp, Operator 18 years and younger: 1) *Little Thing*, Devon Carter; and 2) ---, Greg Carter. **Race 2 - CLASS B Inboards, outboards or outdrives, 31 to 90 hp:** 1) *Scream Time*, Mason Vintinner (33 mph); 2) *Shaggy*, Reagan Anderson (17 mph); 3) *Sheddah*, Blake Feltis; and 4) *Trouble*, Kelsey Anderson. **Race 3 - CLASS C, Inboards, outboards or outdrives, 91 hp and up:** 1) *Casco Miss*, Dave Johnston (39 mph); 2) *Deez Knot*, Mryon Wotton.

GAS POWERED WORK BOATS 24 FEET AND UP

Race 4 - Gasoline Class A - 4 & 6 cylinder 24 feet and over: 1) *Cindy Jen*, Jon Johansen. **Race 5 - Gasoline Class B - V-8 up to 375 cid, 24 feet and over:** *No entrants*. **Race 6 - Gasoline Class C - V-8, 376 to 525cid, 24 to 29 feet:** *No entrants*. **Race 7 - Gasoline Class D - V-8, 376 and over, 28 feet and over:** 1) *Foolish Pleasure*, Mark Freeman (42 mph). **Race 8 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos.** *No entrants*.

DIESEL POWERED WORK BOATS 24 FEET AND UP

Race 9 - Diesel Class A - Up to 235 hp, 24 to 31 feet: 1) *Black Magic*, Ed Upham (17.4 mph). **Race 10 - Diesel Class B - Up to 235 hp, 32 feet and over:** *No entrants*. **Race 11 - Diesel Class C - 236 to 335 hp, 24 to 34 feet:** *No entrants*. **Race 12 - Diesel Class D - 236 to 335 hp, 34 feet and over:** 1) *Screamin' Seaman*, Frank Guptill IV (18.4 mph). **Race 13 - Diesel Class E - 336 to 435 hp, 24 to 33 feet:** 1) *Audrey May*, Randy Durkee (39.8 mph); 2) *Laureta & Aubrey*, Lucas Cocks; 3) *Guilty Pleasure*, Jake Dugas; and 4) *Melody Marie II*, Robert Acorn. **Race 14 - Diesel Class F - 336 to 435 hp, 34 feet and over:** 1) *Maloney Traditions*, Ryan Maloney. **Race 15 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *Split Second*, David Osgood. **Race 16 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *First Team*, Travis Otis. **Race 17 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Lil' Lisa Marie*, Gary Genthner; and 2) *Misty*, Chris Smith. **Race 18 - Diesel Class J - 551 to 700 hp, 36 feet and over:** 1) *Mean Kathleen*, Sean Clemons. **Race 19 - Diesel Class K - 701 to 900 hp, 28 feet and over:** 1) *La Bella Vita*, Jeff Eaton; and 2) *Witching Hour*, Nick Wiberg. **Race 20 - Diesel Class L - 901 hp and over, 28 feet and over:** 1) *Maria's Nightmare II*, Jeremy Beal (56 mph). **Race 21 - Diesel Class M(A) - 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope; 2) *Sea Urchin*, Alan Knowlton; and 3) *Lobster Hunter II*, Taylor Emerson. **Race 22 - Diesel Class M(B) - 40 feet and over, 501 to 750 hp:** 1) *Alexsa Rose*, Matt Shepard. **Race 23 - Diesel Class N - 40 feet and over; 751 hp and over:** 1) *4 Ladies*, Tom Clemons; 2) *Isaac & Colby*, Keith Simmons; 3) *Carson & Emma*, Andrew Simmons; 4) *Taylor Nicole*, Frank Guptill; and 5) USCG 47310. **Race 24. Class O. Non-working boats, any length, any horsepower:** *No entrants*.

Race 25 - Wooden Boats, up to 35' 11": 1) *Cindy Jen*, Jon Johansen. **Race 26 - Wooden Boats, 36 feet and over.** *No entrants*.

Race 27 - Gasoline Free for All: 1) *Foolish Pleasure*, Mark Freeman; and 2) *Cindy Jen*, Jon Johansen.

Race 28 - Diesel Free for All: 1) *Maria's Nightmare II*, Jeremy Beal; 2) *La Bella Vita*, Jeff Eaton; 3) *Witching Hour*, Nick Wiberg; 4) *Mean Kathleen*, Sean Clemons; 5) *Alexsa Rose*, Matt Shepard; and 6) *4 Ladies*, Tom Clemons.

Race 31 - Fastest Lobster Boat: 1) *Maria's Nightmare II*, Jeremy Beal (57 mph); 2) *La Bella Vita*, Jeff Eaton; and 3) *Witching Hour*, Nick Wiberg.

Race 26 - Fastest Friendship Lobster Boat: 1) *Carson & Emma*, Andrew Simmons; 2) *Isaac & Colby*, Keith Simmons; and 3) *Taylor Nicole*, Frank Guptill.

HARPSWELL LOBSTER BOAT RACES

30 July 2023

WORK BOATS UNDER 24 FEET

Race 1 - Class A, Skiffs 16 feet and under, Outboard up to 30 hp, operators up to 16 years old: *No entrants*. **Race 2 - Class B, Inboard, Outboard or Outdrive, 31 to 90 hp:** 1) ---; Andy Correa (39.9 mph); 2) *Margariette*; Matt Newberg (29 mph); 3) ---, Charles Johnson (29 mph); 4) *Miss Diane*, Ron Barrett;) *68+1*; Robert Johnson; and DNS) *Screen Time*, Mason Vintinner. **Race 3 - Class C, Inboard, Outboard or Outdrive, 90 hp and over:** 1) *Davy Jones*, Nick Mackmun (32.2 mph); 2) *Roe Maroz*, David Jordan; and 3) *Casco Miss*, Dave Johnston.

Race 4 - Wooden Boat Race A, Any hp., up to 35 feet 11 inches: 1) *Cindy Jen*, Jon Johansen (15.2 mph). **Race 5 - Wooden Boat Race B, Any hp., 36 feet and over:** 1) *Sand Dollars III*, Scott Dugas (26 mph); and 2) *Phyllis P.*; Mike Lane.

GAS POWERED WORK BOATS 24 FEET AND OVER

Race 6 - Class A, Four and Six Cylinder, 24 feet and over: 1) *Cindy Jen*, Jon Johansen. **Race 7 - Class B, V8, Up to 375 cid, 24 feet and over:** *No entrants*. **Race 8 - Class C,**



Another extremely close race was between Ryan Lemieux's OBSESSION [Young Brothers 40; 1,000-hp Caterpillar] and Dana Beal's NATALIE E. [Libby 41; 1,000-hp FPT] in Diesel Class N. The win went to OBSESSION by maybe 10 feet.

V8, 376 to 525 cid, 24 feet and over: 1) *Brown Eyed Girl*, Jim Koehling (34 mph). **Race 9 - Class D, V8, 376 cid and over, 24 feet and over (Non-working racer):** *No entrants*. **Race 10 - Class E, V8, Over 525 cid, 28 feet and over, Turbos/superchargers, Alcohol and Nitrous:** 1) *Lynn Marie*, Steve Johnson (41 mph).

DIESEL POWERED WORK BOATS 24 FEET AND OVER

Race 11 - Class A, Up to 235 hp, 24 to 31 feet 11 inches: *No entrants*. **Race 12 - Class B, Up to 235 hp, 32 feet to 39 feet 11 inches:** *No entrants*. **Race 13 - Class C, 236 to 335 hp, 24 to 33 feet 11 inches.** *No entrants*. **Race 14 - Class D, 236 to 335 hp, 34 feet to 39 feet 11 inches:** 1) *Whiskey Girl*, Mark Davis. **Race 15 - Class E, 336 to 435 hp, 24 to 33 feet 11 inches:** 1) *Audrey May*, Randy Durkee (28.3 mph); 2) *Captain Crunch*, Rob Lamarre (26 mph); and 3) *Guilty Pleasure*, Jake Dugas. **Race 16 - Class F, 336 to 435 hp, 34 feet to 39 feet 11 inches:** 1) *K. E. II*, Scott Merryman (26 mph); and 2) *Blue Dolphin II*, Cameron Murphy (25.5 mph). **Race 17 - Class G, 436 to 550 hp, 28 to 35 feet 11 inches:** 1) *Rijo*, Tucker Johnston (33 mph). **Race 18 - Class H, 436 to 550 hp, 36 feet to 39 feet 11 inches:** 1) *Pretty Woman*, Nick Martinez (24 mph); 2) *Mistress*, Ben Perry (18 mph); and 3) *Allison & Morgan*, Jeff Conant. **Race 19 - Class I, 551 to 700 hp, 28 to 35 feet 11 inches:** 1) *Lil' Lisa Marie*, Gary Genthner (37 mph). **Race 20 - Class J, 551 to 700 hp, 36 feet to 39 feet 11 inches:** 1) *Mean Kathleen*, Sean Clemons (24 mph). **Race 21 - Class K, 701 to 900 hp, 28 feet to 39 feet 11 inches:** 1) *La Bella Vita*, Jeff Eaton (44 mph). **Race 22 - Class L, 901 hp and over, 28 feet to 39 feet 11 inches:** 1) *All Set*, Leif Albertson (27 mph). **Race 23 - Class M (A), 40 feet and over, up to 500 hp:** 1) *Old School*, Chris Pope (26 mph); 2) *Sea Urchin*, Allan Knowlton (21 mph); 3) *Phyllis P.*; Mike Lane (18 mph); and 4) *New Ledge*, Parker Poole (10.8 mph). **Race 24 - Class M (B), 40 feet and over, 501 to 750 hp:** 1) *Alexsa Rose*, Matt Sheppard (34.2 mph); 2) *Temptation*, Wayne Clemons (28.8 mph); and 3) *Sand Dollars III*, Scott Dugas (21 mph). **Race 25 - Class N, 40 feet and over, 751 hp and over:** 1) *Whistlin' Dixie*, Andy Johnson (38.4 mph); 2) *Five Stars*, Chip Johnson (35.4 mph); and 3) *4 Ladies*, Tom Clemons. **Race 26 - Class O. Non-working boats, any length, any horsepower:** *No entrants*.

Race 27 - Gasoline Free-for-All: 1) *Brown Eyed Girl*, Jim Koehling (37 mph); and 2) *Cindy Jen*, Jon Johansen (12 mph).

Race 28 - Diesel Free-for-All: 1) *La Bella Vita*, Jeff Eaton (44.8 mph); 2) *Whistlin' Dixie*, Andy Johnson (37 mph); 3) *All Set*, Leif Albertson; 4) *Mean Kathleen*, Sean Clemons; 5) *Lil' Lisa Marie*, Gary Genthner; 6) *Alexsa Rose*, Matt Shepard; 7) *4 Ladies*, Tom Clemons; 8) *Rijo*, Tucker Johnston; and 9) *Whiskey Girl*, Mark Davis.

Race 29-Slowest Boat: 1) *Captain Lue*, Jessie Mitchell (11.6 mph); and 2) *Cindy Jen*, Jon Johansen.

Race 30-Novi Boats: 1) *Captain Lue*, Isaac Mitchell.

Race 31 - Fastest Lobster Boat Afloat: 1) *La Bella Vita*, Jeff Eaton (44.1 mph); 2) *Whistlin' Dixie*, Andy Johnson (38 mph); 3) *Brown Eyed Girl*, Jim Koehling; 4) *Mean Kathleen*, Sean Clemons; and 5) *Whiskey Girl*, Mark Davis.

Race 32 - Fastest Harpswell Gas Working Lobster Boat: 1) *Brown Eyed Girl*, Jim Koehling.

Race 33 - Fastest Harpswell Diesel Working Lobster Boat: 1) *Whistlin' Dixie*, Andy Johnson (41 mph); 2) *Mean Kathleen*, Sean Clemons (32 mph); 3) *4 Ladies*, Tom Clemons (30 mph); 4) *Temptation*, Wayne Clemons; and 5) *Whiskey Girl*, Mark Davis.

MOOSABEC REACH LOBSTER BOAT RACES

1 July 2023

RECREATIONAL BOAT

Recreational boats: 1) *Egad*, Kraig Church; and 2) *Flight Risk*, Alton Smith.

WORK BOATS UNDER 24 FEET

Race 1. Class A, Skiffs 16 feet and under, Outboards up to 30 hp, operators up to 18 years old: 1) ---, Ethan Faulkingham.

Race 2. Class B, Inboard, Outboard or Outdrive, 31 to 90 hp: 1) *Alpex*, Ralph Davis. *No position given or Did not Start*. ---, Aiden Alley; ---, Jason Alley; ---, Michael Emerson; ---, Matt Morrissey; ---, Brandon Norton; *19 KRW*, Devon Beal; *Big Money*, William Gray; *Boss Hog*, Aiden Rittenhouse; *Money Maker*, Trent Libby; *Screen Time*, Mason Vintinner; *The Blurr*, Keegan Beal; and *Work Horse*, Charlie Smith. **Race 3. Class C, Inboard, Outboard or Outdrive, 90 hp and over:** 1) *White Lightning*, Caleb Norton (38.8 mph); 2) *Family Alliance II*, Richard Alley; and 3) *Maddison Ann*, Nick Graham. *No position given or Did not Start*. ---, Eli Peabody; *Bandit*, Marcus Fenton; *Bay King*, Mitch White; *Chasing Crustacean*, Damon Beal; *Daddy Didn't Buy It*, Nathaniel Robertson; *East Sider*, Sterling Beal; *Hurricane Reagan*, Jim Robinson; and *Lexiann Marie*: Desire Crowley.

GAS POWERED WORK BOATS 24 FEET AND OVER

Race 4. Class A, Four and Six Cylinder, 24 feet and over: 1) *Rocky Road*, Troy Alley. **Race 5. Class B, V8, Up to 375 cid, 24 feet and over:** *No entrants*. **Race 6. Class C, V8,**

Lobster Boat Racing Results



Another real battle, this time in World's Fastest Working Lobster Boat Race was between Eric Beal's KIMBERLY ANN [Calvin Beal 42; 750-hp FPT] and Winfred Alley's FAITH MELLE [Libby 34; 425-hp Cummins].

376 to 525cid, 28 feet and over: *No entrants*. Race 7. - Gasoline Class D - V-8, 376 and over, 28 feet and over: 1) *Foolish Pleasure*, Mark Freeman (35 mph). Race 8. - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos: *No entrants*.

DIESEL POWERED WORK BOATS 24 FEET AND OVER.

Race 9. Class A, Up to 235 hp, 24 to 31 feet: 1) *Bare Bottom*, Jacob Kirby (27.7 mph); 2) *Jumpin's*, Jeremy Tyler; 3) *Making Memories Too*, Bevin Kenney; and 4) *Justin n' Case*, Charlie Smith, Jr. *Did not Start*. *Headstrong*, Tucker Rocks; *Miss Khris*, Michael Kenney and *Misty Mae I*, Anson Kelley. Race 10. Class B, Up to 235 hp, 32 feet and over: 1) *Myrtle Belle*, Chad Libby (17.3 mph). Race 11. Class C, 236 to 335 hp, 24 to 33 feet: 1) *Last Design*, Roy Fagonde. Race 12. Class D, 236 to 335 hp, 34 feet and over: 1) *Wrecking Crew*, Ivan Libby (26.5 mph) and 2) *Kinsley-Mae-Rose*, Jeremy Chandler. *Did Not Finish*: *Ellen Louise*, Conner Rossi. Race 13. Class E, 336 to 435 hp, 24 to 33 feet: 1) *Audrey May*, Randy Durkee (35.8 mph); 2) *High Voltage*, Dan Sawyer; and 3) *Father's Favourite*, Harris Norton. Race 14. Class F, 336 to 435 hp, 34 feet and over: 1) *Bounty Hunter*, Mitch White (37.8 mph); 2) *Faith Melle*, Winfred Alley; and 3) *Miss Emersyn*, Ethan Dorr. *No position given or Did not Start*. *Aftermath*, Dwight Chandler, Jr.; and *Sunshine Chalet*, Brian Strout. Race 15. Class G, 436 to 550 hp, 28 to 35 feet: *No entrants*. Race 16. Class H, 436 to 550 hp, 36 feet and over: 1) *Miss Norma*, Dean Beal (27.9 mph); 2) *Melynda M.*, Willie Coombs; 3) *Indian Outlaw II*, Josef Guptill; and 4) *Bethanie Grace*, Dan Beal. Race 17. Class I, 551 to 700 hp, 28 to 35 feet: 1) *Aspiration*, Nick Lemieux; and 2) *Another Dirls*, Steve Carver. *Did not Start*. *Crustacean Hunter*, Keenan Feeney. Race 18. Class J, 551 to 700 hp, 36 feet over: 1) *Gold Digger*, Heather Thompson (36.2



One of the races of the day was between Alfred Osgood's STARLIGHT EXPRESS III [Wayne Beal 36; 1400-hp MAN] and Jeremy Beal's MARIA'S NIGHTMARE II [Wayne Beal 32; 1,000-hp Isotta] and the win went to STARLIGHT EXPRESS III.

mph). *Did not Start*. *Fifth Generation*, Mack Kelley; and *Serenity*, B. Kennedy. Race 19. Class K, 701 to 900 hp, 28 feet and over: *No entrants*. Race 20. Class L, 901 hp and over, 28 feet and over: 1) *Maria's Nightmare II*, Jeremy Beal (56.5 mph). Race 21. Class M(A), 40 feet and over, up to 500hp: 1) *Bukie & Tukie*, Mitchell Beal (25 mph); 2) *Seacoast Rambler*, Wade Faulkingham; 3) *Nancy Anne*, Sonny Beal; 4) *Just Because*, Brian Smith; 5) *Noble Ladies*, Craig Crowley; 6) *Merle Maid*, Charles Smith; and 7) *Miss B Haven*. *Did not Start*. *Alivia Ann*, Aaron Beal; *Feelin' Nauti*, Patrick Kelley; *Kimberly Lynn*, Kyle Look; and *No Harpen*, Harrison Rossi. Race 22. Class M(B), 40 feet and over, 501 to 750 hp: 1) *Kimberly Ann*, Eric Beal (24.5 mph); 2) *Joy Frances*, Logan Alley; 3) *Lil' Brooks*, Frank Thompson; and 4) *Tammy Lynn*, Michell White. *Did not Start*. *Nikki Elizabeth*, Zach Geel; and *Roxy Elizabeth*, Spencer Thompson. Race 23. Class N, 40 feet and over, 750 hp and over: 1) *Obsession*, Ryan Lemieux (37.9 mph); 2) *Natalie E.*, Dana Beal; 3) *Bottoms Up*, Isaiah Pinkham; 4) *Weather Oar Knot*, Shane Farris; 5) *Sandy Rose*, Charles Smith; 6) *Amanda May*, Alan Crowley; and 7) *Autumn Gale*, Jeff Libby. *Did not Start*. *Carlee Marie*, Alex Thompson; *Night Moves II*, Aaron Beal; *Size Matters*, Dixon Smith; and *Terrie J.*, Todd Pinkham.

Race 24. Class O. Non-working boats, any length, any horsepower: *No entrants*.

Race 25. Wooden Boat Race A (Any hp, up to 35 feet 11 inches): *No entrants*. Race 26. Wooden Boat Race B (Any hp, 36 feet and over): 1) *Sari Ann I*, Jon Johansen (17.2 mph).

Race 27. Gasoline Free-for-All: 1) *Foolish Pleasure*, Mark Freeman (36.5 mph); and 2) *Rocky Road*, Troy Alley.

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Version 5

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We now have a listing of over 138,000 vessels, mostly compiled from the "List of Merchant Vessels of the United States" (MVUS) for the years 1867 to 1885. Numerous other lists have been added to this.

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

Also Shipwreck Index and Chronological listing up online!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

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

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LOBSTER BOAT RACING RESULTS



Another one of the best races was between Todd Pinkham's **TERRIE J.** [South Shore 42; 1,000-hp FPT] and Ryan Lemieux's **OBSESSION** [Young Brothers 40; 1,000-hp Caterpillar] with the win going to **TERRIE J.** **OBSESSION** was second.

Race 28. Diesel Free-for-All: 1) *Maria's Nightmare II*, Jeremy Beal; 2) *Kimberly Ann*, Eric Beal; 3) *Miss Norma*, Dean Beal; and 4) *Joy Frances*, Logan Alley.

Race 29. World's Fastest Working Lobster Boat: 1) *Kimberly Ann*, Eric Beal (38.1 mph); 2) *Faith Melle*, Winfred Alley; 3) *Miss Norma*, Dean Beal; and 4) *Gold Digger*, Heather Thompson.

Race 30. World's Fastest Recreational Lobster Boat: 1) *Maria's Nightmare II*, Jeremy Beal (57.0 mph).

WINTER HARBOR LOBSTER BOAT RACES

12 August 2023

WORK BOATS 24 FEET AND UNDER

Race 1 – Class A, Inboard, Outboard or Outdrive, any hp, must have working hauler: 1) *The Little Boy*, Ned Merchant; 2) *White Lightning*, Caleb Norton; 3) *CAVE*, Joe Sargent; **No position Given:** *Cool Daddy Down Too*, A. J. de Poutiloff; and *Mini Me*, Jett Joy.

GAS POWERED WORK BOATS 24 FEET AND UP

Race 2 – Gasoline Class A – 4 & 6 cylinder 24 feet and over: No Entrants. Race 3 - Gasoline Class B - V-8 up to 375 cid, 24 feet and up: 1) *Empty Pockets*, Roy Had-



Michaela Byers' **NAVIGATOR** [Duffy 31; 315-hp Isuzu] just getting by Jenna Colby's **OUT-NUMBERED** [Duffy 35; 300-hp John Deere] for the win in the Ladies Skippers Race.

lock. Race 4 - Gasoline Class C, V8, 376 to 525cid, 28 feet and over: 1) *Black Diamond*, Lindsay Durkee (30 mph). **Race 5 - Gasoline Class D, 376 and over, 24 feet and over (Non-working racer):** 1) *Foolish Pleasure*, Mark Freeman (36 mph). **Race 6 - Gasoline Class E - V-8, Over 525cid, 28 feet and over, superchargers/Turbos: No Entrants.**

DIESEL POWERED WORK BOATS 24 FEET AND UP

Race 7 - Diesel Class A - Up to 235 hp, 24 to 31 feet: 1) *Bare Bottom*, Jacob Kirby (26 mph); 2) *Ethan R.*, Tommy Young; and 3) *Prince of Peace*, Brian Treadwell. **No position Given:** *Abbie & Emmie*, Gavin Hunt and *O-Kay Tori*, Myles Bierman. **Race 8 - Diesel Class B - Up to 235 hp, 32 feet and over:** 1) *Mr. Lucky*, Kit Johnson; 2) *Jenny Kay*, Zachery Chipman; 3) *Higher Maintenance*, Rachel Nelson; and 4) *Atlantic Viking*, Fred Backman.

Race 9 - Diesel Class C - 236 to 335 hp, 24 to 33 feet: 1) *Last Design*, Roy Fagonde; and 2) *Desperate Measha*, John Rolfe. **Race 10 - Diesel Class D - 236 to 335 hp, 34 feet and over:** 1) *Wrecking Crew*, Ivan Libby (27.4 mph); 2) *Ellen Louise*, Conner Rossi; 3) *Bonnie's Brats*, Roy Whalen; 4) *Nauti By Nature*, Andrew Mosher; 5) *Maximum Effort*, Bryce Coombs; 6) *Deedle Dee Doop*, Chris Church; and 7) *Samantha A.*, Rand Christopher.

Race 11 - Diesel Class E - 336 to 435 hp, 24 to 33 feet: 1) *Audrey May*, Randy Durkee (38.6 mph); 2) *High Voltage*, Daniel Sawyer; 3) *Catherine Elizabeth*, Allan Johnson; 4) *Navigator*, Michaela Byers; 5) *Father's Favourite*, Harris Norton; and DNS) *Minnie Me*, Alex Beal.

Race 12 - Diesel Class F - 336 to 435 hp, 34 feet and over: 1) *Faith Melle*, Winfred Alley, Jr. (36.1 mph); 2) *Sunshine Chalet*, Brian Strout; 3) *Precious Gold*, Tanner Hardy; 4) *My Sher E.*, Scott Young; and 5) *Predator*, Ted McGregor. **Race 13 - Diesel Class G - 436 to 550 hp, 28 to 35 feet:** 1) *RiJo*, Tucker Johnston (46.4 mph); 2) *Right Stuff*, Dana Beal; 3) *Split Second*, David Osgood; and 4) *Natalie Lincoln*, Curtis Gott. **Race 14 - Diesel Class H - 436 to 550 hp, 36 feet and over:** 1) *Miss Norma*, Dean Beal (37.4 mph); 2) *Melynda M.*, William Coombs

3) *Courtney Olivia*, Nicholas Holt; 4) *Jolico*, Jock Temple; 5) *First Team*, Travis Otis; and 6) *Bryce Alexa*, Wally Coombs. **Race 15 - Diesel Class I - 551 to 700 hp, 28 to 35 feet:** 1) *Aspiration*, Nick Lemieux; and 2) *Another Dirl*, Steve Carver. **Race 16 – Diesel Class J – 551 to 700 hp, 36 feet and over:** 1) *Serenity*, B. Kennedy (36.1 mph). **Race 17 - Diesel Class K - 701 to 900 hp, 28 feet and over:** 1) *La Bella Vita*, Jeff Eaton (43 mph); 2) *Janice Elaine*, David Myrick; and 3) *Witching Hour*, Nick Wiberg. **Race 18 - Diesel Class L - 901 hp and over, 28 feet and over:** 1) *Starlight Express*, Alfred Osgood (46.1 mph); 2) *Marie's Nightmare II*, Jeremy Beal. **Race 19 - Diesel Class M(A), 40 feet and over, up to 500hp:** 1) *Old School*, Chris Pope (26.4 mph); 2) *Sea Urchin*, Allan Knowlton; 3) *Provider II*, Lewis Bishop; 4) *Resurrection*, Phil Torrey; 5) *No Harpin*, Harrison Rossi; and 6) *Elaine Sue*, Daniel Backman. **Race 20 - Diesel Class M(B), 40 feet and over, 501 to 750 hp:** 1) *Kimberly Ann*, Eric Beal (39.1 mph); 2) *Alexsa Rose*, Matt Shepard; 3) *AMP*, Roman Jordan; 4) *Lil Brooks*, Frank Thompson; 5) *Lord Byron*, Matt Lester; 6) *51*, Billy Bob Faulkingham; 7) *Bailey G.*, Todd Goode; 8) *Miss Rebecka*, Josh Trundy; 9) *Outnumbered*, Jenna Colby; 10) *Mister E.*, Nick Hadlock; 11) *Half Dozen*, Mike Bernier; and 12) *Rest Ash Oar*. **Race 21 - Diesel Class N, 40 feet and over, 751hp and over: Heat I:** 1) *Terrie J.*, Todd Pinkham (38.1 mph); 2) *Obsession*, Ryan Lemieux; 3) *Captain Cole*, Mike Faulkingham; 4) *Kayla Ann*, Josh Beal; 5) *Gavin & Dawson*, Michael Hunt; 6) *Ocean Bounty*, Wayne Gray; and 7) *Juggernaut*, Curtis Nelson. **Heat II:** 1) *Natalie E.*, Dana Beal (35.8 mph); 2) *4 Ladies*, Tom Clemons; 3) *Fifth Generation*, Mack Kelley; 4) *Bottoms Up*, Isaih Pinkham; 5) *Seanna Rose*, Tyler Rice; 6) *Grin-N-Barrett*, Dean Barrett; 7) *First Impression II*, James West; and 8) *Michaela Khloe*, Chris Byers. **Finals:** 1) *Terrie J.*, Todd Pinkham (40.1 mph); 2) *Obsession*, Ryan Lemieux; 3) *Natalie E.*, Dana Beal; 4) *Captain Cole*, Mike Faulkingham; 5) *4 Ladies*, Tom Clemons; and 6) *Fifth Generation*, Mack Kelley.

Race 22. Class O. Non-working boats, any length, any horsepower: No Entrants. Race 23 – Diesel Class P “Oh My God That’s a Big Boat, 44 feet and over”: **No Entrants.**

Race 24 Wooden Boat Race A, Any hp., up to 35 feet 11 inches: No Entrants. Race 25 Wooden Boat Race B, Any hp., 36 feet and over. 1) *Sari Ann I*, Jon Johansen (15.7 mph).

Race 26 – Lady Skippers. Must have a lobster license: 1) *Navigator*, Michaela Byers (28.1 mph); 2) *Outnumbered*, Jenna Colby; 3) *Esquire*, Brittany Dunbar; and DSQ) *51*, Robin Faulkingham.

Race 27 - Gasoline Free for All: 1) *Foolish Pleasure*, Mark Freeman (38 mph); and 2) *Black Diamond*, Lindsay Durkee.

Race 28 - Diesel Free for All: 1) *Marie's Nightmare II*, Jeremy Beal (49.1 mph); 2) *La Bella Vita*, Jeff Eaton; 3) *Witching Hour*, Nick Wiberg; 4) *Kimberly Ann*, Eric Beal; 5) *Last Design*, Roy Fagonde; 6) *Serenity*, B. Kennedy; and 7) *Alexsa Rose*, Matt Shepard.

Race 29 - Fastest Lobster Boat: 1) *Marie's Nightmare II*, Jeremy Beal (46.8 mph); 2) *La Bella Vita*, Jeff Eaton; 3) *Witching Hour*, Nick Wiberg; 4) *Kimberly Ann*, Eric Beal; and 5) *Last Design*, Roy Fagonde.

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LOBSTER BOAT RACING RESULTS



Andrew Taylor's BLUE EYED GIRL [Morgan Bay 38, 900-hp Scania] sliding by Jeff Eaton's LA BELLA VITA [Northern Bay 38; 815-hp FPT] for the win in 801-hp and over, 28 to 39' 11" race.

MERRITT BRACKETT LOBSTER BOAT RACE RESULTS

13 August 2023

Race 1 – Clamdigger and Lobster Pickers: Outboards 25 hp and under. Skiffs 16-foot and under. Age 18 and under: 1) *Little Thing*, Devon Carter (20 mph); 2) ---, Riley Carter; 3) *Skidmark*, Blake Feltis; 4) *Dillon James*, Dillion Harvey; and 5) *Sadie*, Dalton Taylor. Race 2- Clamdigger and Lobster Pickers: Outboards up to 70 hp. Skiffs over 16-feet: 1) *Zippin'*, David Noyes (33 mph); 2) ---, Blake Feltis; 3) *Jimbo*, James Fawcett; 4) *Rippah*, Eben Wilson; 5) *Braley Mae*, Zach Gamage; 6) *Dirty Deeds*, Spencer Gamage; 7) ---, Gavin Parlin; 8) *Foggy Bottom*, Nate House; and 9) *Killer Bs*, Jared McLain. Race 3 – Clamdiggers and Lobster Pickers: Inboards or outboards – 71-hp and over, Skiffs 16 feet and over: 1) *Screen Time*, Mason Vintinner (42 mph); 2) *Zippin' Too*, Jacob Noyes; 3) *The Bird*, Spencer Winters; 4) *Trick or Treat*, Eben Lord; *No position given*: ---, Quintin Esparza; ---, Brent Fogg; ---, Tyler McFarland; 4 *Winns*, Ron Pottle; *Crusher Claw*, Josh Ward; *I Think So*, Todd Kelley; and *Mariah*, Mariah Koughan.

Race 4- Four and six cylinder gas, 24 feet and over: *No entrants*. Race 5 – Gas V-8 any cu. in. and under, 24-feet and over: *No entrants*. Race 6 Gas V8 Modified: *No entrants*.

Race 7 – Diesel 175 hp and under, 24-feet and over: 1) *Little R. & R.*, Gregory Carter (19 mph); 2) *Wet Dream*, Caleb Sooke; and 3) *Spirit of 76*, Joe Lane. Race 8 – Diesel 176 to 210-hp, 24-feet and over: 1) *C-Girl*, Bob Poland (20 mph); 2) *Reva J.*, Scott Poland; and 3) *Ragnarok*, Ben Collyer. Race 9 – Diesel 211 to 250-hp, 24-feet and over: 1) *Merganser*, Don Drisko (28 mph); and 2) *Outaline*, Hunter Prentice. Race 10 – Diesel 251 to 350-hp, 24 and over: 1) *Who's Buyn*, Raymond Carter (24 mph); and 2) *Matt & Pat*,



How close was the finish in the Diesel 651 to 800 hp, 40 feet and over race? Chip Johnson's FIVE STARS [Calvin Beal 42; 750-hp Renault-Mack] and Matt Shepard's ALEXSA ROSE [Morgan Bay 43; 750-hp John Deere], but at the line FIVE STARS had the lead.

Mariana Feltis. Race 11 – Diesel 351 to 450-hp, 28 to 39 feet 11 inch and under: 1) *Guilty Pleasure*, Jake Dugas (28 mph); 2) *Crustacean Frustration*, Darrell Fawcett; 3) *Running Late*, Josh Harvey; and 4) *Sheila & Ivy*, Bill McLean. Race 12 – Diesel 451 to 650-hp, 28 feet and over: 1) *Lil' Lisa Marie*, Gary Genthner (39 mph); 2) *Split Second*, David Osgood; 3) *Thunderstruck*, Zach Geyer; 4) *Fugitive*, Dexter Benner; and 5) *RiJo*, Tucker Johnson. Race 13 – Diesel, 651 to 800-hp, 28 feet and over: 1) *Mean Kathleen*, Shawn Clemons (35 mph); and 2) *The Chain*, Spencer Dyer. Race 14–Diesel 801-hp and over, 28 feet and over: 1) *Blue Eyed Girl*, Andrew Taylor (43 mph); and 2) *La Bella Vita*, Jeff Eaton. Race 15 –Diesel up to 650-hp, 40 feet and over: 1) *Zella Sue*, Zach Stotz (21.2 mph); and 2) *Kennebec*, Tucker Phinney.

Race 16 –Diesel 651 to 800 hp, 40 feet and over: 1) *Five Stars*, Chip Johnson (34 mph); 2) *Alexsa Rose*, Matt Shepard; 3) *Tory Lyn*, Adam Gamage; and 4) *Ava Lucille*, Jason Lord.

Race 17 –Diesel 801-hp and over, 40 feet and over: 1) *4 Ladies*, Tom Clemons (32 mph).

Race 18, Novi Boats: *Exhibition) Beluga*, John Albaum.

Race 19 – Wooden Boats, diesel or gas, 24-feet and over: 1) *Merganser*, Don Drisko (29 mph); 2) *Zella Sue*, Zach Stotz; and 3) *Reva J.*, Scott Poland.

Race 20 – Gas Free-for-All, 24-feet and over: *No entrants*.

Race 21 – Diesel Free-for-All, 24-feet and over: 1) *Blue Eyed Girl*, Andrew Taylor (45 mph); 2) *La Bella Vita*, Jeff Eaton; 3) *Mean Kathleen*, Shawn Clemons; 4) *Five Stars*, Chip Johnson; 5) *Alexsa Rose*, Matt Shepard; and 6) *4 Ladies*, Tom Clemons.

Race 22 – Fastest Lobster Boat Afloat, Must place 1, 2 or 3 in races 17 or 18 to qualify: 1) *Blue Eyed Girl*, Andrew Taylor (45 mph); 2) *La Bella Vita*, Jeff Eaton; 3) *Mean Kathleen*, Shawn Clemons; 4) *Alexsa Rose*, Matt Shepard; and 5) *Five Stars*, Chip Johnson.

Nine Down Two to Go in Lobster Boat Racing Season!

Continued from Page 7

HIGH MAINTENANCE [Webbers Cove 34; 210-hp]. There were only two boats on the line for Class C and the winner was LAST DESIGN. In Class D, WRECKING CREW followed up his win at Moosabec Reach with another victory in Class D. At the Moosabec Reach races the week before, HIGH VOLTAGE was right on the stern of AUDREY MAY for the top spot in Class E. In the rematch it looked real close as they made their way towards the finish line, but it was obvious that AUDREY MAY had the advantage and took the win. The winner of Class F was FAITH MELLE. For a number of years Dana Beal's RIGHT STUFF [Libby 34; 500 hp Cummins] had been the dominate boat in Diesel Class G. Many were expecting to see her out in front, but there in the lead was Tucker Johnson's RIJO [Mussel Ridge 28; 550-hp Cummins] getting the win with a speed of 46.4 mph. If this boat looks familiar, she is the former VENOM. Six boats were on the line for Class H and as they came down the course the two top boats, MELYNDA M. and MISS NORMA were battling for the win. As they neared the finish MISS NORMA had a boat length lead followed by MELYNDA M. There were two boats on the line for Class I, ASPIRATION and Steve Carver's ANOTHER DIRLS [Holland 35, 550-hp John Deere] so this class was combined with the one boat in Class J, B. Kennedy's SERENITY [Crowley 36; 670-hp Cummins]. SERENITY had a good battle with ASPIRATION, but ASPIRATION just barely had him at the line. They each got the win in their respective classes. LA BELLA VITA has been the dominate boat in Class K

and today was no different. The real battle was for second between WITCHING HOUR and David Myrick's JANICE ELAINE [Northern Bay 38; 815-hp FPT]. As they neared the finish line WITCHING HOUR had the advantage, but JANICE ELAINE was gaining quickly and just slipped ahead for second. Now came the race many of us were waiting for, MARIA'S NIGHTMARE II and Alfred Osgood's STARLIGHT EXPRESS III [Wayne Beal 36; 1400-hp MAN] in Class L. Right from the start STARLIGHT EXPRESS III had the advantage as they powered their way to the finish. At the line it was STARLIGHT EXPRESS III by three boat lengths with a speed of 46.1 mph on the radar gun and 54.8 mph on the GPS. It was now the races for those boats over 40 feet and there is always a good number of these here to compete. Six boats were on the line for Diesel Class M(A) and the winner was OLD SCHOOL. Twelve boats were entered in Class M(B) and the win went to KIMBERLY ANN followed by ALEXSA ROSE. Now came the last diesel race, Class N and there were 15 entrants so I had already split them into two classes. The top three in each heat would face off in a final race and the overall winner was Todd Pinkham's TERRIE J. [South Shore 42; 1,000-hp FPT].

There was only one wooden boat entered, SARIANN I in Wooden Boat B so she ran down the course by herself.

Next up was the Lady Skipper's Race, which had a little controversy. To enter this race you must have a lobster license and there was a minor argument over this. The win went Michaela Byers' NAVIGATOR [Duffy 31; 315-hp Isuzu] who just got by Jenna Colby's OUTNUMBERED [Duffy

35; 300-hp John Deere]. A discussion after the race and the wording will be changed to that of a working lobster boat, which means you must make your living from the boat.

Just two boats were on the line for the Gasoline Free-for-All and that was won by FOOLISH PLEASURE.

Seven boats were on the line for the Diesel Free-for-All, but STARLIGHT EXPRESS III was not one of them. No one was surprised to see MARIA'S NIGHTMARE II streaking up the right side of the course for the win.

For the final race of the day, Fastest Lobster Boat, five boats came to the line and the results were exactly the same.

PEMAQUID- For a couple of months before the Merritt Brackett Lobster Boat Races in Pemaquid it was announced that sign-ups would not be at the restaurant at the state park, but across the harbor at the Pemaquid Co-op. I arrived there just before 0800 and found the race committee all set up and ready. Initially, sign-ups were slow, but they certainly picked up and in the end I would have 56 racers entered. Surprisingly, there were several that made the voyage from Winter Harbor to compete here, which is dedication. One boat that we have not seen a lot this year is Andrew Taylor's BLUE EYED GIRL, but she was here.

It should also be noted that this is the only non-points race on the circuit. They also run different classes, which makes it interesting as many have to race others they do not usually compete with.

We finally had everything ready and headed out to the starting line about 1100. As usual the skiff races were like herding

cats, but amazingly the judges were able to get finishes for almost all of them. In the first race, Clamdigger and Lobster Pickers: Outboards 25 hp and under. Skiffs 16-foot and under. Age 18 and under, there were five boats on the line. The win went to Devon Carter's LITTLE THING [14' aluminum; 25-hp Yamaha]. There were nine boats on the line for race 2 (Clamdigger and Lobster Pickers: Outboards up to 70 hp. Skiffs over 16-feet) and it was no surprise to see David Noyes' ZIPPIN [Corson 14; 60-hp Johnson] screaming up the course for a first place finish. Mason Vintinner's SCREEN TIME [Corson 16; 90-hp Mercury] has been the boat to beat this year, but at Pemaquid he would be in the unlimited class. Well, that did not matter has he flew up the right side of the course for an easy win.

It is a sad state of affairs, but there were no gasoline powered boats entered so we skipped right to Race 7 (Diesel 175 hp and under, 24-feet and over). Three boats were entered and leading the way to the finish was Gregory Carter's LITTLE R & R [Seaway 26; 140-hp Yanmar]. In the second diesel race (Diesel 176 to 210-hp, 24-feet and over) Bob Poland's C-GIRL [Flower's 33, 200-hp John Deere] jumped right into the lead and never looked back. Next up was Diesel 211 to 250-hp, 24-feet and over and this race has been dominated by Don Drisko's MERGANSER [33' Calvin Beal Jr.; 230-hp Yanmar] for a number of years and today was no different. It has been a couple of years since we have seen Raymond Carter's WHO'S BUYN [Flower 33; 300-hp John Deere], but he was here to show

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Tuna, Before it was Wicked: Carl Beal's Shark Story

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tail making big sweeps back and forth. No wonder it came up so hard, not only was it coming up tail first, the tail was in constant motion.

We were concerned that the boat was now no longer lying flat in the water. Instead, it had a serious list and the shark was still thrashing. At this point, we paused to figure out our next move, if there was one. Then my father had an idea. He tied the harpoon line to a cleat and told me to get him the tow rope from the stern locker. He made a large lasso and planned to lower it over the shark's tail and pull the noose tight. At the same time, we would have it fastened to a ring bolt in the stern and from there to a stern post running from the keel up through the stern deck. Surprisingly, my father was able to get the noose over the shark's tail on the first try. The next step was for the both of us to pull the noose tightly as quickly as possible and then snub the line over the gunnel to try and hold it in place.

However, everything didn't go as planned, as the shark didn't take lightly that its tail was being immobilized and made a desperate attempt to get free.

What happened next was a frightening experience. With the tow rope now snubbed, the boat took a dangerous 45 degree list and I believed that this 33-foot boat was going to roll over. All the lines, kegs, bait boxes and everything not tied down on the deck and in the cabin came crashing down. Where we were working became a jungle of tangled lines and debris. We were now on the floor of the deck both holding on to the tow rope for dear life trying to keep the line snubbed to the gunnel. I panicked, as I thought the water would be coming in over the side and pleaded with my dad to cut the shark loose. He must have been thinking the same thing, as he reached for the knife that we had left on the gunnel in case of this very emergency. Unfortunately, the knife had rolled off the

gunnel and overboard when the boat listed. At the moment my dad took his hand off the rope to reach for the knife, the shark pulled the tow rope out of our hands. The harpoon line tied to the cleat parted, and the boat quickly up righted and we both fell back on the deck floor amidst all the clutter.

The tow rope was all that was attached to the shark now and was tied first to a ring bolt in the stern, which was immediately torn from the deck with a sound of cracking and shattering wood pieces. Then the boat jerked and shuddered abruptly as the tow rope fetched up on the main stern cleat. I held my breath waiting for the stern bit to let go and pull the stern deck apart. But luck was with us at this venture, and the shark was now secured to the boat. Still trying to get away, it was about 20 feet off the stern. Just far enough away for its tail to be under water and a factor in being able to tow the boat backwards.

My father and I stood there amid the rubble near the back of the boat panting, sweating and beaten. We were not claiming victory. We were just glad to be alive and uninjured after this nightmarish experience. We discovered that we had a giant basking shark tied up. It was estimated to be between 20 and 25 feet long and somewhere near 2000 or more pounds.

Instead of letting it tow us backwards, my father started the engine, and we began to tow the shark towards shore. We towed for a half hour at close to full throttle, without making a great deal of headway. Every now and then, the shark would thrash its tail and jar the entire boat.

The sun was now setting and we still had a long way to go. We knew it would be well after dark before we arrived back at port. We didn't speak much during this time. I was still trying to fathom the whole ordeal. My father was thinking of other more important things, like what we were going to do with this shark? What was our family wondering as to why we weren't in yet? And

what about Charlie Sutherland, the owner of the boat. What was he going to think about the whole situation? His boat still out at sea after dark and when he gets a look at his once orderly, ship-shape cabin cruiser and sees the mess we made of it. How would he feel? He probably will never speak to us again.

The decision had to be made, and in my mind I knew that that conclusion would be. There really was no other option. We had to cut this shark loose.

If we didn't get back soon, the Coast Guard would be out looking for us. My mother and sister Barbara would surely be down on the dock worried about where we were.

My father handed me a knife and said since I was the one who got a shark I should be the one to let it go. With mixed emotions, I took the knife and went down to the stern deck where you could now see the entire length of the giant shark stretched out in the wake of the churning propeller.

I knelt down on the stern deck next to where the tow rope was tightly tied to the stern post. I began to slowly saw away at the heavy hawser, almost wanting to prolong the act. The rope was so taut that with each swipe of the knife, the fibers of the manila hemp would burst. As the hawser was about to shred apart, I glanced behind to see my

father coming toward me in earnest. He had realized that even though he had now stopped the boat, the momentum would accelerate the boat forward when the line was cut loose. When the rope lets go, the momentum of the boat's forward motion would create a situation in which I could tumble off the back of the boat and into the water.

As the rope parted, I felt my weight going back over the stern of the boat and at the same time I felt a strong hand grab me by the belt and the back of the my pants. My father, in his infinite wisdom, had indeed saved me from a fate I don't even want to think about. As he hauled me back from a near disaster, we both stood looking out to where the shark was last seen. We both felt very lucky, relieved, and free from a burden we could have never anticipated.

Then, in a most unusual and spectacular finish, the giant basking shark made a leap into the air with the tow rope tied to its tail, and with a half twist made a tremendous splash back into the ocean. My father thought it was probably trying to free himself of the hawser it was tied to. But I was convinced it was thanking me for setting it free.

This true story was written in 1949 as an English Composition paper by Carl Beal, Jr., age 15.

ATLANTIC STATES MARINE FISHERIES

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Commission meetings. The increase would be from Commission, not federal funds. The Committee requested a detailed analysis to determine the projected cost to the Commission of roughly a 30% increase in meal per diem.

For more information, please contact Laura Leach, Director of Finance & Administration, at lleach@asmfc.org or 703.842.0740.

Motions

No motions were made.

COASTAL PELAGICS MANAGEMENT BOARD

ASMFC Coastal Pelagics Board Sets Atlantic Cobia Total Harvest Quota for 2024-2026 Fishing Seasons

The Commission's Coastal Pelagics Management Board approved a total harvest quota for the Atlantic migratory group of cobia of 80,112 fish for the 2024-2026 fishing seasons. This total quota results in a coastwide recreational quota of 76,908 fish and commercial quota of 73,116 pounds.

The total quota level was first approved in February 2020 for the 2020-2022 fishing seasons. In 2021, the Board changed the cobia quota timeframe from 2020-2022 to 2021-2023. Based on the recommendation from the Technical Committee and in the absence of a new stock assessment, the Board has set the 2024-2026 total harvest quota equal to the 2023 total harvest quota

of 80,112 fish.

A new stock assessment for Atlantic migratory group of cobia is scheduled for 2025, with the potential to inform 2026 or later total harvest quotas. The Board will meet in October 2023 to consider new recreational management measures for some states. For more information, please contact Chelsea Tuohy, Fishery Management Plan Coordinator, at ctuohy@asmfc.org.

Meeting Summary

The Coastal Pelagics Board met to set the 2024-2026 total harvest quota for Atlantic cobia (see above press release), consider the Atlantic Cobia Fishery Management Plan (FMP) Review for the 2022 fishing year, consider timelines for reviewing the state recreational allocation of cobia, and received an update from the South Atlantic Fishery Management Council (SAFMC) on the 2022 stock assessment for Spanish mackerel (SE-DAR 78) and upcoming Spanish and king mackerel port meetings.

The Board reviewed state compliance and the Atlantic Cobia FMP Review for the 2022 fishing year. All states' regulations were consistent with the FMP, and the Board approved de minimis requests from Rhode Island, New Jersey, Delaware, Maryland, Georgia, and Florida. The Cobia Plan Review Team (PRT) noted that multiple states could exceed de minimis thresholds in upcoming years, which would trigger

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Nine Down Two to Go in Lobster Boat Racing Season!



It was no surprise to see Mason Vintinner's SCREEN TIME [Corson 16; 90-hp Mercury] flying up the course in the lead in the third work boat class.



The winner of the Diesel 651 to 800 hp, 40 feet and over race was Chip Johnson's FIVE STARS [Calvin Beal 42; 750-hp Renault-Mack].

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everyone his boat was still the one to beat in Diesel 251 to 350-hp, 24 and over. She was facing off against Mariana Feltis' MATT & PAT [Stanley 36; 300-hp 3116 Caterpillar], which just did not have enough to get by for the win. In Diesel 351 to 450-hp, 28 to 39 feet 11 inch and under it was Jake Dugas' GUILTY PLEASURE [Mitchell Cove 32; 380-hp Cummins] jumping right into the lead for the win. Five boats were on the line for Diesel 451 to 650-hp, 28 feet and over and the pre-race favorite after their performance at Winter Harbor the previous day would be RIJO, As they came off the line LIL' LISA MARIE was just leading the way up the course. RIJO seemed to have an issue and finished in fifth. Next up was Diesel, 651 to 800-hp, 28 feet and over and there were two boats on the line MEAN KATHLEEN and

Spencer Dyer's THE CHAIN [Holland 38; 410-hp Sisu]. MEAN KATHLEEN slowly worked out in front and went on for the win. In Diesel 801-hp and over, 28 feet and over would determine who would be the dominate boat of the day as it pitted BLUE EYED GIRL against LA BELLA VITA. It was close as they came up the left side of the course, but then LA BELLA VITA slowed, her engine having thrown a code and she went to idle. In the next race (Diesel up to 650-hp, 40 feet and over) two boats were lined up, but KENNEBEC [Tug 42'; 450-hp], owned by Tucker Phinney, did not have much of a chance against Zach Stotz's ZELLA SUE [John's Bay 40; 500-hp Volvo]. Now came those over 40 feet and four boats were on the line for Diesel 651 to 800 hp, 40 feet and over. This should be a battle between ALEXSA ROSE and Chip Johnson's FIVE STARS [Calvin Beal 42; 750-hp Renault-Mack] and

it was. Both jumped out in front ALEXSA ROSE in the middle and FIVE STARS to the right. They were bow to bow right to the finish line when FIVE STARS surged ahead for the win. The last diesel race was Diesel 801-hp and over, 40 feet and over, which had just one entry, 4 LADIES.

Three boats were in the wooden boat race, which was won by MERGANSER.

There were no entrants in the Gasoline Free-for-All so it was onto the Diesel Free-for-All. Six boats came to the line and the

question was if LA BELLA VITA did not have a repeat issue would she be a threat to BLUE EYED GIRL? With the drop of the flag, BLUE EYED GIRL, running right next to LA BELLA VITA got a slight lead, but did not seem to gain much more the rest of the way down the course with LA BELLA VITA back with bow to transom.

Five boats from the Diesel Free-for-All came to the line for the Fastest Lobster Boat Race and the top three were exactly the same.

Boat Yard News

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split wheelhouse and the cruiser a full house with different amenities.

Gloucester Marine Railway Gloucester

Sitting on the railway was the 85-foot dragger CAPTAIN DOMINIC. They installed a new net reel and redid the steering quadrant and the entire rudder assembly. They also painted her from the gunwales down and some of the work was done by the crew of the fishing vessel.

CAPTAIN DOMINIC was launched the first week of August and then they hauled out the 90-foot dragger SEA FARMER, which was out for annual maintenance.

The fishing boat PHYLLIS A., built at Kennebunkport in the 1920s, has gone out in a few dumpsters. Unfortunately, they did all they could to try and raise the funds necessary to restore, but the support was not there. Another vessel, YANKEE PATRIOT, a well-known wooden Chesapeake Bay cross planked boat, is also being dismantled. She operated out of Gloucester about six years ago, but was not used after that.

The travelift is undergoing some regular maintenance. She is getting a full inspection and four new tires.

There have been the usual issues as one boat is on the hard having taken out her port propeller with a rock. There is also a sailboat hauled out to be re-rigged. A lobster boat is out to have some exhaust work done for her new owner. INVICTUS, of Thompson Island, is out to have a new engine installed. She had a 6068 John Deere, but they were not sure what she was getting. SNOW FLOW-

ER, built by Gladding & Hearn as a 35-foot lobster boat, is getting a Caterpillar C7 installed. She also has been sand blasted and will be painted when the engine installation is complete.

The north track railway is down for maintenance and this means the south track is presently booked through November. If they can free up some of their crew the north track should be available in August.

Like everyone, there is plenty of work, but not enough help to do it.

NEW SPOOL WINDLASS



New spool windlass, made by Nat Bradshaw Machinery, suitable for a 35-46-foot boat, complete package with electric controls and all fittings, includes 150-foot 5/8-inch anchor rode, ready for installation. \$1,750. Brooklin, Maine. Duplicate can be seen on an existing boat in Brooklin. Call (207)266-1243.

Nautical & General Books For Sale



Wiscasset Antiques Mall 536 Bath Road, Route 1, Wiscasset

Not just a great collection of nautical books, but also nautical prints and models by Nautical Scribe of Stockton Springs and Maine Coastal News. Also books on various subjects on first floor to right. The Wiscasset Antiques Mall has a wide variety of dealers offering books on all subjects, antique furniture, art work, tools and music.

Open seven days a week - Hours 9 AM to 5 PM

ATLANTIC STATES MARINE FISHERIES - SUMMER MEETING

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management changes including in-season monitoring for the commercial fishery and revising state recreational harvest targets for the recreational fishery. Reallocation of recreational harvest targets will require a change in the FMP. The current recreational allocation is calculated using landings data through 2015. In addition, the PRT recommended New York declare an interest in the cobia fishery due to recent trends in New York's commercial landings. New York has indicated their commercial regulations for Atlantic Cobia are consistent with FMP requirements. New York is in the process of updating the state's recreational regulations to be consistent with the FMP requirements and is preparing regulations to establish closure authority in the commercial cobia fishery.

After the FMP Review, the Board received a presentation on current state recreational allocations for cobia and potential timelines for reviewing these allocations. Recreational harvest targets are assigned on a state-by-state basis to non-de minimis states, with a 1% set aside for de minimis states. Commission staff recommended two timelines for reviewing and revising these allocations through the addendum process. Both timelines align with the upcoming 2025 cobia stock assessment and include implementation dates of 2025 or 2026. The Board identified 2025 as the preferred implementation timeline and directed the Atlantic Cobia Technical Committee (TC) to characterize state and regional harvest trends to inform future allocation options for review at the Commission's Annual Meeting or Winter Meeting. The Board noted that future allocation of recreational harvest targets should consider the dynamic nature of the fishery and be flexible as the stock shifts and/or range expansion continues to be examined.

The final cobia discussion considered the need for ongoing changes to state cobia recreational regulations, given the timing of

the potential new addendum and the upcoming 2025 stock assessment. Due to a total harvest quota being set for cobia this year, the TC will need to review state landings against soft harvest targets and recommend changes to state measures for the Board's consideration at the Commission's Annual Meeting in October. To inform the October discussion, the Board tasked the TC with reviewing the impact status quo measures would have on the fishery in addition to recommending changes to recreational management measures.

Lastly, the Board received updates on the 2022 stock assessment for Spanish mackerel (SEDAR 78) and the SAFMC's plans for upcoming Spanish and king mackerel port meetings. The Spanish mackerel stock assessment found the stock to be not overfished and not experiencing overfishing. Following the completion of the assessment, the SAFMC initiated a Framework Addendum to adopt the new ABC recommendation of 8,024,000 pounds. The SAFMC delayed the initiation of a Plan Amendment until the port meetings are completed in 2024. Port meetings are intended to gather stakeholder input to help improve management efforts and update the goals of the Coastal Migratory Pelagics (CMP) FMP. The Board discussed the importance of the port meetings in informing changes to the Federal and Interstate FMPs and agreed that state staff should attend local port meetings if schedules allow.

The Board also discussed the differences between the Interstate and Federal FMPs and supported their previous decision to hold off on potential management action for state waters until the Council initiates a Plan Amendment for Federal waters. Differences between the Interstate and Federal FMPs exist in terms of commercial management zones, commercial trip limits and closures, allowable gears, recreational season, and recreational accountability measures. While the Board decided to hold off on taking management action to address FMP differences, the Board tasked the newly formed Spanish Mackerel

TC to develop a paper that characterizes the recreational and commercial fisheries along the Atlantic Coast. This paper may be informed by the fishery profile questionnaire that will accompany state compliance reports due in October. Outcomes of the port meetings and TC paper will inform Board action in the future.

For more information, please contact Chelsea Tuohy, Fishery Management Plan Coordinator, at CTuohy@asmfc.org.

Motions

Move to approve the Atlantic Cobia FMP Review for the 2022 fishing year, state compliance reports, and de minimis requests for Rhode Island, New Jersey, Delaware, Maryland, Georgia, and Florida. Motion made by Dr. Rhodes and seconded by Ms. Fegley. Motion carries by unanimous consent.

Move to set the 2024-2026 total harvest quota at the status quo level of 80,112 fish. This results in a recreational quota of 76,908 fish and a commercial quota of 73,116 lbs. Motion made by Mr. Haymans and seconded by Ms. Fegley. Motion passes by unanimous consent.

Move to task the Cobia Technical Committee to develop a fishery review that characterizes recent trends in state and regional landings compared to their harvest targets, including de minimis landings. The results of this review will inform a future addendum to be implemented for 2025 that considers recreational allocations, de minimis, and any other issues the Board identifies. It is the intent to initiate this addendum either at the Commission's Annual Meeting or the 2024 Winter Meeting. Motion made by Ms. Madsen and seconded by Mr. Bell. Motion passes by unanimous consent.

Move to task the Cobia Technical Committee with determining the impacts of status quo coastwide recreational management measures for the 2024 fishing year. Motion made by Ms. Madsen and seconded by Ms. Fegley. Motion carries by unanimous consent.

Main Motion: Move to direct the Spanish Mackerel Technical Committee to develop a paper that characterizes the recreational and commercial Spanish mackerel fisheries along the Atlantic Coast. The timing and content of the paper are intended to help the Coastal Pelagics Management Board address state waters management issues. Motion made by Mr. Batsavage and seconded by Ms. Madsen.

Motion to Amend: Move to amend to strike "address state water management issues" and replace "help" with "inform." Motion made by Ms. Burgess and seconded by Mr. Haymans. Motion fails (5 in favor, 5 opposed, 2 abstentions).

Move to direct the Spanish Mackerel Technical Committee to develop a paper that characterizes the recreational and commercial Spanish mackerel fisheries along the Atlantic Coast. The timing and content of the paper are intended to help the Coastal Pelagics Management Board address state waters management issues. Motion made by Mr. Batsavage and seconded by Ms. Madsen. Motion carries (9 in favor, 1 opposed, 2 abstentions).

TAUTOG MANAGEMENT BOARD Meeting Summary

The Tautog Management Board met to consider the Fishery Management Plan (FMP) Review for the 2022 fishing year, consider reports from the Technical and Law Enforcement Committees about the commercial tagging program and potential changes to the program, receive a progress report on the next stock assessment update, consider approval of an Advisory Panel (AP) nomination, and elect a Vice-Chair.

The Board was presented with the FMP Review for the 2022 fishing season. Coastwide harvest declined from 2021 to 2022 due to a 33% decrease in recreational harvest, while commercial landings increased by 28%. Massachusetts and Rhode Island exceeded their state quotas and have adjusted their 2023 state quotas to account for those overages. The Plan Review Team noted a considerable decrease in commercial tags that were unaccounted for in 2022 compared to 2021, but continued to recommend that states work to reduce this value. The Board approved the FMP Review, state compliance, and de minimis requests from Delaware and Maryland.

The Board was presented reports from the Technical Committee (TC) and the Law Enforcement Committee (LEC) on reported issues with the commercial tagging program. The TC distributed a survey to harvesters and dealers in each state within the management unit to study live market fish quality and mortality that is presumed to be associated with the commercial tagging program. The TC noted the results showed that these reported issues were occurring in every state and that New York continues to receive the most complaints. Additionally, the TC presented the findings of a study conducted by New York to evaluate potential new tags and tag locations to reduce damage to the fish. Based on the negative results of that study, the TC recommended the Board task the TC to evaluate other alternative tag types. The LEC met in July 2023 to discuss the impact of the commercial tagging program on illegal harvest and evaluating compliance. The LEC indicated that the program has reduced illegal harvest and that there is generally good compliance due to the reduced number of fish in the market that is associated with a reduction in illegal fish from the recreational sector. To address the concerns about the health of the fish, the Board tasked the TC with evaluating the smaller version of the current tag, as well as tags that have not previously been tested.

The Board reviewed a TC recommendation to schedule the next stock assessment update for 2025 and the next benchmark assessment for 2028 to accommodate staffing needs and allow for certain surveys to acquire the necessary amount of data to evaluate potential new models. The Board approved the revised schedule.

The Board considered and approved the nomination of Nicholas Marchetti of New York to the Tautog AP. Additionally, the Board elected Justin Davis of Connecticut to the role of Vice-Chair of the Management Board.

For more information, please contact James Boyle, Fishery Management Plan Coordinator, jboyle@asmfc.org.

Motions

Move to approve the Fishery Management Plan Review, state compliance reports, and de minimis requests for DE and MD for the 2022 fishing year. Motion made by Mr. Hasbrouck and seconded by Mr. Clark. Motion carries by unanimous consent.

Move to task the Technical Committee with evaluating the feasibility of using the smaller tag and any tag that has not been previously tested that may meet the goals and objectives of the tagging program. Motion made by Mr. Hornstein and seconded by Mr. Clark. Motion carries by unanimous consent.

Move to approve Nicholas Marchetti of NY to the Tautog Advisory Panel. Motion made by Mr. Hornstein and seconded by Dr. McNamee. Motion passes by unanimous consent.

INTERSTATE FISHERY MANAGEMENT PROGRAM (ISFMP) POLICY BOARD Meeting Summary



FOR SALE
1986 28' Howard Pickerell G/W Downeaster used mainly as a recreational lobster boat. 4 cyl Volvo gas B23 engine. Volvo Penta I/O SP. 2 poly fuel cells, 28 gals each. (I only use one) 2 new batteries. VHF, depth finder, radar (I removed from boat - dont need it) Sleeps 2, porta-potti, Boat is in good shape for year. Engine was rebuilt few years ago, have spare engine that ran ok when I repowered her. Plenty of spare parts, interior could use some attention but still solid. Keel has small leak but bilge pumps handle no problem. Reason for selling - start my 32ft Silverton project. NO trades. \$15000 OBO. Boat in water at Sorrento Harbor. 207-479-5061 serious calls only. Iv a msg and I will call you back. FCFS



41 foot wooden split wheelhouse lobster boat, Built 2006, 4 berths, Powered with 660-hp Volvo, \$300,000.

Contact Pete at John's Bay Boat Company (207) 644-8261 for more information

ATLANTIC STATES MARINE FISHERIES - SUMMER MEETING

The ISFMP Policy Board met to receive an update from Executive Committee; consider changes to the Conservation Equivalency Policy and Technical Guidance Document; receive an update on the Risk and Uncertainty Policy Development; receive updates from the Atlantic Coastal Fish Habitat Partnership (ACFHP) and Legislative Committee; discuss an update on the timeline for the Recreational Sector Separation and Catch Accounting Amendment; and receive a request from the Spot and Atlantic Croaker Stock Assessment Committee.

The Commission Chair, Spud Woodard, presented the Executive Committee Report to the Policy Board (see Executive Committee meeting summary earlier in this document).

Conservation Equivalency

The Commission has been working to update the Conservation Equivalency (CE) Policy and Technical Guidance Document to reflect current use of CE and have the policy include more requirements verses suggestions. Some of the proposed changes include requiring CE programs to be described and evaluated in the annual compliance review, setting a timeframe for CE programs to be in place, considering stock status to determine if CE is allowed, and not allowing measures that cannot be quantified in CE programs if their sole purpose is credit for a reduction. The Policy Board reviewed the proposed changes and, after some discussion, decided to postpone making changes to the document until the next meeting.

Risk and Uncertainty

Jason McNamee presented an updated on the risk and uncertainty tool. After a review of the tool and the last use of the tool on tautog, red drum was proposed as the next species to test this tool. The Policy Board had no objections on this approach.

ACFHP

The ACFHP Steering Committee met in July 2023 where it finalized the next 5-year strategic plan (2022 – 2026) and 2-year action plan (2023 – 2024). A recipient for the

2023 Melissa Laser Habitat Conservation Award was selected. Alex Atkinson from NOAA Fisheries Office of Habitat Conservation provided an update on Beyond the Pond fundraising and the process for seeking Congressional Designation (ACE Act requirement – Sec 204(g)). ACFHP must work with the National Fish Habitat Partnership (NFHP) to develop an application and apply for Congressional Designation by June 2024 to continue to receive funds through the U.S. Fish and Wildlife Service after 2025. The Partnership also agreed to pursue a NOAA Climate Resilience Regional Challenge Grant and is currently working with its partners to develop a Letter of Interest. Staff reviewed two ACFHP projects for FY24 that were approved by NFHP; a dam removal project on the Pequest River, NJ that will reconnect 3 miles of fish spawning and foraging habitat; and a multi-phase Maryland Coastal Bays salt marsh Restoration project where 39 acres of saltmarsh will be restored on the Delmarva Peninsula, MD. As such, ACFHP estimates \$300,000 in NFHP funding for FY24. The annual RFP for FY25 is currently being developed and will be released this Fall.

Legislative Committee

Alexander Law reviewed the Legislative Committee's draft letter in opposition to Rep. Lucas's National Oceanic and Atmospheric Administration Act of 2023 (H.R. 3980). The Act would establish NOAA as an independent agency, removing it from under the Department of Commerce. The Policy Board agreed with the Legislative Committee's concerns about the focus of the bill, fisheries funding instability and regulatory issues that would arise should the bill pass. The Policy Board agreed to send the letter to the relevant House committees and coastal district offices. In addition, the Policy Board received an overview of the FISHERIES Act, which address the Office of Management and Budget's delays in the Fisheries Disaster Assistance approval process. The Policy Board agreed to send a letter to the House Natural

Resources Committee and coastal district offices in support of the Act.

Recreational Sector Separation and Catch Accounting Amendment

The Mid-Atlantic Fishery Management Council is proposing a change in the timeline of the Recreational Sector Separation and Catch Accounting Amendment due to staff workload. The approval of a scoping document would move from December 2023 to Spring 2024 and shifting scoping hearings from January/February 2024 to Spring/Summer 2024. This would shift the timeline back by a few months for each subsequent step. The Policy Board did not have any concerns with the timeline change.

Other Business

One of the lead modelers from the Spot and Atlantic Croaker Stock Assessment Committee has taken a new position and can no longer work on the assessment. The committee asked the Policy Board if any state has an assessment scientist with experience in stock synthesis that could join the committee. If a new lead modeler cannot be added there will be delays in the completion of the assessments.

Lastly, the Policy Board approved a motion that directs Commission leadership to work with the three Atlantic Coast Councils to discuss diminished data collection and stock assessment capacity. The discussion

will explore options for developing an inventory of data collection deficiencies and impacts to the effective fisheries management.

For more information, please contact Toni Kerns, Fisheries Policy Director, at tkerns@asmfc.org.

Motions

Main Motion: Move to approve Option 4 board discretion for allowing Conservation Equivalency. Motion made by Mr. Clark and seconded by Ms. Burgess. Motion postponed until next meeting of the ISFMP Policy Board.

Motion to Substitute: Motion to substitute to adopt Option 1 with an allowance for 2/3 majority to override. Motion made by Mr. McKiernan and seconded by Ms. Patterson.

Motion to Postpone: Move to postpone decision on Conservation Equivalency until the next meeting of the Policy Board. Motion made by Ms. Fegley and seconded by Mr. Gary. Motion passes with one null vote.

Move that the Commission leadership reach out to the three Atlantic Coast Councils and schedule a meeting to discuss diminished data collection and stock assessment capacity. The discussion will explore options for developing an inventory of data collection deficiencies and impacts to the effective fisheries management. Motion made by Mr. McKiernan and seconded by Mr. Bell. Motion carries with one abstention.

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