

Maine Coastal News

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December 2023

FREE



MISS EMILY, a Mussel Ridge 42 finished off as a commercial boat for a fisherman from New Jersey by Farrin's Boat Shop in Walpole, running off South Bristol.

**Farrin Boat Shop
Walpole, ME**

After 15 months in Farrin's Boat Shop the new commercial fishing boat MISS EMILY, owned by Tom McNulty, Sr. of Cape May, New Jersey, was launched at Gamage's Shipyard in South Bristol in early October.

The bare hull, a Mussel Ridge 42, arrived at the shop and they began by installing the running gear, fuel tanks for 800 gallons of fuel, 100-gallon water tank forward (has a reverse osmosis water filtration system that purifies the water before it goes to the tank), deck flange and then installed a C-18 Caterpillar diesel engine and a 9 kW Northern Lights genset. They also added storage aft, rope locker, tuna tank and a vacuum flush head system. With the top on they turned their attention to the accommodations. Down forward she has four berths, to port is a head with separate shower and to starboard there is a utility room for rod storage and the electrical locker. Up in the shelter on the starboard side there is the helm with a bulkhead full of engine gauges and surrounded by a mass of Furuno electronics (two chart plotters, Sounder, Timezero navigational software, FLIR, Starlink satellite computer, autopilot, two VHF's and a Fusion stereo) with a very comfortable helm seat, nav-seat to port, behind which is a settee with a table with a carved scallop in the middle and opposite this is a full galley. The

galley has a Corian countertop, two-burner stove, microwave, separate refrigerator and freezer, hot and cold running water. The accommodations are fitted with reverse air, which will give you either heat or air conditioning. Out in the cockpit on the starboard side is a helm station with a pot hauler, tackle station with its own sink to port, fresh and salt water washdown, ten rocket launchers with multi-coloured lights in the cockpit and underwater. There is even a washdown on the bow, a bow thruster, Humphrey trim tabs and Victron inverter.

This is the owner's personal fishing boat and this is why there are a lot of conveniences. Over the years he has owned and fished on scallopers and clambers with some nice creature comforts. This time he figured he wanted a boat which was comfortable but was also versatile, allowing him to go out after a variety of fish. Brian Farrin, who headed this project, explained, "He said he has never been able to spend money on himself and this is his first opportunity he has been able to do it. I went through the list and he got everything and then some that he wanted."

Those assisting Brian on this project were Kyle Dunstan, Gage Shatis, and Dan Young. Troy Benner did the wiring, Raymond Cole the hydraulics, Alex Martin of Blue Water did the metal fabrication, John Kelsey built the doors, Sawyer & Whitten



MISS EMILY, a Mussel Ridge 42 finished off as a commercial boat for a fisherman from New Jersey by Farrin's Boat Shop in Walpole. Here is a view of the helm station and galley.

the electronics and Mike Tipipo out of Rhode Island did the custom fishing station storage spaces. Jason from Epifanes painted the house, painted the masts, the exterior, and Farrin's painted the interior. Tom was very particular about the colours. The hull, which is cobalt blue like his other commercial boats, was buffed twice and then given a ceramic coating to make it shiny. The house is Snow White, the wash rails are Chevy white and there was a custom color used for the cockpit deck. Tom also wanted cherry

trim throughout.

One of the fishes he likes going for is sea bass, which means he will be anchored bow and stern over a shipwreck, which he did just after getting the boat to Cape May. He also wants to do some tuna and swordfishing. He was hoping to have this boat in the spring, but getting everything done the way Tom and Brian wanted it takes time. Tom changed the head and then asked where the door was

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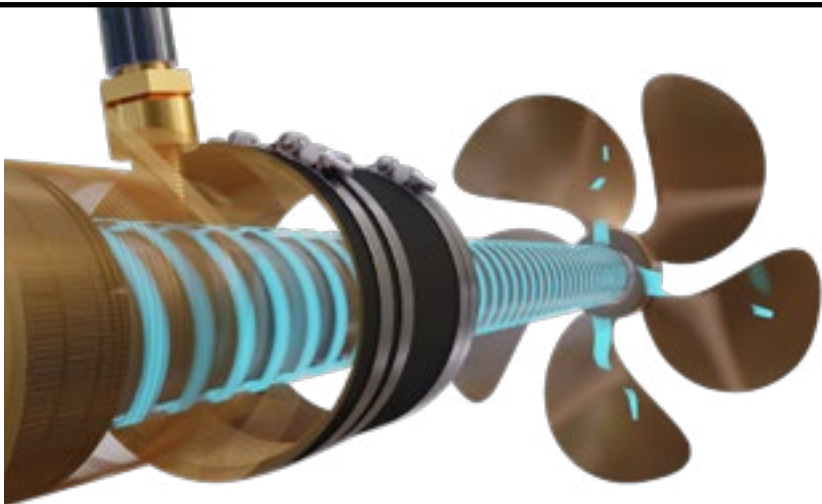
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Maine Coastal News is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news and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

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Advertising Deadlines: The deadline for the January issue is December 1.
The deadline for the February issue is January 5.

Publisher's Note

The last month was not too bad weatherwise. There was one weekend, at the end of October, where the temperature reached 80 degrees at Jonesport. That does not happen on many summer days there. In fact, the several days before had been gorgeous weather with hardly any wind. If I had planned better, I could have delivered CINDY JEN to Brooklin. On Sunday, following that nice warm Saturday, I climbed on board CINDY JEN with Ed Upham and got ready to make the trip down Eastern Penobscot Bay to Eggemoggin Reach and then to Brooklin Boat Yard. Checked her over, started the blowers and a few minutes later tried to start her. She rolled over, but was not firing. Travis Otis jumped on board and tried to feed her some fuel. She would fire until the fuel he dumped in burned through. Then I remembered the float in the carburetor would stick, but this had never happened to me. After several raps from a wrench by Travis she fired right up. After warming up a bit we were off, but it was very evident as we started out of the harbor that she had soaked up quite a bit of water over the summer and fall as she seemed sluggish on the ride down. When she goes over in the spring, she will top out at 16 knots, but by the end of summer she has dropped down to 12 or 13 knots. SARIANN I had my stepson Noah Johnson at the helm and Travis was along for the ride. The trek down was nice, bright warm sun and hardly any wind, but as we reached Turtlehead off Islesboro the wind picked up and the clouds began taking over. We saw a couple of lobster boats fishing off Stockton Springs, but there were no other boats the rest of the way. Once at Brooklin Boat Yard I slid CINDY JEN into the float and tied her up. They would haul her out the beginning of the week and then take her over to Eric Dow's shop. There she is going to have her canvas deck replaced with Dinyl or epoxy cloth, which looks like canvas. Eric is also going to make sure her bottom is good to go. When Richard Stanley did his emergency caulking job on her at Royal River Boat Yard in Yarmouth the end of July he said there were a few places on the bottom that need to be looked at. The ride back to Searsport was a little windier and the sun was gone, but still a nice trip.

SARI ANN I will be heading to Front Street Shipyard where she will have her engine and hydraulics gone over. I just want to make sure everything is working the way it should and try to prevent any breakdowns next summer. So Noah, who works for Front Street, will be overseeing this. We plan to pull the engine and steam clean the engine room and then give her a coat of red lead; paint the engine, make sure the engine and gear has no issues, add a new engine panel for the bulkhead; and check the shaft and boxes. As for the hydraulics we will replace the steering pump on the outside helm as it is

leaking, make sure the hauler is not leaking and go over the rest of the system, including the steering. They will also be adding new electronics, including chart plotter and radar.

I really enjoy doing all my own work, but if I wait to find the amount of time I need to take care of two wooden boats, they are going to be in dire need of serious work in a few years. I do not like having issues, since that means I did not do a good enough job in the spring making sure everything was ready to go. I also know that you can have the best intentions that you will finish what needs to be done when she is in the water, but that time never seems to come around for me. This summer I wanted to do a lot more to SARI ANN I's house and cockpit deck, but never got to it. Maybe I need to own a boat yard!

In the last issue, I explained that my GMC pickup, with more than 324,000 miles on it, had been condemned due to a rust issue with her frame. I hated the idea of buying a new truck and when I saw their prices, I really hated the idea. I played with the idea of fixing the GMC and wondered if, with that many miles, would I be nickled and dimed to death? I also poked around some of the used GMC pickups on the market, whether on the internet or at a dealership. Their prices were scary, but the biggest problem is my pickup has a crew cab with a 6-foot 6-inch bed and most only come with a 5-foot 6-inch bed. I could go with a 2500, but the fuel mileage was not particularly good. I finally decided to go over to Varney's in Bangor and just see what they had. After dragging the salesman around the lot for a couple of hours, Ann and I had narrowed it down to three vehicles. We finally settled on a 2022 white GMC 1500 with a crew cab and a 5-foot 6-inch bed, but she was powered with a diesel. I have always wondered if the diesel would be a smart move. I took it to Jonesport one weekend and it got almost 32 mpg, which is about 13 mpg better than my condemned truck. As for the condemned GMC, she is going in to have her frame repaired so I can use her until she finally has a fatal issue. Out of all my other pickups, she has been the most comfortable to travel in and I really do not want to part with her just yet.

Have you been listening to the weather forecast for the winter? The call is for a cold, snowy winter, which we have not had in several years. This is the forecast of the Farmer's Almanac, but a strong El Nino winter should be warmer and wetter. Sorry, I am hoping for the snow, and I cannot wait. When it snows, I stay put. There are too many questionable drivers out there and if my truck gets hit I am down and out. So, bring on the big snowstorms as I will be on the couch reading a great book and watching it pile up.

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

2024

FEBRUARY

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

JUNE

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

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

23 Bass Harbor Lobster Boat Races
Bass Harbor
Info: Colyn Rich (207) 479-7288

JULY

4 Moosabec Reach Lobster Boat Races
U. S. Coast Guard Station
Jonesport
Info: Roy Fagonde (207) 610-4607



This is the Bath-built four-masted schooner CAMILLA MAY PAGE, loaded with 976-tons of coal for Boothbay Harbor, hard aground off Fort Stark, Newcastle, New Hampshire on 20 November 1928.

BAILEY LOUISE TODD Lost on Bar Island

LAMOINE – When a vessel went ashore and went to pieces it used to be big news. On 8 October, a fall storm headed up the coast and many boats were taken to a sheltered harbor for safety. However, the 64-foot BAILEY LOUISE TODD remained on her mooring off Bar Harbor to ride it out. Unfortunately, she parted her mooring and went ashore on Bar Island off Bar Harbor and went to pieces and hardly a word was written about it.

Many will remember her as the two-masted schooner JANET MAY, named for Steve Pagels' wife, which was built in Cherryfield back in the early 1980s. Don Bamman worked with Phil Shelton and the two built her from stump to ship. Don explained, "I have always been interested in boats that was one of the reasons I moved up here was to get into wooden boatbuilding. I had the opportunity to go to the Boat School in Eastport, so I went there the freshman year. Then I ran into Phil Shelton, who has a classic background in boatbuilding. You know he was sweeping shavings in his grandfather's shop. I never would have attempted to build the boat without having him on board. He built another boat for Steve Pagels, one called SQUAW. It was kind of a big plywood sharpie, that he would take people for boat rides down the Great South Bay. Then he wanted to come up here and get some of the Bar Harbor action, but he needed a bigger boat. He and Phil had been talking about it for years and I guess Steve finally sold SQUAW, and he had enough money to do it. Phil had this commission, but he really didn't have any place to build it. I was just out of the Boat School and I was planning on going back for the second year. I lived near the Narraguagus River and it had a big barn and 40 acres of land. That kind of gave him the location so the two things kind of dovetailed. I did not go back for the second year as I figured I might as well work and learn and get paid as opposed to paying in. We started lofting it probably in '81 and then launched her in '84. She was modeled after a Biloxi freight schooner, which is pretty shallow and has a lot of curve to the chine. Phil said, "Well, if we have got that kind of curve let's get some hackmatack knees, so we decided to make the whole boat out of hackmatack except the keel which was oak. We cut down the trees and not only did we cut them down we took them out by the roots, so we could get that knee. There was a precedent for building larch boats. In some places we had a horse and a driver to get the logs out in smaller wood lots, one place had a tractor, then St. Regis had a lot of land off of Wyman's blueberry barrens. That was quite the location and Wyman's was willing to allow us to go out there and have equipment on their barrens as long as the ground is frozen. Phil and I went out there and just cut down a whole bunch of trees. We would ski in there in the winter. We would

have a little sled that we would pull and we would have the chainsaws in the sled. It was pretty basic and a lot of hard work. We got two skidder operators who came down and yarded them out. Good thing there were two of them because when one got stuck the other one could get it out. Larch tends to grow in some pretty wet places."

"That is kind of how we got our wood and then we had to mill it out," continued Don. "There was a trap mill in Cherryfield and we talked them into milling out the lumber for the schooner. That was definitely a bit of a challenge. We did it live edge, so when it was on the cradle it would be kind of shape like a slice of watermelon. It did not make sawing any easier. The hackmatack knees really nobody knew how to saw out. We ended up standing the trunks with just the roots sticking up. We would kind of steady them on the carriage and then send them through with the root going through the saw. It did quite a job on the blades and sometimes your root would be bobbing back and forth because it wasn't held all that well. It was a bit challenging. We had all of the wood delivered to the yard and then we had to plane it. We rounded up this old, I don't know maybe a 36-inch thickness planer, a big cast iron thing and it had those big drum pulleys on the sides. We revitalized that and the first thing we did was break a blade. We actually found someone to weld it. It took a lot of torque to get it to start moving. We had a 5-hp electric motor that we carried back and forth between the bandsaw and the planer. In order to get the planer to start, the planer had two heads on it, and I would take a rope and wrap it around one of the heads and then Phil would be at the switch and he would say, go! and I would take and pull the rope and that was just enough to get the thing spinning and then the electric motor could kick in, otherwise it was just constantly blowing circuit breakers. Sending the planks through the planer was a hard, hard job because some of those planks were very rough. They would be like 1 3/4 inches on one end and 3 inches on the other so it took multiple passes of this green, thick, heavy plank stock to go through the joiner."

Once the wood was milled, they started setting up the frames up on the keel. They started amidships and worked their way to the bow and stern. The keel was about 10-inches square and the frames were 3-inches across and tapered with the larger end being at the keel. She sported a giant centerboard (18 feet long by 4-inches wide), which was housed in the centerboard trunk on the side of the keel, and that was built in place since it was so massive. "The frames could not run all the way across because the centerboard had to be there," explained Don, "so we did dovetails and slid them down into the bed logs. That is what held those frames in place. There was a lot of twist in the bow so we had to steam



The remains of the two-masted schooner BAILEY LOUISE TODD, formerly the JANET MAY strewn around the shore of Bar Island.

several of the planks going up. For a steam box, we welded several 55-gallon drums together and then put a bunch of water in them and lit them on fire and let the planks sit in there for a while. Even though it was a full-bodied boat she had a pretty fine entry."

With the planking complete, they turned their attention to the deck beams and carlins for the hatches. St. Regis had a very good stand of pine trees and they were allowed to cut some down for the spars. Then with adzes and electric planers they shaped them.

"The concept was my shop and our driveway was maybe like 100 feet from the road," said Don. "Then there was the Kansas Road and then my neighbor's yard, who I don't think really knew quite what they were

getting into when they allowed us to go across their land. We built the boat on skids and then we took quarter inch by 10-inch steel plates and welded them end-to-end. Then had bolts going through it and steel bars at the forward end that ran the whole length of the boat. Then we put the cradle on top of that. You could not even do what we did today. We wanted to get the boat down to the marsh so come launch day we figured we could just pull it into the river. We had to do this when the ground was frozen so we moved it down onto the flats in the winter. We had two bulldozers; the D8 was tied onto the bars that went through the cradle and they managed to tug it down to the

Continued on Page 18

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Author Jerry Farnham and his Book "Red at Night"

BOOTHBAY HARBOR – For some, writing is one of the hardest things to do. Many cannot get past the first paragraph. They look for the right words, but they never seem satisfied with what the pen is putting to the paper. Some writing is not too difficult, especially if you are writing about an event so long as there is not an interpretation involved. However, writing a novel consisting of a couple of hundred pages would be an insurmountable task for most people. Many aspire to write a novel, but the few that try seldom finish it and even less have it published. You need a well thought out storyline and a lot of determination to see it finished and marketed. Jerry Farnham of Boothbay was able to do just that when he completed his first book "Red at Night."

"I had been dreaming up this book since I was 16 going sternman on my dad's boat. I would see the yachts coming in, seeing the people up on the yachts," said Jerry. "We had celebrities pull in the harbor all the time and I was like, what if they want to go sternman or want to go to the boat races? What if they just want to be normal and get away from all that Hollywood fuss. I just had that storyline running in my head and I would start writing and I'd get discouraged and throw it away. I was letting all the naysayers get in my head and finally, seven or eight years ago, I said, "No, I need to do this. I need to finish this, so I did."

"The ideas, I kept them in my head, but the story changed several times," continued Jerry. "I mean there was a part, I don't want to be a spoiler, but like Stephanie, the girlfriend, Jack's previous girlfriend comes back to life and coaches her into wooing Jack. I got like three chapters deep doing that and I said, that is dumb and I'd throw it away and start again. There was a part where my character, Michael, gets shot and he is dying. He is slowly watching and thinking about not watching his daughter walk down the aisle and all this stuff and as I am writing

that, I am crying profusely and my wife is like "Why are you doing that? Just keep yourself alive if you can't handle it." I did away with that chapter. So, it was a lot of changes and mixes to get through it, but I am really happy with how the storyline worked out."

With the first book out on bookstore shelves is there a sequel? Yes, and he is eight chapters deep already. Without giving too much away, Jerry said, "I tackle a really tough subject, human trafficking. The more research I do into that subject I have to stop and not throw my phone away. It is a very tense subject. The tactics those people use are tough. The first book left off with Melissa being pregnant and I am getting into some of the nuances of a new couple tackling that. It is interesting because I have to go back in time myself and what were my thoughts when my wife first told me she was pregnant. That has been a trip down memory lane. Boothbay Harbor always used to have something called the Fishermen's Festival. We had the trap hauling contest and that has gone to the wayside because of lack of participation. I am bringing that into the book because I think people would love to read that. People would like to reminisce and people from out of state would like to hear about it."

For those that know some of the characters and/or follow the events of the coast you will hear some familiar names and events. Jerry explained, "I put a lot of lobster boat racing in there. I did a whole day at the Boothbay Harbor lobster boat races. I drew on my experiences when my brother [Marshall] would take his 32 Holland up to the start line and he would say alright you got it and I am like, "What?" and the feeling of almost getting sick before the races because you are so nervous. Then there is Clive Farrin's engine breaking down in the middle of the racetrack. You just can't tell a story about Boothbay Harbor, Maine and



Jerry Farnham signing his book "Red at Night" for a customer at Sherman's Bookstore in Boothbay Harbor. This is a novel based on someone from away falling for a lobster fisherman in Boothbay. There are a number of names used that you will be familiar with.

not have Clive's name in there. I called these people first and said, "Do you mind?" and most of them were like, no, go ahead. I put Nick Upham in who I grew up with here. He is the police chief in the book. He is the fire chief now and deputy police and he was a harbor master for a while. I brought in Jim Lowe, who passed away last year. He was one of those dock uncles I had. Billy Hallinan, I mention with APPARITION II. I mentioned my father, Fred Farnham, not as my father but as a person who had a 38 Young Brothers. I brought a bunch of them in. People who are local and grew up around this stuff know "We know that guy." Then for the people that are outside of our circle can feel a little welcomed in and know what we have grown up with."

"I bring in some of our traditions we have here in Boothbay Harbor," added Jerry. "Melissa's first day on the boat, here she is a Hollywood actress and she is going sternman on a lobster boat. She had to learn that she has to go slow. I talked about the difference between strings and pairs. I talk about Jack and he is a successful lobsterman and that is not something easy to do. It takes a lot of hard work. There are days you can go out and not make anything. Celebrate the Maine lobsterman a little bit."

Jerry is hoping to have the next book done and in the bookstores by Christmas next year.

Jerry lived in Boothbay Harbor ever since he was born there in 1979. Like many who live in a coastal town they love lobster fishing. He said, "I went lobstering with my father every summer and if there was a day off from school, I was on the boat. My favorite class in school was shop with Clive. A bunch of us that he knew from the dock, we couldn't get away with anything. English, I did not do well in and some of it was my own fault for not applying myself. I learned more about English grammar and spelling writing this book than I did in four years of high school."

Just 12 days after graduation in 1998, Jerry was heading for Navy boot camp. His first four years were as a marine diesel technician and absolutely loved it. One day they had a gun shoot out on the flight deck and

Jerry explained, "I did too good. My career made this sharp swerve to doing security and base police and stuff like that. I did not like how that part of my career was going. I tried like heck to get back in marine diesel, but after 8½ years it was time for me to go home."

One of the vessels he was on was LSD 51, USS OAK HILL, which he spent 5½ years on board. He came ashore to Norfolk Naval Base in Virginia where he did base security. "Looking back, it was a great decision to do," said Jerry. "For someone that wasn't college bound, it was a great way for me to get away from town even though I love this town. Everybody needs to learn to make their own way and that was part of that. When I got out, I was a bit angry because of the way the politics pushed my career into security. After a while I realized the gravity of what I had done and what I had served and the privileges I was given. I have seen places that most people never see."

When Jerry returned to Boothbay Harbor, he worked construction for Boothbay Home Builders and at the same time was thinking about what he really wanted to do. He was helping Marshall and his father with repairs. "I was like "This is what I want to do, I want to work on boats," said Jerry. "I went to MMI, Marine Mechanical Institute, in Orlando, Florida and came back and worked at two different boat yards for a while."

Jerry worked at Yankee Marina in Yarmouth for five years and then went over to Strout's Point Wharf in South Freeport for another five and a half years. Now he is the CNC repairman at D & G Machine in Westbrook. "It is a whole different world and I love it," said Jerry. "It is a whole different challenge. I looked at being a marine diesel tech as a puzzle whether it be a repower or a refit or even a repair, it was a puzzle. You had to put the pieces in and I got really good at putting the puzzle together. Now I have a whole different type of puzzle to put together. You go from just doing routine maintenance and all of a sudden you hear this great big slam and someone crashes a machine or you hear an alarm going off and you have to figure out what is going on. It is challenging."

Jerry loves his work and also writing but added that if he could make a living from writing alone, he might think about hanging up his wrenches. He did add that working at D & G Machine would be a very hard thing to walk away from. He is constantly doing daily posts on Facebook, Instagram, and Twitter (now X) and doing book signings to keep people interested in his book. The reviews have been good. So, if you are interested in getting a copy try Sherman's bookstores in Bar Harbor, Boothbay Harbor Damariscotta and Rockland or go online and order one at jerryfarnham.com.

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National Transportation Safety Board News

Fatigue, Complacency Leads to a Washington State Ferries Vessel Striking Mooring Dolphin

10 October

Fatigue and complacency led to a Washington State Ferries passenger and car ferry striking a mooring structure, or dolphin, at a Seattle ferry terminal last year, the National Transportation Safety Board said Thursday. The contact resulted in \$10.3 million in damages to the vessel and \$300,000 in damages to the dolphin.

The Cathlamet had crossed the Puget Sound with 94 people on board and was approaching the Fauntleroy Ferry Terminal on July 28, 2022, when it struck the ferry terminal dolphin. One minor injury was reported.

The master, who had the helm, stopped rudder commands about 30 seconds before the contact.

The master did not take any action to correct the ferry's course, slow down or sound the alarm before the contact. He also did not recall what happened and seemed unaware of how the ferry ended up striking the dolphin. Investigators found these events were all consistent with incapacitation from a microsleep, a brief period of sleep lasting a few seconds, due to fatigue.

"Fatigue affects all aspects of human performance, including decision-making, alertness, and reaction time," NTSB investigators said in the final report. "Mariners should understand the performance effects of sleep loss and recognize the dangers of fatigue, such as microsleeps. When affected by fatigue, mariners should arrange for a qualified watchstander to serve in their place and avoid being on duty when unable to safely carry out their responsibilities."

The NTSB also found the Cathlamet bridge team exhibited complacency by not complying with Washington State Ferries' policies when undocking and docking the ferry. The Cathlamet quartermaster did not actively monitor the master as the ferry approached the dock, as required by company policy. Had he done so, he could have quickly taken the helm when the master became incapacitated.

"Complacency occurs when operators repeatedly complete a task without consequence, desensitizing them to its inherent risk," the report said. "To combat complacency, operators should comply with procedures, such as operating checklists, that are in place to prevent single points of failure, and companies should train operators on the importance of following procedures."

NTSB Recommends Engine-Room Fire Detection and Extinguishing Systems for Small Passenger Vessels Calls on Coast Guard to remove Subchapter K exemptions

24 October

The National Transportation Safety Board recommended Tuesday that engine-room fire detection and fixed fire extinguishing systems be installed in small passenger vessels previously exempted from U.S. Coast Guard regulations in Sub-

chapter K.

The NTSB issued the recommendations after investigating an engine room fire aboard the Spirit of Norfolk during a sightseeing cruise near Naval Station Norfolk, Virginia, on June 7, 2022, with 108 people on board. The fire was too large for the crew to fight, and the passengers and crew were evacuated to other vessels. It then took firefighters four days to extinguish the blaze. No injuries were reported. The vessel was declared a total loss of \$5 million.

For more than 20 years, the NTSB has been concerned with the increased risk of engine room fires and their ability to grow undetected on small passenger vessels. The NTSB first recommended requiring fire detection and fixed fire suppression systems in all small passenger vessels carrying more than 49 people to the Coast Guard in 2007 after investigating commuter ferry fires in 2000 and 2006. Current regulations exempt small passenger vessels regulated under Subchapter K that were operating before March 10, 1996, from certain construction, arrangement and installation requirements, including engine-room fire detection and fixed fire extinguishing systems. Subchapter K small passenger vessels are certified to carry more than 150 passengers or have overnight accommodations for more than 49 passengers.

"It is time for the U.S. Coast Guard to remove the exemption from the regulations," said NTSB Chair Jennifer Homendy. "More than 100 of these exempted small passenger vessels are currently operating without fire detection or firefighting systems in their engine rooms while carrying hundreds of passengers—a completely unnecessary risk to passengers and crew. Vessels carrying a large number of people, no matter when they began operations, should be required to have fire detection and prevention systems so crews can take immediate action to protect and save lives."

NTSB investigators determined the fire on the Spirit of Norfolk was likely caused by the ignition of combustible materials stored near the exhaust pipe of the operating port generator. As the vessel was in service before 1996, it was not required to have engine-room fire detection and fixed fire extinguishing systems. The lack of these systems allowed the fire to grow unnoticed and precluded crew firefighting efforts.

NTSB investigators also found ineffective communications between the unified command, formed to coordinate firefighting and response operations, and firefighting teams contributed to the severity of the fire on the Spirit of Norfolk. The unified command's original plan to fight the fire was to place foam into the engine room through the emergency hatch on the main deck. The firefighting teams were not able to locate the hatch and did not communicate that to the unified command nor did the unified command monitor the teams' efforts to locate the hatch. Instead of using the hatch, the fire attack team opened the engine room door, which allowed the fire to spread.

City Cruises, operator of the Spirit of



Firefighters boarding the Spirit of Norfolk during firefighting efforts. (Source: Coast Guard)

Norfolk and other sightseeing vessels, told the NTSB they have committed to a multi-year project to retrofit their vessels with fixed fire extinguishing and fire detection systems.

Safer Seas Digest Gathers Lessons Learned from NTSB Maritime Investigations

26 October

The National Transportation Safety Board released Thursday Safer Seas Digest 2022, which highlights the most important lessons learned from marine investigations last year.

Safer Seas Digest 2022 details the facts and analyzes the probable causes of 29 maritime casualties, including capsizings, collisions, fires, flooding and groundings. Among the events included in the report are the sinking of the Emmy Rose, where four crewmembers lost their lives, and the capsizing of the Seacor Power, which resulted in 13 fatalities. In both reports, the NTSB issued and reissued potentially life-saving recommendations to the U.S. Coast Guard and other stakeholders, including requiring personal locator beacons. This widely available and relatively low-cost technology can help locate mariners in distress, increasing their chances of survival.

"With every investigation, our mission is the same: to determine what happened, how it happened, and issue evidence-based recommendations to prevent similar events from occurring in the future," said NTSB Chair Jennifer Homendy. "As we look back on our 2022 investigations, I urge every mariner and their employer not to wait for the measures outlined in Safer Seas to become mandatory. You can voluntarily strengthen safety now. A great place to start is by investing in personal locator beacons

for every crewmember."

While some NTSB recommendations call for regulatory action, passenger and fishing vessel associations, training centers and marine safety advocacy groups can also promote awareness of NTSB findings and lessons learned and encourage operators to take voluntary measures to improve safety on their vessels.

The Safer Seas Digest 2022 is available online as well as a library of previous editions. This is the tenth year the NTSB has published a Safer Seas Digest.

"Over the last decade, this annual publication has highlighted the lessons learned from hundreds of NTSB marine casualty investigations with one goal in mind: to inspire meaningful safety change on our waterways," Chair Homendy said.

The NTSB's Office of Marine Safety investigates major marine casualties upon the navigable waters of the U.S. and accidents involving U.S. flagged vessels worldwide.

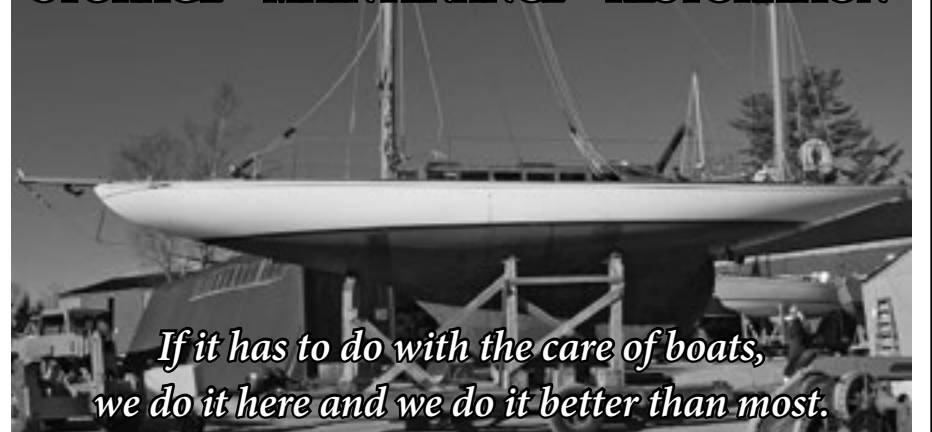
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U. S. NAVY NEWS



The Navy Commissions USS HYMAN G. ROCKOVER.

SECNAV Names Future U.S. Navy Ship After the City of Philadelphia

12 October 2023

Secretary of the Navy (SECNAV) Carlos Del Toro announced that a future San Antonio-class amphibious transport dock will be named USS Philadelphia (LPD 32) at Independence Hall, during Philadelphia Navy and Marine Corps Week, Oct. 12.

The future USS Philadelphia honors the city and citizens of Philadelphia for their extensive maritime legacy. The name selection follows the tradition of naming amphibious transport docks after U.S. cities and cities honoring pioneers.

"I cannot think of a city with a richer maritime history than Philadelphia. It is the birthplace of American Democracy, as well as the birthplace of both the U.S. Navy and the Marine Corps. Philadelphia is undoubt-

edly a 'Navy Town,' said Secretary Del Toro. "I am pleased to bring in the tie of the birthplace of the Marine Corps to this great ship, one that will carry Marines worldwide."

Along with the ship's name, Secretary Del Toro also announced that the ship's sponsor will be Maureen Paparo, spouse of Adm. Samuel Paparo, the 64th Commander of the U.S. Pacific Fleet. Maureen Paparo was born and raised in Philadelphia, grew up in the Oxford Circle neighborhood in Northeast Philadelphia, attended St. Martin of Tours Catholic School and Little Flower Catholic High School for Girls, and graduated from Villanova University.

"I have tremendous gratitude to Secretary of the Navy Del Toro to be appointed sponsor of USS Philadelphia named after our beloved hometown," said Maureen Paparo. "May the spirit of our great city

uplift the Sailors and Marines who sail in her with Honor, Courage and Commitment. Anchored by the unwavering values enshrined in Philadelphia, we sail into the future with hope and unblinking resolve."

This is the seventh vessel to bear the name of Philadelphia. The first Philadelphia, a Continental Navy gunboat, was launched in August 1776 and placed in service shortly thereafter on Lake Champlain. It sank during a six-hour clash with a Royal Navy squadron during the Battle of Valcour Island on Oct. 11, 1776. The second was a 28-gun frigate (1800-1804) constructed for the Navy by the citizens of Philadelphia. Serving in the Mediterranean Sea during the First Barbary War, it ran aground off Tripoli in October 1803. Captured and refloated by the Tripolitans, it was set ablaze and adrift during a daring attack led by then-Lieutenant Stephen Decatur on Feb. 16, 1804. The third Philadelphia was a side-wheel iron-hulled merchant steamer (1861-1865) that was seized by the Federal Government at the outbreak of the Civil War. It participated in the campaigns in eastern North Carolina in 1862. The fourth Philadelphia (Cruiser No. 4) (1890-1902) was active during the Second Samoan Civil War in 1899. The fifth Philadelphia (CL 41) (1937-1947) was a Brooklyn-Class light cruiser that supported Allied operations in North Africa and Italy. The sixth Philadelphia (SSN 690) (1977-2011) was a Los Angeles-Class attack submarine that was later fitted to provide Deep Submergence Rescue Vehicle mother ship support.

The city was home to the Philadelphia Naval Shipyard (1801-1995), which constructed numerous Navy vessels including the second Wisconsin (BB 64).

In 2021, the Navy has issued a \$1.295 billion contract modification to HII's Ingalls Shipbuilding for the detail design and construction of LPD-32, then, the last San Antonio-class amphibious transport dock under the service's current budget plans.

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

Navy Commissions USS Hyman G. Rickover (SSN 795)

From Lt. j.g. Wallis Lawrence

18 October 2023

GROTON, CT - The Navy commissioned the fast-attack Virginia-class submarine USS Hyman G. Rickover (SSN 795) in a traditional ceremony held October 14, at Naval Submarine Base Groton in Groton, Connecticut.

Darleen Greenert, Rickover's sponsor, Navy veteran, and wife of former Chief of Naval Operations Jonathan Greenert, highlighted the sacrifice of military families during her remarks and remembered the late Eleonore Rickover, the namesake admiral's wife and sponsor of SSN 709.

"How lucky am I to be standing by these wonderful, amazing submariners," Greenert said to the audience before making one request. "Take my submarine sailors in your hearts and keep them in your prayers - however you pray - and help them be strong because we know they are brave."

The ceremony culminated a years-long process for commissioning the USS Rickover, the second submarine to commemorate Adm. Hyman G. Rickover - often referred to as the father of the nuclear Navy. The first Hyman G. Rickover (SSN 709), commissioned in Groton on July 21, 1984, and deployed 12 times until its decommissioning in December 2007.

Greenert gave the crew the traditional order to "man our ship and bring her to life," after which Rickover's sailors responded "aye aye ma'am" before ceremonially running aboard the submarine.

Rickover's commanding officer Cmdr. Matthew Beach called the event a "momentous occasion" during his speech.

"The commissioning of [this] ship is dedicated to a leader who reshaped our sea service through an unrelenting 63 years of service," Beach said of Adm. Rickover's legacy. "In front of you today on board this ship, the proud sailors of the next generation - Hyman G. Rickover - stand ready to continue this legacy of excellence guiding our ship into harm's way and defending the values that we hold dear."

Other speakers at the commissioning ceremony included Kevin Graney, president of General Dynamics Corp.'s Electric Boat shipyard, as well as U.S. Sen. Richard Blumenthal and U.S. Rep. Joe Courtney of Connecticut. The master of ceremonies was Lt. Cmdr. Collin Hedges, executive officer of the USS Rickover.

Secretary of the Navy Carlos Del Toro praised the crew and the shipbuilders during his speech calling the commissioning a "true milestone for our fleet."

"It is great to be here in Groton, known to many as the submarine capital of the world, as we celebrate the return of Rickover into service," Del Toro said. "The crew of Hyman G. Rickover and our industry partners have worked tirelessly over the past several years to bring our nation's newest submarine to life and we wouldn't be here today without them."

Capt. Jason Grizzle, commodore of Rickover's parent Submarine Squadron (SUBRON) FOUR, likened the success of the crew to the "hard work and dedication that directly mirror the teachings of the boat's namesake."

"In the words of Adm. Rickover, 'when doing a job - any job - one must feel that he owns it, and act as though he will remain in that job forever,'" Grizzle said. "Matt and his crew truly embody the ingenuity and attention-to-detail which has been instilled in every submariner from day one - and I think every submarine veteran can feel this boat and this force is, and remains to be, theirs."

Rickover's youngest plankowner - an honorific given to commissioning crewmembers - Seaman Mark Dean called the commissioning event an "unreal experience" only being on board for a short time.

"It's just a cool experience that not many people are able to experience," Dean said. "Today, my submarine is being put into the fleet."

Adm. Frank Caldwell, director of the Naval Nuclear Propulsion Program, highlighted Adm. Rickover's "enduring impact" on the Submarine Force as "we celebrate 75 years of the nuclear propulsion program."

"Admiral Rickover challenged what's possible beginning with our first nuclear powered submarine - USS Nautilus," Caldwell said during his remarks. "In doing so, he changed our submarine force, he changed the nature of naval warfare, and he changed U.S. industry and shipbuilding forever."

USS Rickover is 377 feet long, has a

Continued on Page 19

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U. S. COAST GUARD NEWS

Prototype Work Begins on the Coast Guard's Newest Heavy Polar Icebreaker

4 August
Bollinger Mississippi Shipbuilding began cutting steel July 24, 2023, on the first prototype module that will become the foundation of a new polar security cutter (PSC), the first heavy icebreaker to be built in the United States in 50 years. Up to eight modules will be constructed in Pascagoula, Mississippi, to prototype the shipbuilding processes and techniques that will be used when production of the first PSC begins in 2024.

"We're relearning how to build this type of ship," said PSC program manager Capt. Eric Drey, describing the construction approach being employed by Bollinger during the prototype phase.

The progressive crawl-walk-run approach consists of verifying the processes utilized during the build to ensure design completeness. This includes unit readiness reviews, ensuring engineering, computer aided design systems accurately transfer numerical control data to automated production machinery and slowing down early prototype module build times to maximize learning and enable improvements in the downstream production, engineering, and planning processes. Each module requires approximately four months of labor, during which time the shipyard will continue recruiting and training additional members of the workforce to manage the transition to production of the lead hull as the prototype modules are completed.

The hull of a heavy polar icebreaker is required to be much thicker than other Coast Guard cutters because of the pressure exerted on the ship by the surrounding ice. Deeper, more closely spaced structural stiffeners inside the hull ensure the ship doesn't crumple when it encounters large ice floes, and the hull itself is constructed of 1 1/2-inch-thick steel alloy that remains flexible even in extremely low temperatures.

"It's the first heavy icebreaker built by our nation in 50 years," said Drey. "It's not just a big day for the Coast Guard, but a big day for the nation." The PSCs will be multi-mission cutters capable of supporting all Coast Guard statutory missions executed in the polar regions.

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

Coast Guard mission demand in the polar regions is growing as environmental and economic activities continue to increase.

The Coast Guard has identified a need for new polar icebreakers to assure year-round access to the polar regions and to provide self-rescue capabilities. PSCs enable the United States to maintain defense readiness in the Arctic and Antarctic regions; enforce treaties and other laws needed to safeguard both industry and the environment; provide ports, waterways and coastal security; and provide logistical support – including vessel escort – to facilitate the movement of goods and personnel necessary to support scientific research, commerce, national security activities, and maritime safety.

10 October

U.S. Coast Guard recovers remaining evidence from Titan submersible Coast Guard Headquarters

WASHINGTON – Marine safety engineers with the Coast Guard's Marine Board of Investigation (MBI) recovered and transferred remaining Titan submersible debris and evidence from the North Atlantic Ocean seafloor, Oct. 4.

The salvage mission, which was conducted under an existing agreement with U.S. Navy Supervisor of Salvage & Diving, was a follow-up to initial recovery operations following the loss of the Titan submersible. Investigators from the U.S. National Transportation Safety Board (NTSB) and the Transportation Safety Board of Canada joined the salvage expedition as part of their respective safety investigations.

The recovered evidence was successfully transferred to a U.S. port for cataloging and analysis. Additional presumed human remains were carefully recovered from within Titan's debris and transported for analysis by U.S. medical professionals.

The MBI is coordinating with NTSB and other international investigative agencies to schedule a joint evidence review of recovered Titan debris. This review session will help determine the next steps for necessary forensic testing.

The MBI will continue evidence analysis and witness interviews ahead of a public hearing regarding this tragedy.

16 October

Coast Guard Launches Formal Investigation into Schooner Casualty

BOSTON – The Coast Guard has launched a formal investigation into the dismasting of the commercial passenger vessel Grace Bailey.

The casualty aboard the schooner Grace Bailey killed one passenger, and injured three others.

At 10 a.m., on Oct. 9, the Coast Guard responded to a schooner that had been dismasted, injuring four of the 33 people aboard

approximately one mile east of Rockland Harbor. There were 27 passengers, and six crew aboard the Grace Bailey.

A Coast Guard Station Rockland 47-foot Motor Lifeboat (MLB) crew launched to assist, and transferred a woman from the Grace Bailey to Rockland Harbor where she was transferred to awaiting EMS and pronounced deceased.

"As a member of a lifesaving service, I am deeply saddened by this tragedy," said Capt. Amy Florentino, Commander of Coast Guard Sector Northern New England. "The Coast Guard is committed to conducting a thorough investigation aimed at identifying causal factors that will prevent an accident like this from reoccurring."

Rear Adm. John Mauger, commander of the First Coast Guard District, ordered a formal investigation to determine causal factors that led to the incident and to identify any other information that can improve maritime safety in the future.

26 October

U.S. Coast Guard Releases Arctic Strategic Outlook Implementation Plan

WASHINGTON – The Coast Guard released the Arctic Strategic Outlook Implementation Plan in Washington Thursday.

The implementation plan outlines 14 interconnected, action-oriented initiatives the Coast Guard will undertake to execute

strategic objectives from the 2019 Arctic Strategic Outlook. These efforts promote safety, security, stewardship and protect sovereign rights across the Arctic while supporting the National Strategy for the Arctic Region.

The Coast Guard has long supported joint Arctic operations and exercises and our presence in the Arctic enables the Service to operationalize national strategies, strengthen partnerships and protect regional interests.

"The Coast Guard is committed to a safe, secure and cooperative Arctic," said Coast Guard Vice Commandant Adm. Steve Poulin. "Our continued presence strengthens maritime governance and stewardship in the region and is vital to ensuring national security and economic prosperity."

The Coast Guard's mission in the Arctic has endured for more than 150 years, since the inaugural voyage of revenue cutters to Alaska in 1867. Today, the Arctic is experiencing unprecedented levels of environmental, operational and geostrategic stress requiring a collaborative approach to overtake these complex challenges. The Coast Guard's Arctic Strategic Outlook Implementation Plan embodies this approach by directing actions to safeguard American interests and highlighting the Coast Guard's

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Honored Award for the Island Fishermen's Wives

By Sheila Dassatt

The Majabigwaduce Chapter of the Daughters of American Revolution honored the Island Fishermen's Wives Association with the National Community Service Award at the Center for Coastal Fisheries in Stonington, Maine on October 24th.

Opening remarks were made by Vice Regent Pam Prescott with the award being presented by Regent Liz Blake. There was an open forum for remarks from John McMillan of McMillan Offshore Safety Training who led the swimming class at the YMCA along with Tom Duyme of the Eastern Maine Skipper's Program. There was an opportunity for the guests to tell a little something about the IFWA's as well. I was able to relate to their help with the Leslie Hicks Memorial Fund that was established due to Leslie's ultimate sacrifice in the Viet Nam War. They continued the family's wishes to establish a swimming program for the safety of the kids growing up on the Island. This is very important for the kids that have their Student Lobster Licenses and are out on the boats learning the fishing trade. It is also important in general for the kids on the Island to know what to do in case of an emergency on the fishing vessel that they are on.

Going back to 1989, the Island Fisher-

men's Wives Association was formed after the loss of two lobster fishermen within two weeks time, Clyde Haskell and Allen Thompson. They had actually gathered at a baby shower and said how sad it was that there was no plan in place to help families in need. They put an ad in the local paper to see if there was interest in forming a group. Twenty girls showed up for the meeting! They decided that they will all pay dues and compose by-laws and an outline of how the group would be run.

They looked at other towns as a guide line and started Fishermen's Day. This was when they raised money for a swimming pool fund and honored three fishermen a year for the Hall of Fame, which they also had established. The IFWA were given the Leslie Hicks Fund, which was to help establish a swimming pool for the Island Youth. They invested in a CD which accumulated interest to be used for swimming lessons, safety classes, transportation for Camp Kooky (which is a day camp for kids), for times of need, scholarships and much more. They will continue to do this as long as they have funds.

When the YMCA was built in Blue Hill, they had a swimming pool built as well. The IFWA started a new program called "Youth Safety and Survival Program" for ten Island

Students ages 10 years and up. This is for students with their lobster licenses. The program is in collaboration with Tom Duym, Eastern Maine Skipper's Program from the Maine Center for Coastal Fisheries, the Blue Hill YMCA (who donated the pool time) and John McMillan's Safety Training Program from the Maine Maritime Academy.

At this point in time, the IFWA has hosted two of these safety classes and the kids just loved it! The IFWA participate with helping at the class and feel that it is a very valuable asset for getting the youth started with safety on the water. They also award annual scholarships to the Deer Isle-Stonington High School graduates.

The Island Fishermen's Wives Association have been a leading support and asset to the Island Community since they were founded in 1989. Congratulations and keep up the good work!

Now I'd like to give a background on the Daughters of American Revolution, who were very kind to apply to the National Headquarters for this award. Thank you, Pam!

The National Society Daughters of the American Revolution was founded on October 11, 1890, during a time that was marked by a revival in patriotism and intense interest in the beginnings of the United States of America. Women felt the desire to express their patriotic feelings and were frustrated by their exclusion from men's organiza-

tions formed to perpetuate the memory of ancestors who fought to make this country free and independent. As a result, a group of pioneering women in the nation's capital formed their own organization and the Daughters of the American Revolution has carried the torch of patriotism ever since.

The objectives laid forth in the first meeting of the DAR have remained the same in 125 years of active service to the nation. These objectives are Historical - to perpetuate the memory and spirit of the men and women who achieved American Independence, Educational - to carry out the injunction of Washington in his farewell address to the American people "to promote, as an object of primary importance, institutions for the general diffusion of knowledge, thus developing the enlightened public opinion" and Patriotic - to cherish, maintain and extend the institutions of American freedom, to foster true patriotism and love of country and to aid in securing for mankind all the blessings of liberty.

DAR members come from a variety of backgrounds and interests, but all share a common bond of having an ancestor who helped contribute to securing the independence of the United States of America. They all have lineal descent from a patriot of the American Revolution.

*** - This information came from the Website story of the DAR.

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Maine Dept. of Marine Resources

Message from DMR Commissioner: ASMFC Board Votes to Delay Implementation of Addendum XXVII Measures

16 October

As you are aware, last May the Atlantic States Marine Fisheries Commission (ASMFC) Lobster Board passed Addendum XXVII putting in place proactive management that would "trigger" a gauge increase when juvenile indices reached a 35% decline.

The Board heard today that the combined index of sublegal lobsters from the trawl and ventless trap survey has declined by 39%, which is 4% more than the trigger established in the Addendum.

The fact that we've hit the trigger this soon comes as a significant surprise. When the Board voted on the Addendum in May,

it was anticipated that the trigger would not be hit for a year or two.

While we need to take this decline seriously, I heard loud and clear at Zone meetings that we also needed to address the inequities that we would have with Canada if we fished on a bigger gauge as well as the unique issues we have in the Gray Zone.

Today at ASMFC's Lobster Management Board meeting I made a motion that was approved, to delay the implementation of the management measures established in Addendum XXVII, including lobster gauge and escape vent size changes which are triggered by declines in the abundance of sublegal lobsters.

The original timeline established in the Addendum would have required implementation starting June 1st of 2024. While I would have liked to have seen a 1-year delay, that was not supported by the full Board. The compromise was a 7-month delay and was supported by all the States and was opposed by the National Marine Fisheries Service.

My motion to amend the Addendum lays out the following extended timeline for LMA1: **January 1, 2025:** The first minimum gauge increase for LMA1 of 1/16th of an inch to 3 5/16 of an inch. **January 1, 2027:** The second minimum gauge size increase for LMA1 of an additional 1/16th of an inch to 3 3/8 inch. **January 1, 2028:** Escaped vent size increases (2 inches x 5 3/4 inches rectangular, 2 5/8 inches circular). As noted in my previous message these measures, including lobster gauge and escape vent size changes, are intended to allow more sublegal lobsters to reproduce before being harvested and to increase spawning stock biomass.

The delay in implementation will provide additional time to work with Canadian fisheries officials on management measures that support equity for our fishermen and stock resiliency on both sides of the border. It will also allow the gauge manufacturers the needed time to produce gauges. We will update the Lobster Advisory Council and Zone

Continued on Page 20



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Commercial Fishing News

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

From the Director -

Well here we are, the inshore season is almost over already and the traps are starting to come up. To take a good look at how the season went, the catch was down by around 30% and the price was up a little higher than last year at this time. By this time of the year, the boats are getting tired and so are the fishermen. All in all, it wasn't a bad season, just a lot of fog and virtually not really a good summer. Listen to me! I don't want to appear negative, its just the way that the season was. I haven't seen that much fog in years and after a while, it actually put you in a fog just trying to maneuver around and find your traps.

At this point in time, most of the talk is about the gauge increase, which we all had a meeting with the lobster industry associations with the Commissioner and agreed to write a letter to ASMFC with our concerns about this. To put it the formal way, this is called Addendum 27 which requires management action concerning the gauge sizes and the vent sizes as well. Our letters all had to do with giving us more time for better scientific proof that there is a decline in our stock. For one thing, the Covid duration made it so the research was not quite "up

to snuff." We need more time and possibly different areas to test and different methods of doing the science.

We were actually very fortunate that the Commissioner put it on the table at the Annual Meeting of ASMFC in Beaufort, NC, asking for more time and it was voted to grant us the extra time. During this time, we will all be supportive and do our best to work with the results of this. Our letter stated that we saw more juveniles than ever before. It will take a long while for these juveniles to catch up to even the current gauge size, let alone enlarging the measure! That could make a lapse of two or three years just to catch up and have lobsters that we can keep. Once again, this is also difficult for the fact that Canada's gauge would not be the same. We would be throwing back lobsters that they can come along and catch. The Grey Zone is a big point of concern.

This would also make it a concern for Canada to transport through the State of Maine to go to Boston or out of state destinations. There is still a lot of work to be done with this before there is any implementation. Rest assured, we are all working on this.

There is a lot of talk that BOEM offshore wind development has changed position and

is to avoid most of LMA 1. This appears to be a victory for Maine's fishing industry which is a good thing. But at this point, we are still against offshore floating wind power. I have been seeing that places such as New Jersey are having second thoughts about having wind power at all. It really has a lot to do with the test of time before it is tried and true. The town of Searsport is having a meeting and comment period about turning Sears Island into a place for transporting wind turbines. Once again, we can't have it both ways. Do we want wind power in the water with sacrifices to go along with it such as giving up shore frontage that folks want to preserve. It's a lot to consider.

The next thing that most are upset about are the little black boxes that are being sent to the offshore fishermen. Formally, this is Addendum 29, which needs to be on the vessels by December 15, 2023. These trackers are all part of risk reduction for the whale protection once again. It is also used to help enforcement to make sure we're where we're supposed to be. These trackers are provided by the DMR and no cost to the fishermen. They will also cover three years of cellular service to support the data plan.

We do understand how everyone feels about these trackers, it all leads up to a "Big Brother" feeling that we are being watched all of the time. This is true, but as long as you have a cell phone on you, you can be tracked anyway. Big Brother is everywhere now. Most don't realize that even your office computer in a big company can be tracked

from "the other side" when you are working at your desktop. You don't want to be looking on website shopping, because the main office can see just what you're doing. A lot of folks don't even realize this but it's true. We can't escape it any more. I didn't say that I like it, we just can't escape this sort of technology any more.

I have been told recently that we really need more feedback and input from our Downeast sector. Most of our news and major news stories are coming from the Southern part of Maine, which is fine but we have been asked for our presence as well. Please consider joining D.E.L.A. and help us represent Downeast Maine. There's no where near the job opportunities in this part of Maine and most of us are not out chasing cameras because we're out on the boats, actually lobster fishing. It is a whole different way of life and we want to preserve and protect our heritage. Our participation is very strong, we mean what we say and say what we mean. If you'd like to help us by participating, we have membership forms right in this publication. I can't stress enough that we need to protect and preserve our way of life. It is our heritage. Think about joining our Board of Directors, we'd love to have you come onboard!

I can be reached at dassatt711@yahoo.com and my phone is 207 322-1924. I'm happy to help and answer any questions that you may have. That's why we're here!

Take care and see you around, Sheila



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Commercial Fishing News

ATLANTIC STATES MARINE FISHERIES - ANNUAL MEETING

Atlantic Herring Management Board Meeting Summary

The Atlantic Herring Management Board met to set the quota periods for the 2024 Area 1A (inshore Gulf of Maine) fishery, receive an update from the New England Fishery Management Council, and elect a Vice-Chair.

The Board considered quota periods for the 2024 Area 1A fishery. Per Amendment 3 to the Interstate Fishery Management Plan for Atlantic Herring, quota periods shall be determined annually for Area 1A. The Board can consider distributing the Area 1A sub-ACL using bi-monthly, trimester, or seasonal quota periods. The Board can also decide whether quota from January through May will be allocated later in the fishing season, and underages may be rolled from one period to the next within the same year.

For the 2024 Area 1A fishery, the Board adopted a seasonal quota approach with 72.8% available June-September and 27.2% available October-December with underages from June through September rolled into the October through December period, if applicable. These 2024 quota periods are the same as the quota periods implemented for the last four fishing years. The Area 1A fishery to close when 92% of the sub-ACL is projected to be reached, as required by Amendment 3.

The Board received an update from the New England Fishery Management Council (Council) on development of Amendment 10 to the federal Atlantic Herring Fishery Management Plan. The Council had already been working on an action "revisiting the Inshore Midwater Trawl Restricted Area that was developed under Amendment 8." At its September 2023 meeting, the Council renamed the action to "minimize user conflicts related to the Atlantic herring fishery." The Council also designated the action as an amendment intended to "address spatial and temporal allocation and management of Atlantic herring at the management unit level to minimize user conflicts, contribute to optimum yield, and support rebuilding of the resource." The Council plans to conduct scoping meetings to inform the range of issues to be considered in Amendment 10. The Council's Herring Committee and Plan Development Team will develop a scoping document and meeting schedule to be reviewed by the Council at their January 2024 meeting.

Finally, the Board approved Doug Grout, the New Hampshire Governor's appointee, as the new Vice-Chair.

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

Motions

Move that the Board implement seasonal quota for the 2024 Area 1A sub-ACL seasonally with 72.8% available from June through September and 27.2% allocated from October through December, with no landings prior to June 1, and for underages to be rolled over into the next quota period for 2024. Motion made by Mr Kaelin and seconded by Mr Train. Motion passes by unanimous consent.

Move to nominate Doug Grout as Vice-Chair of the Atlantic Herring Board. Motion made by Ms. Griffin and seconded by Dr Davis. Motion passes by unanimous consent.

AMERICAN LOBSTER MANAGEMENT BOARD

Jonah Crab Benchmark Stock Assessment and Peer Review Finds Population Abundance Remains Above Historic Lows but Needs to be Closely Monitored

The 2023 Jonah Crab Benchmark Stock Assessment and Peer Review Report indicates the range-wide population of Jonah crab remains above historic lows of the 1980s and 1990s. However, evidence of declining catch per unit effort (CPUE) in the fishery presents substantial concern and uncertainty for the status of the stock.

Based on life history and fishery characteristics, the assessment divided the population into four stocks: offshore Gulf of Maine (OGOM), inshore GOM (IGOM); offshore Southern New England (OSNE) and inshore SNE (ISNE). According to the stock indicators, IGOM, OGOM, and OSNE recruit, exploitable, and spawning abundance conditions from 2019-2021 were neutral or positive relative to historical periods. Indicators generally agree across these stocks that abundance has not been depleted compared to the historic low abundance observed in the 1980s and 1990s. There are no reliable abundance indicators for the ISNE stock so no determination about the condition of this stock's abundance could be made at this time. Young-of-the-year settlement indicators generally show neutral conditions and do not indicate that recruitment in the GOM stocks will decline to historical lows in the near future. Settlement conditions are unknown for SNE stocks.

"As the first range-wide assessment of Jonah crab along the Atlantic coast, this assessment represents a significant advance-

ment in our understanding of the species, its life history characteristics, and distinct fisheries by stock unit," stated Board Chair Jason McNamee of Rhode Island. "I commend the members of the Stock Assessment Subcommittee and Technical Committee for their successful completion of a challenging, data poor assessment."

According to the Peer Review Panel, "Despite the limited availability of current data, there is considerable urgency for the assessment due to a very steep, three-year, decline in landings. Commercial landings have declined 51% in three years, after an unprecedented 30-fold rise in landings. Although the recent decline is not well-detected in fishery-independent stock indicators, there is some evidence of declining CPUE in the fishery, creating substantial concern and uncertainty for the status of the stock. Given the mixed signals, the status of the Jonah crab stock is highly uncertain."

Current conditions closely resemble early stages of the collapse of the Canada Jonah crab fishery in the early 2000s. In the first three years of the crash, Canada landings dropped 58%. Within five years, landings fell 97%, and stock biomass could no longer support a fishery. Fishery-independent trawl indicators had not fully captured the signals of a rapidly declining stock. However, declining fishery CPUE was observable preceding and during the landings crash.

Given the high level of uncertainty in the status of the Jonah crab stock, the Panel strongly recommends close monitoring of annual stock indicators in the next few years. Annual indicators can determine whether sharply declining recent landings are signaling the start of a 'bust' phase of a boom-and-bust arc, or are due to fishery and market-related factors uncoupled with Jonah crab abundance."

There are notable differences between the fisheries that operate in each of the stock areas. The vast majority of coastwide landings have come from the OSNE stock, accounting for 70-85% of annual coastwide landings from 2010-2021. The IGOM stock has supported the second largest fishery, accounting for 9-24% of annual coastwide landings from 2010-2021. Both the ISNE and OGOM have supported smaller fisheries, never accounting for more than 5% of annual coastwide landings from 2010-2021.

The high proportion of participants contributing to Jonah crab landings indi-

cates a directed fishery in the OSNE stock that targets Jonah crab, yet only a small number of participants account for the large magnitude of landings from this stock. The other three stocks have fisheries that are characteristic of bycatch fisheries that are targeting American lobster. These fisheries have low proportions of participants that land Jonah crabs from pot/trap gears. In the case of the IGOM stock, there is a relatively high number of participants targeting Jonah Crab Commercial Landings by Stock Area lobsters and not landing Jonah crabs. This represents considerable capacity for growth in a Jonah crab fishery if these participants were to switch to targeting Jonah crab.

Landings have shown different trends across stocks, but the landings from OSNE declined steadily from the time series high in 2018 (17.6 million pounds) in the last three years of the time series (2019-2021). This trend is believed to be influenced by factors other than available abundance but should continue to be monitored closely. There was insufficient information to describe fishing mortality or exploitation with confidence and these population parameters remain major uncertainties.

In response to the assessment findings and peer review panel recommendations, the American Lobster Management Board accepted the Benchmark Stock Assessment and Peer Review Report for management use and tasked the Technical Committee with recommending possible measures or actions to address the concerns about stock status and recent fishery trends.

A stock assessment overview, which provides a more detailed description of assessment results, as well as the stock assessment and peer review report will be available on the Commission's website at <https://asmfc.org/species/jonah-crab> under Stock Assessment Reports. For more information on the stock assessment, please contact Jeff Kipp, Senior Stock Assessment Scientist, at jkipp@asmfc.org; and for more information on Jonah crab management, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at cstarks@asmfc.org.

American Lobster Board Extends Addendum XXVII Implementation Date to January 1, 2025

The Commission's American Lobster Management Board modified the implementation date for measures under Addendum

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Commercial Fishing News

ATLANTIC STATES MARINE FISHERIES - ANNUAL MEETING

XXVII to Amendment 3 to the Interstate Fishery Management Plan for American Lobster to January 1, 2025 (see table for specific dates). Addendum XXVII was adopted in May 2023, and established a trigger mechanism to automatically implement management measures to provide additional protection of the Gulf of Maine/Georges Bank (GOM/GBK) spawning stock biomass.

Under Addendum XXVII, changes to gauge and escape vent sizes in Lobster Conservation Management Areas (LCMAs) 1 (Gulf of Maine), 3 (offshore federal waters) and Outer Cape Cod (OCC) would be initiated based on an observed decline in recruit abundance indices of 35% from the reference level (equal to the three-year average from 2016-2018). With the inclusion of recently released 2022 data in the time series, the trigger index has declined by 39%, surpassing the trigger point of a 35% decline. The measures triggered include two increases to the minimum gauge size in LCMA 1, a corresponding change in the LCMA 1 escape vent size, and a single decrease to the maximum gauge size in LCMA 3 and OCC.

“Because the trigger was tripped much more quickly than we anticipated, the delay in implementing the gauge size increase will provide the Gulf of Maine states the opportunity to coordinate with Canada regarding possible trade implications, and give the industry and gauge makers additional time to prepare for these changes,” stated Pat Keliher from Maine.

Addendum XXVII also implements a standard v-notch definition of 1/8” with or without setal hairs in LCMA 3 and OCC, and a standard maximum gauge size of 6 3/4” for state and federal permit holders in LCMA 3 and OCC. Additionally, for LCMA 1 and 3 permit holders, states must limit the issuance of trap tags to equal the harvester trap tag allocations unless trap losses are documented. The implementation date for these measures is now January 1, 2025.

The following table specifies the timing of management changes for each of the three LCMAs addressed under Addendum XXVII as modified.

For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at cstarks@asmfc.org or 703.842.0740.

Meeting Summary

In addition to accepting the Jonah Crab Benchmark Stock Assessment and Peer Review Report for management use, and modifying the implementation date for Addendum XXVII, the Board also reviewed the 2024 annual data update for American lobster, and approved Terms of Reference

for the next Lobster Benchmark Stock Assessment.

An annual data update process between American lobster stock assessments was recommended during the 2020 stock assessment to more closely monitor changes in stock abundance. Data sets updated during this process indicate exploitable lobster stock abundance conditions expected in subsequent years and include young-of-year settlement indicators, trawl survey indicators, and ventless trap survey sex-specific abundance indices. This is the third data update including data through 2022. In general, Gulf of Maine indicators show declines from time series highs observed during the stock assessment, and Georges Bank indicators show slight improvement since the stock assessment. Southern New England indicators show continued unfavorable conditions with some further signs of decline since the stock assessment.

Staff presented draft Terms of Reference (TORs) and timeline for the next benchmark stock assessment for American lobster, which is scheduled for completion in 2025. Given the evidence that environmental conditions impact the lobster population, the Board requested that the assessment also identify, describe, and, if possible, quantify the effect of environmental and climatic drivers on stock abundance at various time scales.

Additionally, the Board discussed a potential action at the New England Fishery Management Council that is considering scallop fishery access on the Northern Edge on Georges Bank. The Board tasked the Lobster Technical Committee to compile information on the lobster resource and fishery in and around the Northern Edge that could help characterize potential impacts on the lobster population and fishery in the area.

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

Motions

Move to accept the Jonah Crab Benchmark Stock Assessment and Peer Review Report for management use. Motion made by Mr. McKiernan and seconded by Mr. Train. Motion passes by (11 in favor).

Motion to task the Technical Committee to recommend possible management measures or other options to correct what appear to be deficiencies in the stock. Motion made by Mr. Train and seconded by Mr. Grout. Motion passes by unanimous consent.

Motion to amend the approval of Addendum XXVII to change the implementation date. The implementation date for all management measures shall be January 1, 2025, including those measures triggered under Section 3.2. Year 2 and year 3 mea-

asures would be implemented by January 1 of the following calendar years for which they are required. Motion made by Mr. Keliher and seconded by Mr. Borden. Motion passes (10 in favor, 1 opposed).

Move to modify terms of reference 4 to identify, describe, and, if possible, quantify the effect of environmental/climatic drivers on stock abundance considering annual to decadal scales. Motion made Mr. Keliher and seconded by Mr. Grout. Motion approved by unanimous consent.

Move to task the Lobster Technical Committee (TC) to compile information on the lobster resource and fishery in and around the Northern Edge on Georges Bank. This is in relation to a potential action at the New England Fishery Management Council

(NEFMC) which is considering scallop fishery access on the Northern Edge. A starting place for this tasking could be reviewing information that the Lobster TC compiled when ASMFC commented on the NEFMC’s Omnibus Habitat Amendment 2. Areas of interest include: Information on the presence and abundance of lobsters, including ovigerous lobsters, in and around the Northern Edge by month/season; Lobster fishery effort in and around the Northern Edge by month/season; Potential impacts of mobile gear on the lobster population in the area; Information on the habitat type and depth preference of lobsters which could inform our understanding of lobsters on the north-

Continued on Page 21

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Boat And Ship Yard News



The lobster boat SANDY ROSE hauled up at Jonesport Shipyard in Jonesport getting her keel coolers replaced.



The Alden schooner being repaired by Richard Stanley and Sawyer Theriault at the owner's shop in Brunswick. The hull is done and they are now working on her interior.



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Continued from Page 1

for the forward bunks. Brian added, "If we built it by plan the door would have been half-way through the hatch and that is not practical. Instead, we put a curtain up so it will close and it actually makes it nicer and still gives you the privacy you wanted."

The only other personal commercial boat Tom has owned was a Donnell 35, which he fished for over 20 years. He sold that and bought a center console and quickly found that was not the boat for him. Tom added, "I have always wanted a Downeast boat. I should have built it ten years ago, but here I am. I have been pretty fortunate. I have built five scallop boats down in Alabama and all with the same guy and he and I became best friends over the years by building these boats. I never had to worry about them, he built me a really nice boat and I feel the same way about Bruce. I am not doing five sportfishing boats, but I feel like I lucked out getting Bruce to do it. If I was to do another boat, Bruce would do it."

When asked how he picked Farrin's Boat Shop, Tom said, "When I went up to meet Albert Hutchinson [Hutchinson Composites] for the hull he gave me two names and of them was Bruce. When I went down and visited with Bruce, I knew he was the guy that I wanted to build my boat. I have been around boats my whole life so I kind of knew what I wanted, but he has also been building boats all his life so it was actually fun working with him because he is a boat

guy and I am a boat guy so between the two of us we figured it out. Brian treated me really well and he did an awesome job overseeing this project. Everybody in that shop, even if they weren't working on the boat, were great. I couldn't have asked for a better boatbuilder and shop."

How was the trip to Cape May? "My son, Tom Jr., and I left Wednesday, stopped in Point Judith, Rhode Island Wednesday night and got back to Cape May on Thursday," said Tom. "The ride was freaking awesome. I mean we got in some weather off of New Jersey and it blew pretty hard sou'west and sou'west down here off of New Jersey can get pretty raunchy. She handled it fine, no problems. When you have a new boat like that you kind of look for things that go wrong and we were on her for two days with nothing to do."

HINDU

Thomaston, ME

For those that have traveled through Thomaston in the last few years, opposite the former site of the Maine State Prison there is a big plastic shed, housing a classic schooner, which is being totally rebuilt by her owners. HINDU was launched as PRINCESS PAT and later named SAIS PAS, then ANNA LEE AMES. She is a 61-foot 3-inch auxiliary schooner designed by William Hand, Jr. and built by Hodgdon Brothers of East Boothbay in 1925.

Presently they are beginning the plank phase. They replaced the oak keel, stem,



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Boat And Ship Yard News



Believe it or not, this is a boat. Fogg Boat Works of North Yarmouth is working at a shop in Brunswick where they will be building two of their aluminum launches for a customer from out-of-state.

and horn timber with ones of purple heart and all the oak frames were replaced with ones of black locust. As for fasteners they replaced the iron screws with ones of silicone bronze. The planking will be of Douglas Fir and when I was there the end of October, they had six strakes on each side.

When asked about the upgrade in woods it was stated that they were working on a preservation plan, which included standards developed by the Secretary of Interior. They want to make sure that this massive effort of rehabilitating and restoring the boat is going to carry the boat through as long of a life as it can possibly have, so nobody else has to go through this torture.

They were hoping to have the boat ready to be relaunched and back in Provincetown, Massachusetts by June 2024. They presently have three workers with another couple coming in by the first of November. Once the planking is complete, they will turn their attention to the deck framing, deck, cabins and then the spars and systems.

Her interior will not be in when she is launched. HINDU was originally a yacht with staterooms. Josh, the owner and his father William Rowan want to restore the interior or her original design and plan to do that over the next five years.

Doing a major restoration project like this is not inexpensive. To defray some of the costs they have started a non-profit, which you can find at sailasyouare.org. The town of Provincetown has already given them a grant to help with rebuilding the deck.

Also, in town is another of their fleet, BLOODHOUND, which is at Lyman-Morse, being winterized and readied for the winter. They are applying for grants to repower her as her old engine could become an issue if she needs any parts. Like many old engines, finding parts can be a challenge and Josh feels that since she is being used on a charter boat it is a ticking time bomb.

Hodgdon Yacht Tenders Damariscotta, ME

Hodgdon Tenders, the Superyacht tender division of Hodgdon Yachts, announced that they have launched an 11.4 meter aft helm Superyacht limousine tender, designed by Michael Peters Yacht Design. The tender will be delivered to a Northern European shipyard.

Highlights of the Limousine include accommodations for up to 15 guests, a climate-controlled interior with custom upholstery and detailing, forward and aft outside guest seating areas, exterior wet-bar, gyro stabilization, and a T-top that lowers for stowage. Guests and crew can board from port or starboard sides.

The tender is powered by twin Volvo D4-320 engines, which are accessible

through a full-width hatch that raises and lowers electrically. The Michael Peters Yacht Design hull provides stable and secure transportation, even in unfavorable conditions. Much of the exterior stainless-steel hardware on the tender, including the Hodgdon signature flush anchor is custom fabricated. The meticulous levels of detail invested in the layout and the installation of mechanical, electrical, and safety systems result in a tender whose construction is of unmatched quality.

“We are grateful for the opportunity to deliver this beautiful American built tender,” said Audrey Hodgdon, Director of Sales & Marketing. “The thoughtful details that can be seen throughout are a testament to the experience of the Owner’s team and the level of fit and finish demonstrate our team’s commitment to high quality construction.”

Richard Stanley Brunswick, ME

It is always an interesting time stopping by and seeing where Richard Stanley and Sawyer Theriault are on rebuilding the Alden schooner. The hull is basically done, except for putting on the guardrails and paint. Over the last year they have put in new floors, frames, planks, repaired the keel and bulwarks, refastened the bilge clamp and then caulked. They are now re-nailing the ceiling stock. This was complicated as the shape of the hull changed when they made the hull repairs and then some of the interior was removed to make room so they could do the repairs. When this is completed, they will work on the engine, cockpit, and rudder. All the hardware on the spars was removed and this needs to be put back on.

The plan is to move over to Yankee Marina in Yarmouth and begin work on the 60-foot motor yacht IROQUOIS sometime in November. Richard said, “The first thing we are going to start by looking at the forensic surveyor’s survey and tackle all the items they found needed to be changed. This could take a couple of months to complete and then we will continue on finishing out the interior. Hopefully, we will have her done this spring. Then we will come back and finish up this schooner. Then the owner has MERGANSER and he is talking about having her decks done as all the bungs are popping out. Richard also thought about taking a nail set, drive the nails down a little bit and then take a ½-inch bung cutter, square off the ends, make the hole a little deeper and then put in new bungs.

In Richard’s spare time he has been working on a 26-footer, which his father built. Richard added, “I feel this is one of the nicest little boats, it handles so nicely. She has a 56-hp Yanmar in her and does about 8 or 10 knots. My father always said that it handled good because the rudder distance



Peter Buxton of Buxton Boats in Sunset is getting ready to frame up this 31+-foot lobster boat hull. The steam box was releasing steam and soon the frames would be ready to go on.



The fishing schooners ERNESTINA MORRISSEY and ADVENTURER hauled out at Gloucester Marine Railway in Gloucester for repairs.

between the back of the prop and the rudder, he made that for some reason further back from the propeller. He thinks that that makes it turned and handle better.”

Richard has refastened her. He said, “She originally had in 1963 number 10 wire screws which there was not much left of. So, from the bulkhead back about 20 years ago we reframed her. She had 1½-inch number 12s in there and they weren’t in too bad of shape, but not good so they needed to come out and new ones put in. I took those out, about 2,000 screws in the floor timbers, frames and the planking and put 1½-inch number 14 wire screws everywhere above the waterline. With that completed he made a new instrument panel board, a fold-down seat with blocks and repacked the stuffing box.

He also has been working on a 28-footer at the old Mount Desert Boat Yard at the head of Somes Sound. This project he has been working on for three years off and on. He replaced 12 frames on each side back aft at

the turn of the bilge and then refastened the bottom. He is now working on the topsides. The owner keeps coming in and digging out places of rot in the deck, which Richard has to patch. When all the rot is repaired he plans to cover with epoxy cloth and trim out. The cabin sides are rotten and Richard has placed mahogany plywood on the inside and outside and will finish the outside bright. This boat was thought to have been built by Bob Rich, but Richard is not so sure. He is hoping Chummy Rich might know.

Another boat Richard has been lending a hand on is a 34-footer built by Jim Rich. Richard said that she needs a lot of work and he is just grinding off the bottom paint and that Chummy will take her over to his shop and work on it this winter.



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BAILEY LOUISE TODD Lost on Bar Island



Roger Grant with his team of horse from Cherryfield moving a log out of the woods for the construction of the schooner JANET MAY.



The hackmatack frames set up on the backbone set on her launching cradle.

Continued from Page 5

road. When we got to the road, the road had a little crown, it was not going to go over that without a lot of work. We ended up hooking the bulldozers in tandem and gave the juice to them and that pulled it across. Then it came time to get it down to the flats where it was going to get launched. We then realized that my neighbor's yard was pretty level but had a lot of little rolling mounds. The next step was to put blades on the bulldozers and build a ramp across the whole field, leveling it out. The neighbors were good sports about it. When all was said and done, we got the boat down to the flats. In the spring we would finish off what things needed to be done and then we would launch it. It was getting close to launch day, so we built a platform from scrap live edge lumber that we had. Then we found that the steel skid rusted and adhered to that platform and the boat wouldn't budge. We had people coming, had a band coming and people are congratulating us the night before. We got back there at the crack of dawn the next morning with a bunch of bottle jacks and a few big tubs of grease and just went around jacking the boat up a little bit with the planks down and get grease in between the sled and the pieces that went across and when we got that done, we ran the cable across the river, to the smaller bulldozer, which had a 90 ton winch on the back of it. He tied that bulldozer to a tree and gave it a tug and it moved. All right, we are in business. She went over on April 15."

Then came another issue, getting her down the river. "Definitely the biggest problem," continued Don. "The first problem was that the DOT said that the bridge has not been swung in 25 years and they were not doing it. Of course, we had to get that squared away before we started building the boat. They were dead set against doing that, but then the Narraguagus was still technically

considered navigable waterway and because of that the US Coast Guard said, "That is still navigable, so you guys have got to make that bridge open." They were not too happy about that. The abutments had moved so it was not going to move without a bunch of work. One of them said "When we get done with this, we are going to weld this thing shut." I think that is pretty close to what they did. Then there was a huge controversy about if the boat would fit through the bridge. Of course, there was an old fisherman there and he had a boat that was like either 14 or 16 feet wide and when the bridge was operating he would go up there for a hurricane hole. Ours is 20 feet wide and he said it is a tight squeeze for me to get through with my boat, they will never get through in that boat. I think they thought that we measured from where the pivot is to the abutment and when the bridge swings half of the width of the bridge is still going to be hanging over the center piece there. I think they thought that we did not calculate that. We did not have much space, but we made it through."

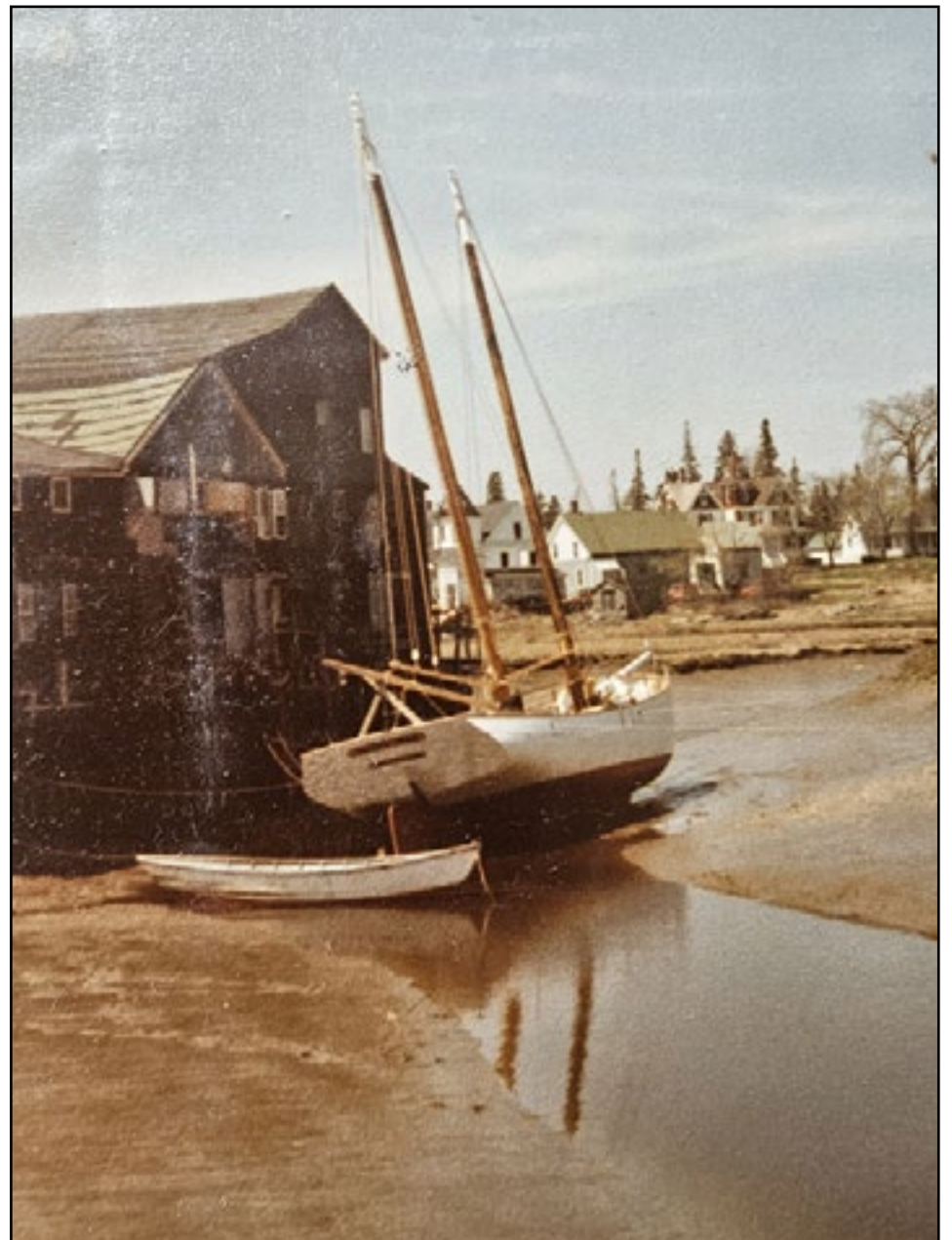
She then went to Milbridge where they finished the boat and set her spars. Steve did both the standing and running rigging and then sailed her over to Bar Harbor.

JANET MAY sailed for years out of Bar Harbor then Steve sold her and that is when her name changed. She had been purchased by a group out of New Haven, Connecticut who renamed her QUINNIPIACK. They used her to take children out to experience the ocean. When this group failed, Steve bought her back and renamed her BAILEY LOUISE TODD and put her back in the charter business at Bar Harbor.

This was an unfortunate end to a very interesting vessel with a great story. Even though she was well built there is no surviving a grounding on the sharp rocks of Bar Island and all that remained was splinters of this once great vessel.



The JANET MAY sitting on the mud flats on the Narraguagus River just before her launching on 15 April 1984.



The JANET MAY sitting at a dock in Milbridge.

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U. S. NAVY NEWS

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34-foot beam and is able to dive to depths greater than 800 feet and operate at speeds in excess of 25 knots. Rickover has a crew of nearly 135 Navy personnel.

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

SECNAV Del Toro Names Future Medical Ship USNS Balboa (EMS 2)

27 October 2023

SAN DIEGO – Secretary of the Navy Carlos Del Toro announced today that a future Bethesda-class expeditionary medical ship will be named USNS Balboa (EMS 2), during a ceremony at Naval Medical Center San Diego, Oct. 27.

The future USNS Balboa honors the legacy and commitment of Navy doctors, nurses, corpsmen, and staff of Balboa Naval Hospital in caring for the needs of U.S. Service Members.

“The contributions of this medical center over the past 100 years, represented by the care its personnel delivers to our Sailors, Marines, and families, are absolutely incredible. This hospital’s personnel continue to conduct ground-breaking medical research, discover new and innovative approaches to the delivery of world-class medical care, and provides a medical residency program for over a dozen medical specialties to develop our next generation of military doctors,” said Secretary Del Toro. “The guiding principle of Navy Medicine is to align its people and platforms in order to enhance warfighter health, wellness, and performance. I can say, with full confidence, that Naval Medical Center San Diego achieves this on a daily basis.”

The name selection follows the tradition of naming expeditionary medical ships after U.S. military hospitals.

As the informal name for Naval Medical Center San Diego, “Balboa” began as a naval hospital tent erected in December

1914 in support of the Panama-California Exposition (1915–1917) held in San Diego’s Balboa Park. When the United States entered World War I, the Navy converted the deserted exposition grounds into a training center containing a war dispensary and a camp hospital. In September 1919, San Diego officials set aside 17.35 acres of the park at Inspiration Point for the construction of a permanent naval hospital, often referred to as the “Pink Palace,” for its stucco façade. Commissioned in 1922, the complex added a hospital corpsman school in 1928 and continued to grow throughout World War II, the Korean War, and the Vietnam War, adding a surgical building, medical library, and outpatient clinic over time. By the early 1970s, the Balboa complex was among the largest military hospitals in the world. A new hospital compound to replace aging structures was completed in 1988 on land adjacent to Inspiration Point with the former site reverting to the City. Today, Balboa leads the way as one of the largest naval medical teaching and research facilities in the nation, in addition to supporting five medical mobilization teams and USNS Mercy (T-AH 19).

In addition, Secretary Del Toro announced that Mrs. Deborah Paxton, MSN, RN, agreed to be the ship’s sponsor. Mrs. Paxton, wife of retired Marine Corps General John Paxton, the 33rd Assistant Commandant of the Marine Corps, has spent her life in support of the Marine Corps and a decade of work serving the Marine Corps’ Wounded Warrior Regiment as the mental health advisor to the regiment.

“I am beyond grateful that Secretary Del Toro chose me for this great honor, and I pledge my commitment to USNS Balboa and her crew,” said Deborah Paxton. “I feel such confidence and comfort knowing that EMS 2 will operate where Marines and Sailors are engaged in either combat or humanitarian relief providing access to world-class medical care in critical times.”

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

rapid stabilization and follow-on evacuation of multiple casualties and combat search and rescue including recovery at sea. The primary mission of the EMS as a high-speed forward-deployed medical ship is to provide rapid responsive sea-based and near-shore hospital level critical care, humanitarian assistance, disaster relief, non-combatant evacuation operations and special operations. The EMS is designed to respond and provide care at a more rapid pace than their predecessors, USNS Mercy and USNS Comfort, sailing at speeds of at least 30 knots with a range of 5,500 nautical miles at 24 knots.

USNS Robert F. Kennedy Christened as MSC’s Newest Ship From Sarah Cannon

30 October 2023

SAN DIEGO, CA - Fleet replenishment oiler USNS Robert F. Kennedy (T-AO 208), the Military Sealift Command’s newest ship, was christened during a ceremony at the General Dynamics NASSCO shipyard in San Diego, CA, today.

The event was attended dignitaries including The honorable Nancy Pelosi, Speaker of the House Emerita, U.S. House

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U. S. COAST GUARD NEWS



Launch of USCGC ARGUS
(Eastern Shipbuilding Group, Inc. photo)

Continued from Page 9

prominent leadership role in international organizations responsible for regulating navigation, coordinating search and rescue operations, ensuring vessel safety, enforcing fisheries regulations and responding to environmental pollution incidents throughout the expansive Arctic region.

The United States is an Arctic Nation, and the Coast Guard continues to serve as the lead federal agency for homeland security, safety and environmental stewardship in the region.

1 November

Coast Guard Academy recognizes Dr. James Chao with newly established award

Coast Guard Academy

NEW LONDON, CT - The U.S. Coast Guard Academy recently recognized Dr. James Chao as the first recipient of the newly established Scientæ Cedit Mare Award. Scientæ Cedit Mare is the motto of the Academy, and the latin phrase translates to “the sea yields to knowledge” which reflects the importance of knowledge and education in mastering the challenges of the sea.

Dr. Chao received the award here on Oct. 27th, prior to a regimental review of the Corps of Cadets where he served as Reviewing Official and after a visit to the USCG Barque Eagle. He was presented the award for his commitment to the Academy’s mission of preparing young women and men to be the future leaders of the U.S. Coast Guard.

Chao is the founder & Honorary Chair of Foremost Group, an American shipping company headquartered in New York. In 2008, he was recognized as an Outstanding American by Choice by U.S. Citizenship and Immigration Services, an agency in the Department of Homeland Security. He was accompanied by his daughters, the Honorable Elaine Chao, 24th U. S. Secretary of Labor and 18th U. S. Secretary of Transportation and the first Asian Pacific American woman ever to serve in a presidential cabinet; The Honorable May Chao, former Chair and Executive Director of the New York State Consumer Protection Board; and Angela Chao, Chair and CEO of Foremost Group.

“For decades, Dr. James S. C. Chao has led the way in environmental stewardship, safety and training on the seas. His personal

story is the embodiment of the American dream and the U. S. Coast Guard Academy was honored to salute him as the Reviewing Official at the Regimental Review,” Rear Admiral Michael J. Johnston, Superintendent of the U. S. Coast Guard Academy.

2 November

Eastern Shipbuilding Launched USCG’s First Heritage-Class OPC

On October 27, 2023, Eastern Shipbuilding Group christened and launched USCGC ARGUS (WMSM-915), the U.S. Coast Guard’s first Heritage-class Offshore Patrol Cutter (OPC).

The ceremony was held at Eastern’s Nelson St. Shipyard in front of more than 3000 dignitaries and guests. Admiral Linda Fagan, Commandant of the U.S. Coast Guard, delivered the keynote address.

Ship Sponsor, Captain (Ret.) Beverly Kelley, had the honor of Christening the vessel. In her distinguished military career, Captain (Ret.) Kelley was the first woman to command a U.S. military vessel as the Commanding Officer of the 95-foot patrol boat, USCGC CAPE NEWAGEN and was the first woman to command both a medium endurance cutter and a high endurance cutter in USCGC NORTHLAND and USCGC BOUTWELL respectively.

“We are proud to christen this first of class national security asset in front of her crew today,” said Joey D’Isernia, CEO of Eastern Shipbuilding Group, Inc. “With each milestone we reach, our employees are constructing the most advanced and capable ship the U.S. Coast Guard has ever seen.”

“The Offshore Patrol Cutter (OPC) is one of the Service’s highest acquisition priorities and is absolutely vital to recapitalizing the capability provided by our legacy fleet of 210-foot and 270-foot Medium Endurance Cutters (MEC),” Adm. Linda Fagan, Commandant of the USCG.

“We have overcome unprecedented challenges to arrive at this pivotal moment to witness this spectacular vessel enter the water for the very first time. People are only just beginning to see what this vessel is truly capable of and like the steel forged on her, we will not compromise,” said Joey.

Senator Rick Scott said, “It’s truly a monumental occasion in enhancing our national security as Eastern Shipbuilding Group’s Nelson Shipyard officially christens and launches the U.S. Coast Guard Offshore Patrol Cutter ARGUS (WMSM-915). Over the past few decades the need for our Coast Guard as grown globally with operations

spanning the Arctic, Antarctic, Middle East and Indo-Pacific, all while it continues to protect our valuable United States shoreline. This first-in-its-class vessel is a testament to the great coordination between Eastern Shipbuilding and the Coast Guard that now gives the service a much needed upgrade with the tools and capabilities needed for the great women and men of the Coast Guard to take the service even further in the future. As Florida’s U.S. Senator, I am fighting every day to support the continued success of Florida businesses and our Coast Guard as they work to ensure to safety and wellbeing of Americans across the nation.”

“The story of Offshore Patrol Cutter Argus is one of perseverance. Eastern Shipbuilding started working on Argus prior to Hurricane Michael. In the days that followed the storm, the Eastern Shipbuilding team returned to their yard ready to do their part. Despite the challenges of recovering from a catastrophic hurricane, this team stuck together to see this project through. This offshore patrol cutter means so much more than many realize. Argus is a reminder of not only how proud Eastern Shipbuilding and Florida’s Second Congressional District should be of their hard work and determination, but it is also a crucial asset to maintaining national security dominance,” Neal Dunn, U.S. Congressman.

Over 1500 highly skilled craft employees and program professionals at Eastern Shipbuilding Group and 200 businesses from over 25 states are supporting the production of the first four Offshore Patrol Cutters in Panama City. The OPC is designed to conduct an array of missions including law enforcement, drug and migrant interdiction, search and rescue, disaster relief, and other homeland security and defense operations in support of the nation’s maritime security and border protection. The OPC design includes the capability of carrying an MH-60R or MH-65 helicopter and three operational over-the-horizon small boats. The vessel is also equipped with a highly sophisticated Command, Control, Computers, Communications, Cyber, Intelligence, Surveillance, and Reconnaissance (C5ISR) suite that will greatly enhance the U.S. Coast Guard’s mission capabilities.

The first OPC is named for the Revenue Cutter Argus, which was one of the first 10 ships assigned to the U.S. Revenue Cutter Service, a predecessor service to the U.S. Coast Guard. Revenue Cutter Argus began 13 years of service to the newly formed United States of America in 1791.

U. S. NAVY NEWS

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of Representatives; Carlos Del Toro, Secretary of the Navy; U.S. Rep. Darelle Issa, California 48th District; U.S. Rep. Sara Jacobs, California’s 51st District; Dolores Huerta, civil rights activist; Rear Adm. Brendan McClain, Special Assistant to Commander, U.S. Third Fleet; Steven Cade, Executive Director MSC; Capt. Micah Murphy, commander, Military Sealift Command Pacific, and Commander Task Force 33; as well as executives and employees of NASSCO San Diego and members of the Kennedy family.

“When we christen this ship, we are recognizing the tenacity and the spirit of Robert Kennedy,” said Pelosi.

The ship honors Robert F. Kennedy, an American lawyer and politician who served as the 64th United States Attorney General from January 1961 to September 1964, during his brother John F. Kennedy’s presidency, where he advocated for the civil rights movement, fought against organized crime and the Mafia, and involvement in U.S. foreign policy related to Cuba. Following his tenure as Attorney General, he served as a U.S. Senator from New York. In 1968, Robert Kennedy was considered a frontrunner for the Democratic Party’s presidential nomination. During a campaign event in Los Angeles, in June of that year, he was assassinated. A prominent member of the Democratic Party, Robert Kennedy has come to be viewed by some historians as an icon of modern American liberalism.

“Like the other great American Leaders

honored by the ships of this class, Robert F. Kennedy contributed much to the freedoms we enjoy today,” said Cade during his remarks. “A champion of equality who sought to eliminate disparity and close opportunity gaps that plagued our nation during his lifetime. We are very proud to be associated with and eagerly look forward to sailing a ship in his name.”

The ship was officially christened, when Kathleen Kennedy Townsend, Robert Kennedy’s oldest child and ship’s sponsor, broke the ceremonial bottle of champagne against the ship’s hull.

“The Navy is a fighting force and a force for peace,” said Kennedy Townsend. “It is fitting that the Secretary of the Navy named a class of ship after civil rights leaders like my father.”

The 746 foot Kennedy is the fourth ship in the John Lewis-class previously known as the TAO(X). This class of oilers has the ability to carry 162,000 barrels of diesel ship fuel, aviation fuel and dry stores cargo. The upgraded oiler is built with double hulls to protect against oil spills and strengthened cargo and ballast tanks, and will be equipped with a basic self-defense capability, including crew served weapons, degaussing, and Nixie Torpedo decoys, and has space, weight, and power reservations for Close In Weapon Systems such as SeaRAMs, and an Anti-Torpedo Torpedo Defense System. The Lewis-class of oilers will replace the current Kaiser Class fleet replenishment oilers and they age out of the MSC fleet.

Maine Dept. of Marine Resources

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Council’s this winter to gather more input from harvesters, dealers and processors.

I will continue to share updates on progress of work by the sub-committee established by ASMFC to work with Canadian officials on issues that are important to Maine fishermen.

New Marine Patrol Officer Amos Abbott to Serve in Friendship-Waldoboro-Cushing Patrol

31 October

The newest Maine Marine Patrol Officer Amos Abbott, shown here with Colonel Matthew Talbot (left) and DMR Commissioner Patrick Keliher (right), will serve in the Friendship-Waldoboro-Cushing Patrol.

AUGUSTA – Amos Abbott of Windsor has joined the Maine Marine Patrol as its newest Officer and will serve in the Friendship-Waldoboro-Cushing patrol.

Officer Abbott was sworn in recently in Augusta by Department of Marine Resources Commissioner Patrick Keliher.

Officer Abbott, who holds an associate degree in criminal justice and has completed the Maine Criminal Justice Academy’s Law Enforcement Pre-Service Training Program, is currently undergoing the Marine Patrol’s field training program.

He brings hands-on experience in law enforcement to his new position, having served as a patrol officer with the Rumford Police Department between 2021 and 2022.

Prior to working in law enforcement, Officer Abbott served as a Supervisor with the US Census Bureau, and as a registered Maine Fishing Guide.

“We’re pleased to welcome Officer Abbott onboard. His background and enthusiasm will be a great addition to the Bureau and to the community in this busy patrol,” said Marine Patrol Major Rob Beal.



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ern edge if there are limitations in the data; Whether current reporting by Area 3 vessels is representative, or an underestimate, of lobster effort in the Northern Edge area and how future requirements (i.e., federal eVTR requirement, vessel tracking) will impact the data available. Motion made by Mr. Kelihier and seconded by Mr. Grout. Motion passes by unanimous consent.

Tautog Management Board Meeting Summary

The Tautog Management Board met to consider a Technical Committee (TC) report on the commercial tagging program and discuss potential changes to the program.

In response to a Board task at the August meeting to identify and evaluate alternative tag types, the TC met and identified the T-bar, Petersen disc, and dart tags as potential alternatives to test along with the smaller NBT tag. However, the TC noted that with the timeframe between the August and October meetings, only the smaller NBT tag could be evaluated and the study would be limited to two weeks. In order to conduct a more robust study that would include all potential tag types over 30 days, results will not be available until summer 2024.

The Board also discussed proposals to suspend the commercial tagging program while alternative tags are evaluated. In response to public comments and the results of the TC surveys reviewed in August 2023, New York requested that the Board consider either pausing the program through emergency action or a fast-tracked addendum until the Board could consider alternative tags, or potentially suspending the program indefinitely if a new tag could not be identified. The Board agreed that alternative tags

need to be studied with the goal of finding a tag that could meet the objectives of the program and alleviate the concerns of live market harvesters and dealers. However, based on feedback from the Law Enforcement Committee that the program appears to be achieving its goal of reducing the number of illegal fish in the market, there were concerns about the effects on compliance if there was a pause in the program. In addition, there were states that have seen an increase in the value of their fish since the tagging program has been implemented. Ultimately the Board decided to maintain the program in its current form for the 2024 fishing year, during which time the alternative tags can be researched. For more information, please contact James Boyle, Fishery Management Plan Coordinator at jboyle@asmfc.org.

Motions, Main Motion

Move that the Tautog Management Board, by emergency action, as defined in the ISFMP Charter, suspend the Coastwide Commercial Tautog Tagging Program for 180 days to prevent additional negative impacts to the live market fishery and initiate an Addendum that will implement the suspension for the remainder of the 2024 fishing year and consider a longer term suspension if a suitable tag, satisfying Objective 4 in section 4.4.1 of Amendment 1, cannot be identified in time for implementation for 2025. Motion made by Mr. Maniscalco and seconded by Dr. Davis.

Motion to Substitute. Motion to substitute to initiate a fast-track addendum that will address negative impacts to the live market fishery, satisfying Objective 4 in section 4.4.1 of Amendment 1. Motion made by Mr. Hasbrouck and seconded by Dr. Davis. Motion fails (1 in favor, 8 opposed).

Main Motion. Move that the Tautog Management Board, by emergency action,

as defined in the ISFMP Charter, suspend the Coastwide Commercial Tautog Tagging Program for 180 days to prevent additional negative impacts to the live market fishery and initiate an Addendum that will implement the suspension for the remainder of the 2024 fishing year and consider a longer term suspension if a suitable tag, satisfying Objective 4 in section 4.4.1 of Amendment 1, cannot be identified in time for implementation for 2025. Motion made by Mr. Maniscalco and seconded by Dr. Davis. Motion fails (1 in favor, 8 opposed).

Atlantic Coastal Fish Habitat Partnership Steering Committee Meeting Summary

The Atlantic Coastal Fish Habitat Partnership (ACFHP) Steering Committee met to review the 2023-2024 Action Plan; discuss accomplishments and next steps; updated subcommittees and working groups; and delved into fundraising strategies, including the ACFHP Business Plan and BIL/IRA funding opportunities. The Committee also finalized its FY25 ACFHP funding application and heard from guest speakers, including Todd Miller from the North Carolina Coastal Federation and Jason Olive and Ryan Roberts from the National Fish Habitat Partnership. Despite an unsuccessful attempt at securing \$24,582,681 for the NOAA Climate Resilience Regional Challenge for eight oyster reef restoration projects spanning from Florida to New Hampshire, the Committee remained optimistic about the NOAA Transformational Habitat Restoration opportunity, targeting \$15 million for multi-habitat restoration projects in focused watersheds in Georgia, Delaware, and New Hampshire. The ACFHP FY25 Funding Application, open from October 31, 2023 to January 31, 2024,

supports fish habitat conservation projects, with no specified upper funding limit but a mandatory 1:1 non-federal match requirement (Tribes exempted). The application process places more emphasis on diversity, equity, inclusion, and public access. For more information, please contact Simen Kaalstad, ACFHP Director, at skaalstad@asmfc.org.

Horseshoe Crab Management Board Horseshoe Crab Board Sets 2024 Specifications for Delaware Bay-Origin Horseshoe Crabs

The Commission's Horseshoe Crab Management Board approved harvest specifications for Delaware Bay-origin horseshoe crabs. Taking into consideration the output of the Adaptive Resource Management (ARM) Framework Revision, the Board set a harvest limit of 500,000 male and zero female Delaware Bay-origin horseshoe crabs for the 2024 season.

"The Board stands behind the ARM Framework Revision as the best available tool to set harvest limits for horseshoe crabs of Delaware Bay-origin. As a result of its use, the Delaware Bay horseshoe crab population has been increasing, with abundance of both female and male horseshoe crabs in the Delaware region at an all-time high since 2003. Despite this positive finding, the Board elected to implement zero female horseshoe crab harvest for the 2024 season as a conservative measure, considering continued public concern about the status of the red knot population in the Delaware Bay," stated Board Chair John Clark of Delaware.

To make up for the lost harvest of larger female crabs, the Board agreed to increase Maryland and Virginia's male harvest

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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.

Transcribing: WPA Ship Documents, especially ones not published.

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

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

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quotas with an offset ratio of 2:1 males to females. Using the allocation methodology established in Addendum VIII.

As part of its ongoing discussions regarding how best to manage Delaware Bay-origin horseshoe crabs and in response to the Stakeholder Survey, the Board will move forward with a Horseshoe Crab Management Objectives Workshop. The Workshop will include a small group of managers, scientists, and stakeholders to explore different management objectives for the Delaware Bay- origin horseshoe crab, with a focus on multi-year specification setting and modeling approaches when selecting no female harvest. The intent would be to provide a report to the Board in time for the 2025 specification setting process next fall. For more information, please contact Caitlin Starks, Senior Fishery Management Coordinator, at cstarks@asmfc.org or 703.842.0740.

Meeting Summary

In addition to setting Delaware Bay-origin harvest specifications for 2024, the Board considered the results of stakeholder survey on Delaware Bay management objectives, received a report on synthetic endotoxin testing reagents, approved the Fishery Management Plan (FMP) Review for the 2022 fishing year, and appointed a new Advisory Panel member.

In May 2023 the Board formed a work group to develop a survey to be distributed to stakeholders to guide the Board in evaluating management objectives for the Delaware Bay horseshoe crab bait fishery, and whether to consider future changes to

management. The survey was distributed to stakeholders from the Delaware Bay states (New Jersey, Delaware, Maryland, and Virginia) including bait harvesters and dealers, fishermen who use horseshoe crab as bait, biomedical fishery and industry participants, and environmental groups. The results of the survey suggest the harvest of female horseshoe crabs does hold value for commercial fishery, and there is interest across stakeholder groups in modifying the management program for the Delaware Bay region.

Staff provided information on the synthetic alternatives to LAL, the endotoxin testing reagent derived from horseshoe crab blood, as requested by the Board. Recently, an expert committee of the US Pharmacopeia (USP) proposed a new standard including additional techniques for bacterial endotoxin testing using non-animal derived reagents, including recombinant Factor C (rFC) and recombinant cascade reagents (rCR). It also would provide information for manufacturers of new and existing biopharmaceuticals on how to incorporate them into their quality testing. The Board requested that a subject matter expert from the USP or the Food and Drug Administration attend a future meeting to provide additional detail on the efficacy of rFC and rRC compared to LAL.

The Board approved the FMP Review and state compliance reports for horseshoe crab for the 2022 fishing year, as well as de minimis status for South Carolina, Georgia, and Florida. Additionally, it approved the nomination of Sam Martin, a commercial fisherman for Maryland.

For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at cstarks@asmfc.org or 703.842.0740.

Motions

Move to accept the 2024 Adaptive Resource Management harvest specifications with 500,000 males and no female harvest on Delaware Bay-origin crabs. In addition, the 2:1 offset will be added to MD's and VA's allocations due to no female harvest. Motion made by Ms. Madsen and seconded by Mr. Pugh. Motion passes by unanimous consent.

Move to use the Stakeholder Survey Report as a basis for a Horseshoe Crab Management Objectives workshop, which would include a small group of managers, scientists, and stakeholders to explore different management objectives for the Delaware Bay-origin horseshoe crabs. This workshop should focus on multi-year specification setting and modeling approaches when selecting no female harvest. The intent would be to provide a report to the full Board in time for the 2025 specification setting process. Motion made by Ms. Madsen and seconded by Mr. Cimino. Motion passes by unanimous consent.

Move to approve the FMP Review, state compliance reports, and de minimis requests for South Carolina, Georgia, and Florida for the 2022 fishing year. Motion made by Mr. Luisi and seconded by Mr. Hasbrouck. Motion passes by unanimous consent.

Move to approve Advisory Panel nomination for Sam Martin from Maryland. Motion made by Mr. Luisi and seconded by Ms. Madsen. Motion passes by unanimous consent.

Move to task the Adaptive Resource Management Subcommittee with preparing a response to the September 2023 review of the ARM Framework by Dr. Kevin Shoemaker. Motion made by Mr. Hyatt and seconded by Mr. Luisi. Motion passes by unanimous consent.

Shad & River Herring Management Board

Meeting Summary

The Shad and River Herring Management Board met to receive a progress update on the River Herring Benchmark Stock Assessment and consider the Fishery Management Plan (FMP) Review for the 2022 fishing year.

The Board received an update on the River Herring Benchmark Stock Assessment. The Assessment Workshop was held from August 21-25, 2023. The Stock Assessment Subcommittee determined that the current timeline was not feasible, given the remaining workload, and recommended shifting the completion of the assessment forward one meeting week cycle. Instead of being peer-reviewed in Winter 2023 for presentation to the Board in February 2024, the assessment will now be peer-reviewed in early spring 2024 and presented to the Board at the Spring Meeting in May 2024.

The Board also reviewed the FMP Review and state compliance reports for the 2022 fishing year. In 2022, river herring landings were approximately 2.82 million pounds, which was a 34% increase from 2021, including approximately 2,600 pounds in bycatch landings. However, the Plan Review Team (PRT) noted that inconsistent sources of bycatch data between states make it difficult to evaluate bycatch annually. Non-confidential American shad landings totaled an estimated 110,027 pounds, a 44% decrease from 2021. Bycatch landings decreased by 75% to represent 7.5% of the total commercial landings. Hickory shad landings amounted to an estimated 98,962 pounds, a 0.5% decrease from

2021, although bycatch landings increased by 40% to represent 3% of commercial landings. The PRT noted that a number of states could not complete the monitoring requirements of Amendments 2 and 3 due to persistent funding and staffing issues, among some other minor issues with the compliance format. However, the PRT did not consider any of the issues significant. Therefore, the Board approved the 2022 FMP Review, state compliance reports, and de minimis requests.

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

Motions

Move to approve the Shad and River Herring Fishery Management Plan Review and state compliance reports, and de minimis requests for ME, NH, MA, and FL for American shad and NH, GA, and FL for river herring for the 2022 fishing year. Motion made by Mr. Grout and seconded by Mr. Woodward. Motion passes by unanimous consent.

Atlantic Coastal Cooperative Statistics Program Coordinating Council

Meeting Summary

The Atlantic Coastal Cooperative Statistics Program (ACCSP) Coordinating Council met to consider the FY2024 Partner and Administrative proposals and the Citizen Science SciFish Policies.

The Council voted to fund the ACCSP Administrative grant as base plus option 2 for required software platform development. The Council voted to support six maintenance proposals for FY2024 ranked and recommended by the Advisory and Operations Committees. The Council voted to fully support three new proposals and two proposals (from MAMFC and RI) at reduced scope to make the most progress with limited resources. The Council noted appreciation to the Operations and Advisors Committees for their work to rank proposals and provide thoughtful recommendations to utilize both the annual funding as well as \$250K unallocated funds from previous years.

The Council also approved the ACCSP Citizen science policies document for SciFish, allowing for creation of the SciFish Advisory panel and preparing for implementation of the SciFish application and project builder in the first half of 2024.

The Council was presented an update of ACCSP program activities, including software development timelines, updated on the Biological and Bycatch data collection program inventories now searchable in the ACCSP Data Warehouse, and the need for more Advisors to be appointed by Council members. For more information, please contact Geoff White, ACCSP Director, at Geoff.White@accsp.org.

Motions

Move to approve the FY2024 ACCSP Administrative grant as the base budget inclusive of Option 2 (\$50K) for a total of \$2,310,327. Motion made by Mr. Carmichael and seconded by Ms. Burgess. Motion passes (19 in favor).

Move to approve the top six (6) FY2024 ACCSP Maintenance projects as recommended by the Operations Committee and Advisors, including \$65,819 of the \$250K carry-over funds. Motion made by Ms. Salmon and seconded by Ms. Braun. Motion passes (20 in favor).

Main Motion: Move to accept the recommendations of the operations committee with the modification of funding both the MAFMC proposal "Improving Catch and Effort Data Collection from Recreational Tilefish Anglers" and the RIDEM proposal "The Economic Impact of Rhode Island's

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Fishing Industry” per the agreement these two entities reached to alter their funding request to not exceed the new proposal allocation. Motion made by Mr McKiernan and seconded by Ms. Zobel. Motion amended.

Motion to Amend: Motion to amend to add “if Rhode Island Department of Environmental Management (RIDEM) and the Mid-Atlantic Fishery Management Council (MAFMC) are unable to reach an agreement on how to split the funds the final arbitrator would be the ACCSP Leadership Committee.” Motion made by Ms. Burgess and seconded by Ms. Ware. Motion passes (20 in favor).

Main Motion as Amended: Move to accept the recommendations of the operations committee with the modification of funding both the MAFMC proposal “Improving Catch and Effort Data Collection from Recreational Tilefish Anglers” and the RIDEM proposal “The Economic Impact of Rhode Island’s Fishing Industry” per the agreement these two entities reached to alter their funding request to not exceed the new proposal allocation. If RIDEM and MAFMC are unable to reach an agreement on how to split the funds the final arbitrator would be the ACCSP Leadership Committee. Motion passes by unanimous consent.

Move to approve early funding option (November 2023) be used for Option 2 of the Administrative Grant (\$50,000) and for the new SC DNR project to add HMS fields to VESL (\$112,900). Motion made by Ms. Burgess and seconded by Mr. Carmichael. Motion passes by unanimous consent.

Motion to approve the SciFish Policies and launching of the SciFish Project Builder and application. Motion made by Mr. Carmichael and seconded by Mr. Clark. Motion passes by unanimous consent.

Law Enforcement Committee

Meeting Summary

The Law Enforcement Committee (LEC) conducted a hybrid meeting during the Commission’s 81st Annual Meeting in Beaufort, NC. The committee welcomed LTC. Jeff Sabo as the new representative from the Pennsylvania Fish and Boat Commission.

Species Issues

American Lobster – The LEC discussed the status of the trigger indices under Addendum XXVII of Amendment 3 of the American Lobster Fishery Management Plan. Every October the American Lobster Management Board reviews trawl and ventless trap survey results to see if the 35% decline in the recruit abundance has occurred. If the 35% decline in the recruit abundance is reached, then the following management consideration will take effect.

1st Gauge Increase – The first 1/16th of an inch gauge increase will take effect June 1st of the year after a determination by the Board that a 35% decline in recruitment abundance has occurred.

2nd Gauge Increase – On June 1st three years after the Board’s determination, the second 1/16th of an inch gauge increase for LMA1 harvesters will take effect.

Escape Vent Increase – On June 1st four years after the Board’s determination, lobster trap escape vent size increases will take effect.

The Committee was updated on the actions of the American Lobster Management Board in extending Addendum XXVII Implementation date to January 1, 2025.

Atlantic Striped Bass – Toni Kerns updated the LEC on the status of Draft Addendum II to Amendment 7 of the Atlantic Striped Bass ISFMP. Specific discussion was on the proposed compliance measures found in Section 3.0 of the Draft Addendum. The LEC looks forward to providing com-

ments at the appropriate time on the specific management options.

Tautog Tagging Study – The LEC was briefed by staff on the status of the Tautog Tagging Study being conducted by the Technical Committee and the State of New York. The study will assess the varied types of tags in different environments. This study is to be completed in late 2023 with recommendations to the Tautog Management Board in 2024. The goal behind this study is to identify a tag for use that will not damage a fish in the live market and hold the appropriate information necessary for tracking within the fishery.

Spiny Dogfish – Staff provided information on actions taken by the Mid-Atlantic and New England Fishery Management Councils to reduce sturgeon bycatch in the several federal large mesh gillnet fisheries. The LEC discussed the following topics: In response to the 2021 Biological Opinion and 2022 Action Plan to Reduce Atlantic Sturgeon Bycatch in Federal Large Mesh Gillnet Fisheries, a joint FMAT/PDT of the New England and Mid-Atlantic Fisheries Management Councils formed to develop a range of alternatives to reduce sturgeon bycatch in the monkfish and spiny dogfish fisheries. Review Progress and Timeline Updates on the Mid-Atlantic and New England Fishery Management Councils’ Joint Action on the Spiny Dogfish Fishery to Reduce Atlantic Sturgeon Bycatch.

Other issues

Members reviewed the current ASMFC document Guidelines for Resource Managers on the Enforceability of Fishery Management Measures (August 2015). This document has not been updated since 2015. With the always evolving strategies to address the development of fishery management plans, the LEC wished to keep this document relevant for the fishery managers of today. The LEC assigned a subcommittee in the Spring 2023. This subcommittee conducted three meetings over the summer months and has prepared a draft document for review and consideration by the full LEC. The next step will be to score and prioritize the management measures contained in the document. This will occur in late 2023, with a goal of this Board’s approval in early 2024.

A presentation of the second phase of the NACLELA/ICCA Wildlife Officer Exchange Program was offered. In this phase the US agency representative travelled to the foreign nation to learn about their respective program. This program is of interest as the Chair of the LEC, Deputy Chief Jason Snellbaker (NJ) was invited by the organizers to participate in this program in his role as a state officer and a NACLELA graduate. This exchange was with an ICCA graduate from the Fisheries Compliance and Enforcement agency of Belize. Deputy Chief Jason Snellbaker shared his experience of traveling to Belize and learning about their fishery enforcement program. This shared experience helped to increase international collaboration and individual capacity to address wildlife crime globally.

The Committee also discussed how best to utilize the Interstate Wildlife Violators Compact. Specifically, how best to share license sanctions among participating jurisdictions. For example, if the State of Maine were to issue a license sanction for a violation of their regulations; the State of New Hampshire or Massachusetts or any compact partnered state with like regulation, can also revoke the privilege of this same fisher in their state. This would be based on the Maine suspension. For our member state agencies, this is an unused resource that could help protect our marine fisheries and offer a deterrent.

A closed session of our meeting was afforded to openly discuss new and emerging law enforcement issues. Respective agencies were provided time to highlight their agencies and offer current enforcement efforts. For more information, please contact Kurt Blanchard, LEC Coordinator, at kurt.blanchard@verizon.net.

Atlantic Menhaden Management Board Meeting Summary

The Atlantic Menhaden Management Board met to receive an update on the ecological reference point (ERP) benchmark stock assessment, review the Virginia Chesapeake Bay Menhaden Study Design Report, and consider approval of the 2022 Fishery Management Plan (FMP) Review.

The Board received an update on the ERP Benchmark Stock Assessment. The ERP Workgroup met in October to conduct a Data and Methods Workshop to review new data sources; discuss high priority updates to the ecosystem models, including identifying potential new predators to add to the model; and discuss ongoing ecosystem indicator work in Maryland and Virginia. The ERP Benchmark Stock Assessment is scheduled to be presented to the Board at the 2025 Annual Meeting.

The Board reviewed the Virginia Chesapeake Bay Menhaden Study Design Report from the Virginia Institute of Marine Science (VIMS). In response to public concerns about the impacts of Atlantic menhaden commercial fishing in Chesapeake Bay, the Virginia General Assembly passed legislation that directed VIMS to develop a plan for studying Atlantic menhaden in Virginia waters. The Report outlines priority research recommendations, including methodologies, appropriate research agencies, collaborative stakeholders, timelines, and costs associated with those recommendations.

The Board approved the FMP Review for the 2022 fishing year, as well de minimis requests from Pennsylvania, South Carolina, Georgia, and Florida. The coastwide total allowable catch (TAC) for the 2022 fishing year was 194,400 mt. According to state compliance reports, total catch in 2022 including directed, incidental/small-scale fishery (IC/SSF), and episodic event set aside (EESA) landings was approximately 195,387 mt. IC/SSF landings, which did not count towards the coastwide TAC, amounted to an estimated 8,156 mt representing a 46% increase from 2021. Therefore, non-incidental landings in 2022 totaled 187,231 mt, which is approximately 96% of the coastwide TAC and a 1% decrease from 2021. While bait landings increased from 2021, reduction landings decreased by 2%.

The Plan Review Team questioned whether the current 10-fish biological sampling requirement is sufficient to categorize the impact of the commercial gear types on the menhaden population and whether it is appropriate for states to substitute fishery-independent data. Staff reported that these issues will be evaluated as part of the 2025 Atlantic Menhaden Single-Species Stock Assessment Update. For more information contact James Boyle, Fishery Management Plan Coordinator at jboyle@asmfc.org.

Motions

Move to approve the Fishery Management Plan Review, state compliance reports, and de minimis requests for PA, SC, GA, and FL for Atlantic menhaden for the 2022 fishing year. Motion made by Mr. Hasbrouck and seconded by Mr. Miller. Motion passes by unanimous consent.

Coastal Pelagics Management Board Meeting Summary

The Coastal Pelagics Management Board met to receive an update on the 2025 SouthEast Data, Assessment, and Review (SEDAR) stock assessment for Atlantic cobia; set state waters recreational management measures for Atlantic cobia for the 2024 fishing year; receive a Cobia Technical Committee (TC) report regarding reallocation of recreational quota; and receive an update from the South Atlantic Fishery Management Council (SAFMC) regarding Framework Amendment 13 to the Coastal Migratory Pelagics (CMP) Fishery Management Plan (FMP) and upcoming mackerel port meetings.

The Board received a presentation on the status of the upcoming stock assessment for Atlantic cobia, which is scheduled to be peer reviewed in 2025 through the SEDAR process. The 2025 cobia assessment will function differently from SEDAR 58, the previous assessment for the species. Significant participation from the Commission and state staff will require the Board to establish an Atlantic Cobia Stock Assessment Subcommittee (SAS). The assessment will face a number of challenges including, but not limited to, the loss of the sole abundance index for the species and the need to consider new data sources and modeling frameworks. Additionally, as part of the stock assessment, the Cobia TC has expressed interest in re-examining the management boundary for Atlantic cobia which currently sits at the Florida Georgia state line. The 2025 stock assessment for Atlantic cobia is expected to be presented to the Board in early 2026.

Next, the Board received a TC report and recommendation for setting state waters recreational management measures in 2024. Typically, the TC would determine state management measure changes through comparing each state’s recent harvest to state harvest targets. However, this year, in addition to harvest target evaluations, the Board also tasked the TC with reviewing the impacts of status quo recreational management measures. Ultimately, the Board agreed with the TC recommendation, and chose to maintain status quo state waters recreational management measures for the 2024 fishing season.

The second TC report to the Board focused on recent trends in state and regional cobia landings compared to harvest targets. The TC noted current recreational allocations are calculated based on states’ percentages of coastwide landings through 2015. However, harvest patterns since 2015 appear to have changed such that a majority of cobia harvest now occurs outside of the Southeast region. The TC recommended the Board consider taking action to address recreational quota reallocation of Atlantic cobia, but noted the timing of Board action should consider upcoming changes to the Marine Recreational Information Program Fishing Effort Survey and the potential for a stock boundary reexamination alongside the next stock assessment. After receiving the TC report and recommendation, the Board initiated an addendum to address recreational Atlantic cobia quota reallocation. The Board recommended the Plan Development Team (PDT) explore options to consider the seasonality of the species in various regions, reevaluate what a soft target is, and if state-by-state soft targets are appropriate for managing pulse fisheries like Atlantic cobia. The Board will form a PDT following the Commission’s Annual Meeting, and will receive an update from the PDT and better define addendum alternatives at the Com-

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mission's next meeting in January.

Lastly, the Board received an update from SAFMC regarding upcoming mackerel port meetings and CMP Framework Amendment 13. CMP Framework Amendment 13 will adopt the new acceptable biological catch (ABC) level for Spanish mackerel and is expected to be approved in June 2024. Mackerel port meetings are expected to start in Spring 2024, and will serve as pre-scoping for an upcoming SAFMC plan amendment addressing management of Atlantic Spanish mackerel.

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

Motions

Move to maintain status quo state waters recreational management measures for Atlantic cobia for the 2024 fishing season. Motion made by Ms. Madsen and seconded by Mr. Woodward. Motion passes by unanimous consent (Roll call: In favor – RI, NY, DE, MD, PRFC, VA, NC, SAFMC; Abstentions – FL, NOAA Fisheries; Null – GA, SC).

Move to initiate an addendum addressing recreational Atlantic cobia quota reallocation. The Board recommends that the Plan Development Team explore options outside of the current state-by-state quota allocation system, specifically a coastwide soft target with regional management measures designed to meet the coastwide soft target while considering the need for fishing opportunity based on the seasonality of the species in various regions. Motion made by Ms. Madsen and seconded by Mr. Batsavage. Motion passes (9 in favor, 2 null, 2 abstentions).

Move to elect Mr. Spud Woodward from Georgia as the Vice Chair of the Coastal Pelagics Management Board. Motion made by Mr. Batsavage and seconded by Dr. Rhodes. Motion passes by unanimous consent.

Coastal Sharks Management Board Meeting Summary

The Coastal Sharks Management Board met to consider a process to set 2024 specifications. NOAA Fisheries Highly Migratory Species Division published the proposed 2024 Atlantic shark specifications in August. The proposed rule includes a start date of January 1 for all shark management groups, with quota levels and possession limits remaining unchanged from 2023. The proposed initial 2024 possession limit for the aggregate large coastal sharks (LCS) other than sandbar is 55 sharks per vessel trip, and the initial possession limit for blacknose sharks is eight sharks per vessel trip. NOAA Fisheries may reduce the retention limits as needed to ensure the quotas are not exceeded. The proposed rule also considers options for the 2024 and future fishing years to automatically open the commercial fishing year on January 1 of each year under the base quotas and default retention limits, and to increase the default commercial retention limit for the LCS fisheries. Upon the release of NOAA's final rule later this year, the Board will set the 2024 coastal shark specifications via an email vote.

Additionally, the Board elected Mike Luisi as Vice-Chair. For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator at cstarsk@asmfc.org.

Motions

Move to approve the 2024 coastal sharks specifications via an email vote after NOAA Fisheries publishes the final rule for the 2024 Atlantic Shark Commercial Fishing season. Motion made by Mr. Clark and seconded by Mr. Luisi. Motion approved by unanimous consent.

Move to nominate Mike Luisi as Vice Chair of the Coastal Sharks Board. Motion made by Mr. Clark and seconded by Ms. Meserve. Motion approved by unanimous consent.

Executive Committee Meeting Summary

The Executive Committee (EC) met to discuss several issues, including the FY23 Audit, an increase to the per diem allowance; an update on Consolidated Appropriations Act (CAA) and a Legislative Committee update. The following action items resulted from the Committee's discussions: The FY23 Audit was reviewed by the Administrative Oversight Committee (AOC) and forwarded to the Executive Committee with a recommendation for approval. The motion to approved unanimously. Staff presented a report on the potential for an increase in Per Diem rates for Commission meetings. The increase would be from Commission General and Administrative (G&A) funds, not federal funds. Staff presented an analysis of the impact this increase would have on the Commission budget and it was determined to be less than \$15,000 annually. A motion was made to implement this change and it passed. Staff presented the Executive Committee with multiple legislative updates per the recommendation of the Legislative Committee. Topics included: the speaker-ship battle and its potential impacts on the budget, the Recovering America's Wildlife Act, the FISHER Act, unconfirmed upcoming priorities for Congress, and updates on internal Commission planning documents. Staff gave an update on the Consolidated Appropriations Act (CAA) funds. CAA has approximately \$7 million remaining and the states are expected to disburse it all by July 31, 2024. Mr. Keliher presented an overview of the American Unagi aquaculture facility in Hancock County, Maine. The facility is highly effective in growing out glass eels to supply the domestic unagi market.

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

Motions

On behalf of the Administrative Oversight Committee, move acceptance of the FY23 Audit. Motion made by Joe Cimino. Motion passes unanimously.

Move the Commission approve a 30% increase to the per diem allowance which will come from G&A, not federal funds. Motion made by Mr. Abbott and seconded by Mr. Miller. Motion passes (14 in favor, 1 opposed, 1 abstention).

Business Session of The Commission

Member states of the Atlantic States Marine Fisheries Commission (Commission) thanked Spud Woodward of Georgia for an effective two-year term as Chair and elected Joseph Cimino of New Jersey to succeed him.

"I'm honored to be chosen by my fellow Commissioners to lead our efforts for the next two years. One of my priorities will be to work with my colleagues in the states and federal agencies to seek resources to fund fundamental fisheries data collection

and science activities to support our management programs. Other topics that will be the focus over the next two years will be our ability to adapt to climate-induced changes in fisheries and how best to respond to the possible recalibration of recreational fishing effort and harvest data from the Marine Recreational Information Program Fishing Effort Survey," said Mr. Cimino.

Mr. Cimino continued, "I want to thank outgoing Chair, Spud Woodward for his commitment to updating our foundational guidance documents on our Appeals Process, De Minimis Policy, and Conservation Equivalency Guidelines. These clearly articulated guidelines and processes are fundamentally important to ensuring that we treat each other fairly and without undue burden in the management process. Newly elected Vice-chair Dan McKiernan and I will strive to emulate his success by working with our stakeholders, state, federal, and academic partners, Congress, and especially Bob Beal and the outstanding staff to ensure Cooperative and Sustainable Management of Atlantic Coastal Fisheries is not just a vision statement but a reality."

Under Mr. Woodward's leadership, the Commission made important strides in furthering its strategic goals. Management accomplishments over the past two years include decisive action to initiate rebuilding of Atlantic striped bass; the adoption of a new amendment for summer flounder, scup and black sea bass to address the reallocation of the resource between commercial and recreational sectors; approved changes to the management of recreational fisheries for bluefish, summer flounder, scup and black sea bass through adoption of recreational measures setting process; and the approval of new addenda for American lobster, Atlantic menhaden, and horseshoe crab – all with the shared goal of providing the states and their stakeholders fair access to these resources while ensuring the species' health and long-term sustainability. An outstanding number of benchmark stock assessments and assessment updates were completed, including American eel, Atlantic menhaden, Atlantic striped bass, black drum, bluefish, Jonah crab, winter flounder, and revision to the Adaptive Resource Management Framework.

Working with the three East Coast Regional Fishery Management Councils and NOAA Fisheries, significant progress was also made on how fisheries managers can best address changing fish stock availability or distribution caused by climate change with the development of potential governance and management actions that could help prepare fishery management organizations for future challenges related to climate change.

Further, advances in habitat conservation were made by the Atlantic Coastal Fish Habitat Partnership (ACFHP) through its funding of seven on-the-ground projects, which will open over 40 river miles and con-



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ATLANTIC STATES MARINE FISHERIES - ANNUAL MEETING

serve over 300 acres of fish habitat. These include dam removal and fishway projects in New Jersey and Massachusetts, as well as saltmarsh and seagrass restoration projects in North Carolina and Florida. ACFHP also partnered with the Southeast Aquatic Resources Partnership and The Nature Conservancy to spatially prioritize fish habitat conservation sites through GIS mapping and analyses for the Atlantic region of the U.S. from Maine to Florida.

From a data collection and management perspective, the Atlantic Coastal Cooperative Statistics Program (ACCSP) also made progress under Mr. Woodward's leadership. ACCSP supported 27 partner agency data collection projects, and expanded the scope and security of the ACCSP Data Warehouse. ACCSP established citizen science policies and data collection systems including SciFish; supported implementation of the SouthEast For-Hire Integrated Electronic Reporting system; completed the Atlantic Regional Recreational Data Needs Implementation plan; and made progress on a methodology to more fully use for-hire logbooks in Marine Recreational Information Program's catch statistics.

Mr. Cimino directs the New Jersey Department of Environmental Protection's (NJDEP) Marine Resources Administration, which includes the bureaus of marine fisheries and marine habitat and shellfisheries. He represents the NJDEP at various inter- and intra-state meetings, including the New Jersey Marine Fisheries Council and the Delaware Bay and Atlantic Shellfisheries Councils, the Mid-Atlantic Fishery Management Council, and the Atlantic States Marine Fisheries Commission, where he has represented the State of New Jersey since 2019 and prior to that the Commonwealth of Virginia from 2015-2018. Mr. Cimino directs the research and monitoring programs of the Administration to ensure they provide the information necessary for sound management of marine and shellfish resources. He started his marine fisheries career as a seasonal technician for New York State Department of Environmental Conservation's Hudson River Fisheries Unit, he then spent two years with North Carolina's Division of Marine Fisheries. During his 14 years with the Virginia Marine Resources Commission, he held various roles, ultimately finishing his time there as the Deputy Chief of Fisheries. Mr. Cimino has degrees from SUNY Cobleskill and Plattsburgh in Fisheries and Wildlife Technology and Environmental Science, respectively.

The Commission also elected Dan McKiernan, Director of Massachusetts Division of Marine Fisheries, as its Vice-Chair.

Meeting Summary

In addition to electing new leadership, the Commission reviewed and approved the 2024 Action Plan, which guides the Commission's activities over the next year. It also received a brief overview of the Draft 2024-2028 Strategic Plan, which will be considered for final action in January at the Commission's Winter Meeting. For more information, please contact Robert Beal, Executive Director, at rbeal@asmfc.org.

Motions

Motion to approve the 2024 Action Plan. Motion made by Mr. Keliher and seconded by Mr. Clark. Motion carries without objection.

On behalf of the nomination committee, move to elect Joe Cimino as ASMFC Chair. Motion made by Mr. Keliher. Motion unanimously approved.

On behalf of the nomination committee, move to elect Dan McKiernan as ASMFC Vice-Chair. Motion made by Mr. Keliher. Motion unanimously approved.

Captain David H. Hart Award

Robert H. Boyles, Jr. Named 2023 Captain David H. Hart Award Recipient

At its 81st Annual Meeting in Beaufort, North Carolina, the Atlantic States Marine Fisheries Commission presented Robert H. Boyles, Jr., Director of the South Carolina Department of Natural Resources, the Captain David H. Hart Award for 2023 for his longstanding contributions to and exceptional leadership towards the sustainable management of marine resources along the Eastern seaboard. The Commission instituted the Hart Award in 1991 to recognize individuals who have made outstanding efforts to improve Atlantic coast marine fisheries. The Hart Award is named for one of the Commission's longest serving members, who dedicated himself to the advancement and protection of marine fishery resources, Captain David H. Hart, from the State of New Jersey.

For nearly three decades, Mr. Boyles has dedicated his career to the conservation and management of marine resources within his home state of South Carolina, within the South Atlantic region through his longstanding participation on the South Atlantic Fishery Management Council, and along the entire Atlantic coast as Commissioner and past Chair and Vice-chair of the Atlantic States Marine Fisheries Commission (ASMFC). Robert was an ASMFC Commissioner from 2004 – 2020. Over that time, he was a thoughtful contributor to our process; chairing management boards for Atlantic menhaden, horseshoe crab, and South Atlantic species, as well as the Atlantic Coastal Cooperative Statistics Program Coordinating Council.

Over the five years that he served as Commission Chair and Vice-chair, he exemplified leadership through his innate ability to understand and facilitate the cooperative nature of the Commission's Compact. He quickly became and will always be considered the senior statesman of the Commission, with a knack for poignantly quoting one of the nation's founding members to refocus commissioners on addressing the fundamental question at hand. Mr. Boyles was an advocate for transparent decision making; a great supporter of the Commission, respecting the opinions of both senior veterans and new commissioners alike; and a promoter of unity among states, especially during difficult and contentious deliberations.

Mr. Boyles' notable accomplishments include greater protection of shad and river herring, with the closure of state waters in the absence of approved sustainability management plans. He also advanced the Commission's first multispecies approaches to management through the development of the horseshoe crab Adaptive Resource Management Framework and the inclusion of data on predator demands in the Atlantic menhaden stock assessment, setting us on the course for the current management of Atlantic menhaden through the use of ecological reference points.

Although his appointment as Director of the South Carolina Department of Natural Resources precluded his continued service to the Commission, Mr. Boyles continues to advocate for the protection of South Carolina's Marine Resources through his directorship of the Department as well as serving on multiple national boards, including Chair of the Southeastern Association of Fish and Wildlife Agencies, Vice-Chair of the South Carolina Sea Grant Consortium, and Chair of the National Fish Habitat Board.

Spiny Dogfish Management Board Meeting Summary

The Spiny Dogfish Management Board met to review an update on the joint action of the Mid-Atlantic and New England Fishery Management Councils (Councils) to reduce sturgeon bycatch and to consider the Fishery Management Plan (FMP) Review for the 2022/2023 fishing year.

The Board received an update on the Councils' joint action to reduce sturgeon bycatch in the monkfish and spiny dogfish fisheries. The Board reviewed the range of alternatives that were recently approved by both Councils. Final action on the alternatives is planned for April 2024. Accordingly, the Board will plan to review the final action and consider complementary action for state waters at the Spring Meeting in May 2024.

The Board was presented the FMP Review for the 2022/2023 fishing year. Commercial landings increased by 28% from 2021-2022 and were approximately 43% of the coastwide quota. Recreational harvest decreased by 41%, but dead discards increased by 8%, from the previous fishing year. The Board approved the FMP Review, state compliance, and de minimis requests from New York and Delaware. For more information, please contact James Boyle, FMP Coordinator, at jboyle@asmfc.org.

Motions

Move to approve the Fishery Management Plan Review, state compliance reports, and de minimis requests for DE and NY for the 2022-2023 fishing year. Motion made by Mr. Kane and seconded by Mr. Clark. Motion approved by unanimous consent.

Habitat Committee Meeting Summary

The Commission's Habitat Committee met on October 18 & 19, following a field trip to the North River Wetlands Preserve that was hosted by Todd Miller from the North Carolina Coastal Federation. During the meeting, the Committee addressed the Habitat Hotline Atlantic; status of the current Acoustics Impacts Habitat Management Series document; and welcomed guest speakers, Bill Crowell and Judd Kenworthy from the Albemarle-Pamlico National Estuary Partnership. The discussion surrounding the next issue of the Habitat Hotline Atlantic focused on format, topics, and the necessity for following up with Commissioners and the broader audience in order to include the most relevant content. Notably, the Committee made progress in designating Fish Habitats of Concern (FHOC) for all Commission-only managed species. These designations were based on the ecological importance of the habitats, sensitivity to human-induced environmental degradation, potential stress from development activities, and habitat rarity. The FHOC document was approved by the ISFMP Policy Board. For more information, please contact Simen Kaalstad, ACFHP Director, at skaalstad@asmfc.org.

To be continued in next issue

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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

31 May
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Savannah, May 25 – Morning.

The steamship ISABEL touched off this port this morning, from Havana and Key West. She left Havana on the 22d inst., two days after the OHIO.

According to the advices brought by the ISABEL, the invading forces are thrown into confusion, and probably are already used up.

The steamer CREOLE, which carried that part of the invading forces that landed at Cardenas, succeeded in escaping from that port, and has arrived at Key West, with Gen. Lopez, the Commander-in-Chief of the invaders, on board. Gen. L. and one of his aids, Major Schez Essnaga, arrived in this city this morning, and have taken lodging at the City Hotel.

* * * * *

Destruction of the Steamer CONSTITUTION by Fire. Memphis, Tennessee, May 22d. On Monday night, at 8 o'clock, the steamer CONSTITUTION, from St. Louis for New Orleans, with from 800 to 900 tons of freight, consisting of tobacco, flour, bacon, corn, oats, lard, beef, and cattle, caught fire at the wharf in this city, and was totally consumed—setting fire to the wharf of Shaw & Co., and a ferry boat, which was also destroyed. The flames spread so rapidly that the books, papers, money, &c, belonging to the CONSTITUTION, were not saved.

Several persons are supposed to have been burned or drowned.

The total loss of property cannot fall short of \$100,000.

* * * * *

Married.

In Readfield 21st inst., Rev. Howard B. Abbott, of Portland, to Miss Elizabeth J. Moody, of Readfield.

In Castleton, Staten Island, New York, May 20th, by the Rev. Mr. Hill, Joseph H. Heal, to Miss Mary V. P. Smith, both of Staten Island.

Died.

In this town 25th, Mrs. Sarah Townsend, aged 68 years and 10 months; Mass. papers please copy. 27th, John D. Kinsman, Esq., formerly of Portland, aged 44.

In Lincolnville, 17th, Mary Ann, wife of John Duncan, and daughter of John Huston, aged 34. Eastern papers please copy.

In Whitneyville, 19th, Lucy Helen, only daughter of E. S. and S. A. Blaisdell, of East Thomaston, aged 20 months.

In Rio Janeiro, March 16th, of fever, George Shields, of Bucksport, seaman of bark ROANOKE, of Baltimore.

In Bath, 21st, Mrs. Mary Low, aged 82.

Drowned, in Penobscot River, near Frankfort, April 28th, John H. Littlefield,

aged 19 years. He was the son of Geo. W. and Rhoda Littlefield, as they have no knowledge that his remains have been found. He had on two shirts, a red one and a striped one, mixed pantaloons and boots. If any one had found and buried him, or if any one should discover his remains hereafter, he shall be suitably rewarded by giving information to his father, in Frankfort.

Thus have the fond hopes of his parents been suddenly blasted. They will no more behold his countenance radiant with the smiles of benevolence and affection, but the recollection of his many virtues will soothe the anguish of their hearts. Even in the darkest hour of their affliction they will recollect with devout gratitude, his filial affection, his amiable disposition, mild and engaging manner, constant regard for their wishes, and his unwearied efforts to promote their happiness. His surviving brothers and sisters will recall to mind his uniform kindness and love towards them, and will derive comfort from the thought that though, they shall see his face no more on earth, yet even now he may be a ministering angel to watch over their welfare and to conduct them at last to eternal happiness. The void which this event has caused among his young associates will long be felt. May they call to remembrance the many virtues that adorned his character, and when they think of his early and sudden death, may they consider it a warning addressed to them to be also ready.

Ship News. Port of Belfast.

Arrived – 24th, INCREASE, Wood, New York; 29th, PALESTINE, Wells, Calais.

Sailed – 28th, A. GALE, Pattershall, Boston; ELIZABETH, Smalley, Salem; ELIZABETH, Clark, do; ERIE, Coombs, Nantucket; PEYTONA, Gilman, Boston; SETH & WILLIAM, Brown, Danvers; CHAMPION, Matthews, do; INCREASE, Thomaston.

Arrived at Boston 23d, OAK, Ryder; GEM, Nickerson; and BOSTON, Carson, Philadelphia; CATHARINE, Prince, Cherryfield; cleared 23d, MONTE CHRISTO, Sherman, Rio Hache, and a market; S. STURGESS, Parker, St. Domingo; T. F. KNOX, Taylor, Fredericksburg; W. NICHOLS, Leighton, Cherryfield; J. GUTTENBURG, Wooster, Frankfort, to load for Pensacola; AERIEL, Nickels, Camden; HENRY ATKINS, (of Boston, late of Prospect) Rendell, Philadelphia; arrived 24th, I. CARVER, Curtis, Cardenas; 12th inst. – left Hecla, SCUPER, for New York, 4 days; MAINE, Porter, for Boston, 8 days, OCEN, Eldridge, Baltimore; AVON, Carver, Jacksonville; cleared 24th, J. STORY,

Ryder, Baltimore; PINTA, Strout, Calais; DELMA, Higgins, do; J. Q. ADAMS, Norris, New York; ACTIVE, Clark, Ellsworth; ALHAMBRA, Blanchard, Prospect; arrived 25th, CHAS. WILLIAM, Ekston, Mobile, 8th; EUTAW, Matthews, Baltimore; ISOLA, Park, Havana, 6th; WATERLOO, Richardson, Mt. Desert; H. HAMLIN, Lansil, Bangor; cleared 25th AM BELLE, Baxter, New York; BAY STATE, Ryder, do; ST. LEON, Parker, Bangor; ONTARIO, Carlisle, do; M. F. SLADE, Howes, Philadelphia; PAULINA, Flynn, do; R. M. CHARLTON, Gilkey, Camden; SAGAMORE, Crosby, Albany; arrived 26th, LUCINDA SEARS, Sears, Marseilles, April 16; MERCATOR, (of Ellsworth), Leland, St. Johns, NB; PROSPECT, Genn, do; MARS HILL, Crockett, and MARY, Yates, Philadelphia; arrived 27th, HIRAM, Hanscomb, Eastport; AUGUSTUS, Hodgdon, Lubec; RATAN, Remic, Ellsworth; cleared 29th, MYRA, Studley, and SUN, Crosby, Philadelphia.

Arrived at Providence 26th, BANGOR, Jordan, Ellsworth; SYBEL, Newbegin, Calais; sailed 25th, SYBEL, for Millstone, Connecticut; S. BUCK, Bangor; ALVARADO, Calais; OREGON, Vinalhaven; arrived 24th, HAMLET, Nickerson, Philadelphia; sailed GRAND TURK, Bangor, arrived 28th I. O. of O. F., Ellms, Richmond; KIDDER & CO., Fletcher, Bangor; A. DENMAN, Perry, Thomaston; below, F. A. HEATH, from Bangor.

Arrived at New York 22d, CERES, Small, and FAME, Black, Machias; TOMALA, Hewel, Eastport; B. CARVER, Carver, New Orleans; AURORA, Keen, Eastport; LAMARTINE, Thorndike, Laguayra; ADELAIDE, Calais; SUPERB, Pinkham, Cherryfield; cleared P. R. HICHBORN, Colcord, Philadelphia; steamer EMPIRE CITY, Warren, Chagres; OLIVE BRANCH, Clark, Sullivan, Maine (another account says for Jacksonville); arrived 23d, SPLENDID, Hupper, Machias; SUSAN, Thurlow, do; ALVANO, Glover, Saltillo River; AUORA, Reid, Calais; HY C. LOWELL, Thomas, Laguayra; CADET, Rich, St. Thomas; GRECIAN, Bragdon, Franklin; MORA, Cottrell, Holmes Bay, (with ship TIMBER); FRIENDS, Robinson, Machias; cleared 23d, J. COLBY, Hatch, Ponce; arrived 24th, ARVO, Gorham, Eastport; WARRIOR, Thomaston; C. CHAMBERLAIN, Crowell, Boston; LAURETTA, Coggins, Para; arrived 25th, FORESTER, Parker, Buenos Ayres; GOLDEN AGE, Arey, Cardiff; BENGALA, Hichborn, Mayaguez; E. TILLET, Crabtree, Guayama; AUGUST, Snow, St. Johns, PR; S. E. HAND, Bahamas; ZULMA, Spaulding, Port au Prince; S. E. HAND, Bahamas; ZULMA, Spaulding, Port au Prince; DENNIS, Hodgdon, Calais; J. LIND, Coombs, N. Haven; ADELAIDE, O'Brien, Eastport; cleared 24th, ITASKA, Greenlaw, and PETREL, Malee, Eastport; K. PENDERGAST, Evans, Baltimore; GEN. MARSHALL, Holmes, Philadelphia; B. A. TUFTS, Norton, Gonaives; GEN. MARSHALL, Holmes, Philadelphia; B. A. TUFTS, Norton, Gonaives; FLORIO, Allen, Wilmington; arrived 25th, E. DENNISON, Carpenter, Antwerp; ALEXINE, Burlingame, Sagua la Grande; L. FISK, Gates, Apalachicola; 26th, DEWITT CLINTON, Funk, Liverpool; VANGUARD, Norton, do; W. B. PETERS, Lord, Sullivan; cleared ORIZAVA, McKenzie, Georgetown, D.C.; COPIA, Sears, Philadelphia; J. FARWELL, Alexander, Boston; COURIER, Nickerson, Portsmouth; arrived 27th, KATHLEEN, Homer, Rio de Janeiro; GLOBE, Chipman, Palermo; MARY, Norton, Machias for Flushing; COTTAGE, Lubec; arrived 28th, M. ELLEN, Hewett, Rio Grande; MARTHA KINSMAN, Bucknam, St. Johns, PR; M.

WISE, Crockett, do; WARCALLER, Joselyn, St. Marks; cleared R. INGERSOLL, Plummer, Machias; E. DUDLEY, Hopkins, Bangor; CORAL, Nickerson, Portland; L. H. NICKERSON, Nickerson, and T. HIX, Hall, Boston.

Arrived at Philadelphia 22d, WM STEVENS, Shute, Belfast, and cleared for Salem; cleared 21st, MAINE, Griffin, Portland; cleared 22d, MAJESTIC, McNear, Boston; MARY H., Crowell, do; cleared 23d, CALIFORNIA, Slater, Matanzas; G. DARLING, Bartlett, Dighton; HENRY, Glover, Boston; arrived 23d, ERIE, Ryder, Boston; arrived 24th, ACORN, Howes, Boston; M. VAN BUREN, Hopkins, Cienfuegos; PEARL, Harding, and EMMA, Baker, Boston; CARLANN, Flowers, (not Long, as reported), Norfolk; GLENROY, Glazier, Boston; GAZELLE, Rogers; EMPIRE, Smith; and CORNELIA, Smith, Providence; GLOBE, Nickerson, and BELLE, Chase, East Cambridge; E. & FRANCES, Nickerson, Chelsea; MARGARET, Boardman, Lynn; arrived 25th -26th, KALAMAZOO, Mahoney, Liverpool; MERRIMAC, Bangs, and OCEAN QUEEN, Peachy, Boston; L. STOVER, Deming, Portland; BROOKSVILLE, Limeburner, New York; H. B. BASCOMB, Carson, Roxbury; cleared CHICOPEE, Emery, Boston; CHINCHILLIA, Haskell, do; PENSACOLA, Coombs, do.

Arrived at Baltimore 24th, UNION, Kendrick, Boston.

Arrived at Norfolk 19th, M. TAYLOR, Nickerson, Boston; H & ABIGAIL, Crane, Camden; 20th, YANTIC, Brightman, New York.

Arrived at Richmond 22d, ONTARIO, Hosmer, Camden.

Arrived at Wilmington, North Carolina, 23d, MAZEPPA, Colson, Boston.

Arrived at Washington, NC, about 19th, MELVILLE, Cousins, Boston.

Arrived at Charleston 19th, RICHMOND, Hopper, Camden.

Arrived at Jacksonville, 9th, J. READ, Bannan, Key West; SCIOTA, McFarland, New York.

Arrived at Savannah 19th, C. H. HALE, Gilkey, Baltimore; HUDSON, Havener, Goose River; H. N. GAMBRILL, Baltimore.

Arrived at San Francisco April 7th, BIR-MINGHAM, Winchell, Bath, November 3d; GLENCEE, Abbott, Frankfort, November 8; ZOROASTER, Handy, New Bedford, October 9; PERFECT, Stackpole, Camden, November 11; March 30th, ELEANOR, Almy, Stonington, September 17; April 19th, schooner ORLEANS, Tinker, 180 days from do; arrived April 2, REINDEER, Lord, Boston, November 22d; MARTHA, Hinckley, Nantucket October 22; 3d, SPARACUS, Welsh, Boston, October 22d; CHESTER, Warren, do; September 27, CIVILIAN, Dodge, do, November 12, all via Valparaiso; CYBELE, Davis, Portland; arrived 6th, RICHMOND, Winn, Boston, October 31; MONSOON, Scudder, do, October 23, both via Valparaiso, SUCCESS, Dayley, Boston, November 12. S. WARREN, Curtis, Portland, October 13; DOMINGA, Bray, Newburyport, November 12; LAMARTINE, Brown, Boston, November 8, via Valparaiso; 8th, CORDOVA, Winsor, do. September 26th, do. do; EAGLE, Perry, N. Bedford, September 17; 11th, MARY MITCHELL, Barnard, Fall River; August 21; 12th, TOCCAO, Cranston, N. Bedford, October 25; SEA SERPENT, Marchant, Gloucester, November 12 19th, PONTIAC, Brace, Salem; November (???), cleared F. A. EVERETT, Carlton, Mazatlan via San Diego; META, Rich, Sandwich Islands.

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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

Foreign Ports.

At Valparaiso 4th ult, M. CLEAVES, Stacy, from Boston December 7, for California next day; arrived 13th, CHARLOTTE, Crosby, from do. December 8th, for do. 16th.

In Straits of Magellan (reported by schooner ORLEANS, at San Francisco (April 20) brigs ROBERT, from Fall River; B. M. PRESCOTT, Simms, from Calais.

Arrived at Havana 18th, T. CHURCH, Talbot, and CARNATIC, Devereux, New York; at do. 18th, OZARK, Davis, frt or ch; C. C. DOW, Blanchard, do; GEO. WASHINGTON, Snow, for Cronstadt, loading; MARION, Sampson, unc; WM HALL, frt or ch; THORNDIKE, Perkins, for Cowes soon; MARGARET, Webster, for Cardenas to load for New York; ROBT PATTEN, Purrington, for frt or ch, LYMAN, Doane, for Cowes, ldg; N. W. BRIDGE, Collins, unc; ANTELOPE, Crosby, for Cowes, loading; COMORO, Scudder, do; P. PENDLETON, Curtis, from New York, disg; SYLPHIDE, Lawry, and MURILLO, Merrill, for Cowes, loading; VICTOR, Clark, wtg; ISABEL, Preble, for Cadiz; HY MARSHALL, Brightman, about dig; G. W. BRINKERHOFF, Crocker, disg; ZENOBIA, Carlton, from Nicaragua, arrived 7th; PREST. Z. TAYLOR, Hinds, unc; sailed 12th, MUDORA, Ames, New York [arrived in Hampton Roads 20th] LIMA, Higgins, Portland; J. AVILES, Merryman, do; ALGONQUIN, Smith, Sagua.

At Matanzas 15th, A. G. HILL, Curtis, for Falmouth, England, loading; S. HAND, Nichols, for Hamburg, do; SCIENCE, Staples, from Searsport, disg; arrived at do 7th, IMOGENE, Banks, Havana; cleared 7th, AGNORIA, Skillings, Cowes, (was spoken May 16th, lat 39, lon 73 30).

Sailed from Cienfuegos 14th, ELLEN REED, Chipman, Boston; 6th L. PETERS, Brown, do.

At Mayaguez about 9th, FRANCIS, Sawin, for New York 15 days; CONSUELO, Thomas, from Boston 11 days; J. P. LOFTLAND, Hallett, for Philadelphia, 15 days.

Arrived at Cardenas 10th, ATLANTIC, Brown, Portland; 15th, A. G. WASHBURN, Pearce, Matanzas load; cleared 16th, LOGAN, Treat, Boston.

Arrived at Mariel 12th, LIMA, Higgins, Havana, to load for Portland.

Arrived at Barbadoes 4th, VELONA, Keen, Eastport; 5th, T. TROWBRIDGE, Whittlesey, New York.

Schooner GEORGE, from Cherryfield for Boston, was picked up off Cape Elizabeth with both anchors down, and was towed into Portland on Saturday by a fishing vessel. No person on board.

7 June 1850
Page 3.

Later from California. - New Orleans June 3. - The steamship ALABAMA arrived here today from Chagres, with dates from San Francisco to the 1st of May, being just 12 days later than brought by the CRESCENT CITY at New York.

The ALABAMA brings 82 passengers and \$32,000 in gold dust.

Over one million dollars in gold dust were received by the steamer PANAMA, Capt. Bailey at Panama on the 21st ult.

Capt. Bailey reports that business was prosperous at San Francisco on the 1st of May. Great activity prevailed in the markets, and the prices of merchandise were advancing.

The steamer CHEROKEE, Capt. Windle, sailed from Chagres on the 24th ult. for New York.

The GEORGIA, Capt. Porter, from New York, arrived at Chagres on the 23d ult.

Ship News. - Arrived at San Francisco, no date, DANIEL WEBSTER, from Boston; COLUMBUS, from New London.

14 June 1950
Page 2.

Capt. Judkins of the trans-Atlantic steamer ASIA, (which has just made the quickest passage on record), gave a magnificent fete on board his vessel, at Boston, on Saturday.

Page 3.

Later from California.

The steamship CHEROKEE, Capt. Windle, arrived at New York on Wednesday afternoon, at 4 o'clock, from Chagres, having left that port on the 26th of May, and coming by way of Kingston, Jamaica, which place she left on the 30th ult. She has 120 passengers, and specie to the amount of \$1,552,361, of which \$1,152,361 was on freight, and \$400,000 in the hands of passengers. The steamer PANAMA, from San Francisco May 1st, had arrived at Panama, and her mails had gone forward by the GEORGIA, which sailed four hours before the CHEROKEE. Among the passengers by the CHEROKEE is Mr. Jewett, formerly minister to one of the South American States, who has been carefully surveying the Chagres River, with the design of placing steam navigation on it. He thinks it can be done, but that no boat that has yet gone out will answer the purpose. The steamer RAPHAEL RIRAS arrived at Chagres, May 24th, and was being prepared for attempting the navigation of the river. Persons acquainted with the river doubted her capacity to navigate it successfully. Business at San Francisco continued to improve, and operations at the mines had been renewed.

Foreign Intelligence.

Arrival of the ATLANTIC.

The steamship ATLANTIC, Captain West, arrived at New York at 3 p.m. on Sunday. She left Liverpool on the 29th ult., and made the passage in eleven days and three hours, bringing intelligence four days later than that by the ASIA.

England.

The British Arctic EXPEDITION, fit-

ted out by Lady Franklin, seems to have set our under unfavorable auspices. The FELIX, Sir John Ross's vessel, went to sea from Lochryan in a sad state of disorder, from continued drunkenness of the crew during the whole of the time the vessel was in the Loch. The sailing master had drunk himself into a state of insanity, delirium tremens, and was in his bed; the mate was little better, perhaps worse, for he was furious with drink, and the whole of the crew were much in the same state, and positively refused to weigh the anchor or make sail on the vessel. This had to be done by the crew of the steamer, and some parties from Sranraer, who wished to accompany Sir John out of Lochryan. On reaching the anchorage off Cairnryan, five miles down the Loch, the men insisted upon anchoring, and force had to be used to prevent their doing so.

The steamship CANADA arrived at Liverpool on the 26th ult., and the proceedings of our congress were published in full in the papers of that day.

The French fleet had been for some months in the bay of Naples, prepared to ward off an attack in that quarter, and with instructions to support the king of the Two Sicilies.

Married.

In Brooks, 5th inst. by the Rev. Mr. Wiswell, Charles F. Brown, of Belfast, to Miss Cornelia L. Farwell, of Dixmont.

In Appleton, 7th inst., by Samuel C. Fuller, Esq., Mr. Bradbury Baggs, of Warren, to Miss Margaret Fuller, of Appleton.

In Freedom, 2d inst., by Gorham Clough, Esq., Mr. Cyrus P. Twitchell to Miss Nancy J. Davis, both of Montville.

In East Orrington, by Rev. Thomas F. Smith, Leonard F. Smith to Miss Melissa A. Kent, both of Orrington.

In Salem, Massachusetts, Mr. John Knight, Jr., of Manchester, to Miss Deborah Carlton, of Blue Hill, Maine.



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17' SCOUT 175 SPORTFISH, 2023. With 2023 Yamaha F90LB & '23 Venture trailer. Midnight blue hull color upgrade, reversible pilot seat with underseat cooler and sport package: trolling motor plug, bow cushion and bimini top. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103. www.cascobayyacht.com

POWER



17' SCOUT 175 SPORTFISH, 2022. With Yamaha F90 Outboard 36 Hours, Midnight Blue Hull Color, Stereo, Garmin 74 EchoMap, Bimini Top & 2022 Venture Trailer. Asking \$39,000. Call or stop in for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103; cascobayyacht.com



18' EDGEWATER CC, 1996. Purchased new in 1998; 115 Suzuki 4 stroke, purchased new Fall 2017, 69 hours; 1998 5 STAR roller trailer, replaced winch 2021, 2 speed with new strap, 2022 replaced axle; includes VHF radio, compass, etc., many extras included. \$19,000. Call Tom for info and pictures. (603) 781-1408.



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19' SCOUT 195 SPORT DORADO, 2023. With Yamaha F115XB & '23 Venture trailer. Midnight blue hull color, bimini top, powder coated ski tow, stern seat and backrest. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103. www.cascobayyacht.com



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