

# Maine Coastal News

Volume 37 Issue 3

March 2024

FREE

## ASMFC Winter Meeting Summary



The lobster boat JUBELI fishing off the west side of Mount Desert Island last August.

### AMERICAN LOBSTER MANAGEMENT BOARD

#### American Lobster Board Initiates Draft Addendum XXX to Clarify Addendum XXVII Impacts on Foreign Imports

ARLINGTON, VA – The Commission's American Lobster Management Board initiated Draft Addendum XXX to Amendment 3 to the Interstate Fishery Management Plan for American Lobster. The Draft Addendum is being considered to clarify how the measures of Addendum XXVII, approved in May 2023, will apply to foreign imports of American lobster.

The Magnuson-Stevens Act prohibits imports of whole live lobster smaller than the minimum possession size in effect at the time under the Commission's American lobster management program. This provision, referred to as the Mitchell Provision, was passed to prevent imports of lobster smaller than what the US industry can harvest. The current minimum gauge size for Lobster Conservation Management Area (LCMA) 1 of 3 1/4" is the smallest minimum size in effect for the US lobster fishery.

Under Addendum XXVII, changes to the current gauge and escape vent sizes in LCMA 1 (inshore Gulf of Maine) are triggered when a 35% decline in recruit abundance for the Gulf of Maine/Georges Bank stock is observed. As of October 2023, the trigger index had declined by 39% with the

inclusion of 2022 survey data in the index. Therefore, a series of gradual changes to gauge and vent size will begin January 1, 2025, starting with an increase to the minimum gauge size in LCMA 1 from 3 1/4" to 3 5/16". Starting in January 2025, this 3 5/16" gauge size will be the smallest minimum gauge size in effect. Draft Addendum XXX aims to clarify that Addendum XXVII shall include compliance with the Mitchell Provision, meaning the smallest minimum size for foreign imports would match the smallest minimum size in effect for the US industry.

The Board will meet in late February/early March to consider approving Draft Addendum XXX for public comment. There are currently no regulations in place to restrict the maximum size of imported lobster, though the Board expressed interest in exploring this possibility further through a separate action. For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at [cstarks@asmfc.org](mailto:cstarks@asmfc.org) or 703.842.0740.

#### Meeting Summary

The American Lobster Management Board met to consider reports from the American Lobster and Jonah Crab Technical Committees (TCs); implications of Addendum XXVII size limit changes on imports; federal and Commission rules for Lobster Conservation Management Areas (LCMAs) 2 and 3; a progress update on

state implementation of Addendum XXIX on federal vessel trackers; and a nomination to the Jonah Crab Advisory Panel (AP).

The American Lobster TC Chair provided a report on the Board task from the October 2023 meeting to compile information on the lobster resource and fishery in and around the Northern Edge of Georges Bank. This task responds to a potential action being considered by the New England Fishery Management Council (NEFMC) to allow scallop fishery access in Closed Area II. The TC identified various data sources that could be used to provide information on the seasonal presence and abundance of lobsters, including egg-bearing lobsters, as well as lobster fishery effort, in and around the Northern Edge. The TC will request data from federal trip reports, the Coonamisset Farm Foundation's seasonal bycatch scallop dredge survey, the Commercial Fisheries Research Foundation's Lobster and Jonah Crab Research Fleet, and the Northeast Fisheries Science Center trawl survey to provide analysis of lobster catch, abundance, and fishery effort so that this information can be considered by the NEFMC.

The Chair of the Jonah Crab TC reported on additional information and recommendations requested following approval of the 2023 Benchmark Stock Assessment. The TC recommended additional indicators including fishery-dependent CPUE from


Rhode Island, fishery-dependent effort from Massachusetts, and price per pound data for landings of Jonah crab and other crustacean species should be reviewed regularly to monitor the Jonah crab stocks and fishery. The TC does not believe management action to address the stock condition is necessary at this time, but recommends indicator data for the offshore Southern New England stock, where the majority of the fishery occurs, be updated annually, while data for the other three stock areas should be updated every five years. It also recommended engaging the Advisory Panel annually to provide information on the market of the fishery. The Board supported the TC's recommendations.

The Board discussed the implications of the American lobster minimum gauge size increase that will go into effect January 1, 2025 as required by Addendum XXVII. Specifically, the LCMA 1 (inshore Gulf of Maine) minimum size will increase from 3 to 3 5/16"; after January 1, all LCMAs will have been implemented a minimum gauge size greater than the coastwide minimum size of 3 1/4", the size in which no area can be below. The Board's intent is that the Mitchell provision of the Magnuson-Stevens Act, which was passed to prevent imports of lobster smaller than what the US industry can

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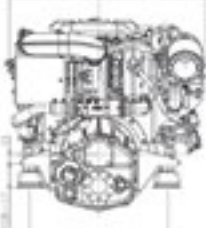



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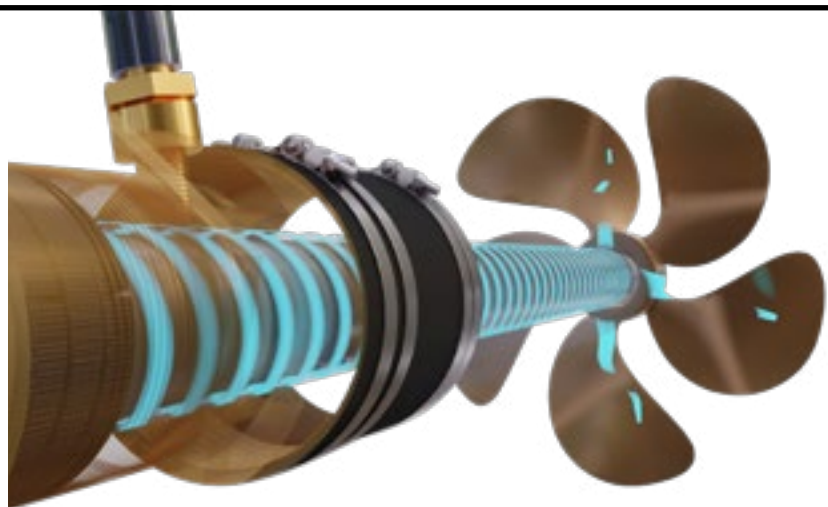
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*Maine Coastal News* is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news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

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**Advertising Deadlines:** The deadline for the April issue is March 1.  
The deadline for the May issue is April 5.

# Publisher's Note

The prettiest wooden boat on the coast is having her top replaced with a fiberglass one. NO! Why would anyone do this? Many do not want to put the effort into maintenance. Those that own a classic yacht are termed caregivers and it is no different if you own a classic commercial boat. These are the people who make sure she is properly cared for and passed onto someone else who will care for her in the same way. Some just do not care that she is a classic, thinking she is just a boat and once beyond her usefulness, run her up on the shore and go get another one. Once she goes beyond a certain point it is difficult to justify pouring the money in needed to bring her back. You cannot take a modern top and make it look good on a wooden boat. There is no way to get that classic shape and detail that a wooden cabin has. If I had an endless supply of money, I would try to save all the good-looking wooden boats I could. There was one down in Spruce Head that I admired, but I failed to stop and the last time I drove by where she sat all that was left were her engine beds. There are others all up and down the coast hoping for a savior, and hopefully someone will step up. I cannot, I already own two wooden boats and I think I might own another two that are at Jonesport Shipyard. That is more than enough, but the saving grace for me is that I love working on them. Alan Dugas of Royal River Boat Yard in Yarmouth purchased ROLLING STONE, a Johns Bay built 44-footer, and I have watched how he flawlessly detailed her over a four-year period. I want both my boats, and the ones we take care of at the Shipyard, to have that same degree of care.

There is something special about a wooden boat. It is almost like they have a personality. And for the green people, what is more green than a wooden boat? They come directly from nature and over time go back to nature. Another major factor as I have said before that if you are a fisherman and want to add 10 years to your fishing career fish out of a wooden boat.

Well, all is going well at Jonesport Shipyard. The major hurdle in the last two months was integrating all the machinery and items from Wilbur Yachts with what was already at the Shipyard. We had to make upgrades; one being strengthening the mezzanine so we could move all the small power tools up there. Our other hurdle was making sure equipment was in good condition. We discovered that the tractor for hauling boats needed a new clutch and eight new tires and that well make her good to go for several years. Still trying to figure out what to do with Bert Frost's old shop. This building was built in the mid-1950s and is starting to show her age. We had a contractor come in and say it would be a lot cheaper to take the old building down and put up a new one. So, we are now trying to figure out the best

way to do this is. This past month we have had three commercial boats come in to be hauled. One, the torpedo stern wooden boat TATIANA, which was finished by Willis Beal in 1992. One of the best aspects of this one was that Willis Beal came over and offered his advice on what needed to be done. We also have frequent visits from Isaac Beal and Doug Dodge, two that have a vast amount of knowledge that they do not mind offering. I took a video of TATIANA on the trailer and posted it on Facebook and had several hundred likes. They all love a classic. Another came in for some minor keel work and those repairs are underway and another was hauled in early February and stored for the remainder of the winter.

\*\*\*\*\*

It is no secret that I love my books and I can certainly find some very esoteric ones to read. I just finished a history of London, England, which took you right from the Romans up to the 1990s. Next, came one on the Knight Templars, who have a very interesting history and could be tied into the treasure at Oak Island. This author was not kind to the academics who do not believe that there were voyages to the Americas (both north and south) before Columbus, even though there is evidence proving it. He also added that a lot of what we learned in school should be forgotten as it has been proven not to be true. Now, I am reading about those at Bletchley Park in England and their part in breaking the German codes during World War II. It is interesting how they found the right people to work here and solve an almost impossible problem, one that would shorten World War II by about two years. One of these people was Alan Turing who is credited with the development of the computer and artificial intelligence. The next book on the pile is the major fire that London suffered in 1666 wiping out much of the city. My problem is that the more I read the more books I buy. When a reference comes up in a book, I am reading I jump to eBay and see if I can find it. It is usually there and yes; it is on its way with just a few clicks of the mouse.

\*\*\*\*\*

As for the research, I am almost finished (a couple of days) with updating the database, which was removing duplicates from the List of Merchant Vessel for 1960 with the ones already in the database. I also have a number of pages of notes on shipwrecks that I would like to include, but that should not take much time and then it is off to the web-person. I have finally decided on updating the shipbuilding notes so that all the references for each vessel in the database can be found. This will take a lot of time to complete, but way too valuable not to be done as it backs up the material making sure it is accurate. No rest for the wicked.

# MCN's Calendar

**On-going Exhibits**

**Penobscot Marine Museum**

Rusticators on the Water  
Working the Sea  
Searsport  
Info: [penobscotmarinemuseum.org/](http://penobscotmarinemuseum.org/)

**Maine Maritime Museum**

Women Behind the Lens  
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**Cape Ann Museum**

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**2024**

**FEBRUARY**

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Rockport, ME  
Info: [mainefishermensforum.org](http://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

14 Stonington Lobster Boat Races  
Town Dock  
Stonington  
Info: Jeff Eaton (207) 598-0488

21 Friendship Lobster Boat Races  
Town Dock  
Friendship  
Info: Robin Reed (207) 975-9821

28 Harpswell Lobster Boat Races  
Harpswell  
Info: Amanda Peacock (207) 756-3104  
Kristina York (207) 449-7571

**AUGUST**

10 Winter Harbor Lobster Boat Races  
Town Dock  
Winter Harbor  
Info: Chris Byers, (207) 963-7139

11 Merritt Brackett Lobster Boat Races  
State Park Restaurant  
Pemaquid  
Info: Brent Fogg (207) 350-7163/563-

6720 Sheila McLain (207) 677-2100



## CORRECTION!

The caption should have read Joe, Dan and Jamie Lowell at Even Keel Boat Shop in Yarmouth.

# The Model Company BlueJacket Shipcrafters Sold

SEARSPORT – One of my favourite places to stop along the coast is at BlueJacket Shipcrafters in SearSPORT. Their showroom is a candy-store for many of us who love models. It is incredible to look at these models and see how they are developed and built. A couple of years ago the rumour surfaced that owners Nic and Trisha Damuck had announced in Nic's newsletter that the company was for sale. Some worried about who might come in and buy it and whether changes would be made that took away from the high-quality products they are producing. Well, we did not have to worry. On 17 October Nic sold the company to Ages of Sail from the West Coast and he made sure that the company was in good hands.

Nic said, "After almost 10 years of running BlueJacket, and getting into my mid-70s, I decided I wanted to stop working, 50 and 60 hours a week. I want to spend more time doing what I like, which is modeling. I put a notice in my newsletter that I was interested in selling BlueJacket and I got a couple of responses. One guy, we had a three hour zoom meeting, and as it turned out he lives in New Jersey and wanted to know if he could run this business from home. This would be absolutely impossible. In October/November (2022) I get a call from the man that owns Ages of Sail which is a brick-and-mortar hobby store in the San Francisco Bay Area with a huge website and he said he was interested. We started talking, and talking, and months go by and we are still talking. Finally, he and his wife came out to visit us and after that visit, he said 'We're going to do it so let's get down to numbers.' We went back and forth on numbers for about three months and finally on October 17 we signed the papers."

The new owner was a plastic model builder, mostly airplanes, but he understands modelers, which was especially important to Nic. Once the papers were signed the new owner added three other manufacturers' model kits and another company's modeling tools from England. Nic added, "Those are the big changes so far, but there are going to be more. He is interested in promoting BlueJacket models over in Europe. He has connections both incoming and outgoing that I never had real good access to and that is good for the growth of this business."

Over the last several decades there have been a lot of changes in the technological world and some of these have influenced how model kits are made. Most of the early model kits were roughly carved hulls, an assortment of wood, blocks and dowels, and a set of plans. First, photo etched metal pieces were added, then lasers were used to replace the bandsaw, and now they have cast resin parts. Remember, when the baby boomers

were growing up, they put together plastic models and today's wooden models, which were difficult to build back in the day, are now more like building a plastic model. The kits still have a rough hull, but the parts and pieces in the kit are very refined, as are the highly detailed plans. Yes, there is still some cutting, shaping, and painting and you still have to have patience to create a fine finish model.

BlueJackets has about 75 different model kits available. Some are for the beginner, a number for the hobbyist, and others for the expert builders. Now most will build the kit as offered with what is supplied in the kit. Others will create a few of their own parts and pieces making the model more precise. The experts are on a whole different level. They will research the model they are building to find out all about her design, construction, and history. Just read through a good modelling magazine and see the detail they are looking for. I remember talking with a modeler who discovered that the plans for the Arctic vessel ROOSEVELT, built on Verona Island, Maine for Robert Peary in 1905, were different than the boat when finished. Her stern had been dramatically changed because she was to be frozen in the ice and they wanted her to rise as the ice pushed on her sides.

Then Nic schooled me on 'museum quality.' I was led to believe that it came down to the level of detail, which in this case would be extreme. Nic said, "There is a real misnomer 'museum quality.' It does not have anything to do with perfection. Museum quality is a specific set of rules for model making and it covers adhesives, paints, and level of detail at certain scales. For example, at quarter inch to the foot scale, a 'museum quality' model shows everything 6 inches or larger. It is based on longevity too. They do not allow CA glues. They do not allow acrylic paint. That is the definition of museum quality."

In the 10 years that Nic owned the company they have added 15 kits. When asked which was his favourite, Nic said, "Well, the one that I like the best, is not the best seller. It is the CHARLES W. MORGAN cross-section. I mean it is an exact miniaturization, right down to the number of rivets on the copper plates on her hull."

The models they have built under his reign are: USS KEARSARGE, CSS ALABAMA, picnic and lobster boat half-hull for dummies, one-design Atlantic half-hull for dummies, J-24, revenue cutter, CHARLES W. MORGAN cross-section, the miniature America's Cup J-boats ENDEAVOUR and RAINBOW, the sardine carrier PAULINE, the ironclad CAIRO, PERRY, the six-master WYOMING, the battleship OREGON, EL-



A view of the showroom at BlueJacket Shipcrafters in SearSPORT.

LIE MARA and the yacht AMERICA half-hull. Al Ross, the developer of the model kits for BlueJackets, is presently working on a new kit, the 82-foot Coast Guard Point class patrol boat. This kit will be followed by a re-issue of a model produced back more than 50 years ago, the nuclear-powered SAVANNAH.

BlueJacket has a fine reputation in the modelling world. The company was started by Horace Boucher, who made model ships for the U. S. Navy, back in 1905. He realized that what he was doing for the Navy, creating a carved hull with castings, assorted pieces of wood and plans, could easily be marketed to the general public as model kits. As the company grew it became Boucher &

Lewis, who Nic thought was Horace's son-in-law. It later became Boucher Playthings, which added miniature steam engines, pond yachts and all kinds of other items. In the early 1970s the Boucher family sold the company, with the stipulation that the new owner change the name. Art Montgomery of Norwalk, Connecticut purchased the company and changed the name to BlueJacket Shipcrafters and moved it to South Norwalk. It was then purchased by Fred Nichols and Rick Holt in 1982. They moved the company to Shelton, Connecticut and then to Stockton Springs. At Stockton Springs Rick Holt was operating out of the old schoolhouse

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# National Transportation Safety Board News

## Gale-Force Winds and High Waves Leads to Tilting of Elevated Liftboat

1/10/2024

WASHINGTON (Jan. 10, 2024) — Gale-force winds and high waves from a storm led to the listing (tilting) of an elevated liftboat in the Gulf of Mexico, the National Transportation Safety Board said Wednesday. Damage to the vessel and cargo was estimated at \$6.9 million.

On Nov. 20, 2022, the liftboat L/B Robert was reported to be listing (tilting) alongside a stationary oil platform in the Gulf of Mexico about 80 miles southeast of Lake Charles, Louisiana. The crew had evacuated two days prior due to forecasted adverse weather in the area, leaving the vessel elevated out of the water and unattended. No injuries or pollution were reported.

The liftboat captain decided to evacuate the vessel on Nov. 17, 2022, because forecasted waves would exceed both the boat's 8-foot underway and 15-foot jacked up operating limits. Investigators concluded the decision to evacuate rig personnel and liftboat crewmembers from the vessel, rather than attempt a transit to an area of refuge or remain on board, was appropriate for the forecasted conditions and decreased the risk to those on board.

When the crew evacuated the L/B Robert, they left an air gap about 25 feet above the water's surface per guidance from shore-side management personnel to stay just at the maximum wave heights predicted by the weather forecasts to maintain the vessel's greatest resistance to overturning from the combined forces of wind and waves. The vessel likely experienced waves as high as 30 feet, exceeding the air gap and the forecasts at the time of the captain's decision to evacuate.

Overturning forces from the wind and waves transferred down the vessel's legs to the pads, causing the seabed foundation around them to deteriorate. Investigators

determined it is likely the deteriorated seabed foundation under the port leg gave way, causing the leg to slide into a can hole and the vessel to tilt to port, submerging its deck edge.

Marine Investigation Report 23-28 is available online.

## Engine Room Flooding Leads to Sinking of Fishing Vessel

1/11/2024

Uncontrolled flooding through a hole in the plating beneath the engine room of a fishing vessel led to its sinking in the Gulf of Mexico, the National Transportation Safety Board said Thursday.

The commercial fishing vessel Captain Alex was fishing offshore of Galveston, Texas on Nov. 25, 2022, when the vessel began flooding. The four crewmembers on board were unable to stem the flooding and evacuated to a responding U.S. Coast Guard boat. The sinking resulted in an oil sheen and debris field; a reported 17,000 gallons of diesel fuel were on board. There were no injuries. The Captain Alex was a total loss valued at \$500,000.

The Coast Guard responded to the Captain Alex's call for assistance as the vessel was taking on water. The Coast Guard floated a dewatering pump to the Captain Alex's crew; however, the pump was not able to pull water and later broke. With the vessel continuing to take on water, the crew evacuated the vessel.

A postcasualty exam of the vessel did not occur as the wreckage was not salvaged. The investigation was unable to obtain information about hull maintenance, and the last vessel survey noted that no recent hull gauging report or maintenance records were available. It is possible the hole was caused by the deterioration of the hull steel plating.

"Periodic out-of-water examinations by qualified individuals such as a marine inspectors or surveyors can help determine

the material condition of the vessel's hull and identify areas of corrosion and fatigue," the report said. "For steel-hulled vessels, regular gauging of the hull using ultrasonic testing is an effective nondestructive testing method for identifying material deterioration of plating."

Marine Investigation Report 23-29 is available online.

## NTSB Issues Safety Alert on Personal Locator Devices for Mariners

1/30/2024

The National Transportation Safety Board issued a safety alert urging vessel owners and operators to provide each crewmember with a personal locator device. These devices improve a mariner's chance of rescue during an emergency.

During an emergency at sea, a mariner's chance of survival decreases if search and rescue cannot quickly and accurately identify their location. Personal locator devices, such as personal locator beacons (PLB) or satellite emergency notification devices (SEND), can accurately pinpoint a person's location. NTSB investigations found that currently available personal locator beacons provide a location accuracy of about 300 feet and a nearly instant search and rescue notification when activated.

Vessel owners and operators should consider the following when selecting and implementing crew use of personal locator devices: Determine the best type of personal locator device for your crew. Some devices transmit via satellite, while others transmit on terrestrial frequencies. Not all devices notify the Coast Guard directly. Provide each crewmember a personal locator device and ensure they carry it. Devices can be worn in a zipped clothing pocket or a bag attached to a belt or attached to personal flotation devices. Register each crewmember's personal locator device with the appropriate organization. Personal locator beacons must be registered through the National Oceanic and Atmospheric Administration, while SENDs and other similar devices should be registered through the manufacturer or operating company.

The safety alert notes six casualties NTSB has investigated where personal locator devices could have assisted or did assist rescuers in locating survivors, including the rescue of all aboard the fishing vessel Ambition after a crewmember's use of a SEND prompted an immediate response when the vessel began to flood in the Bering Sea in 2016.

The safety alert is available online.

# PASSED OVER THE BAR

Eva Belle Beal

19 January 1942 to 18 January 2024

BEALS - Eva Belle Beal, 81, passed away peacefully Thursday, January 18, 2024, at DECH surrounded by her loving family after a long battle with Alzheimer's. She was born January 19, 1942, in Beals Island, the youngest child of the late Adrian and Eleanor (Kelley) Beal.

She married her true love and best friend, Isaac K. Beal, February 18, 1959, and had five children. Eva was a devoted and loving wife, mother, grandmother, daughter, sister, aunt, and friend. She was a kind, caring, and giving person who always put the needs of her family before her own. Her family was her whole world. She was always busy supporting her children and grandchildren at all sporting and musical events and school functions. She was a troop leader for girl scouts and cub scouts when her children were young. Like her father and grandfather, Eva was very musical and played piano and sang in the choir for her church as well as at many weddings. When their children had grown, she and Isaac traveled with his lobster boat to races all along the coast of Maine. She was loved dearly and will be deeply missed by everyone whose lives she touched.

In addition to her parents, Eva was pre-

deceased by sister and brother-in-law, Clark and Nina Logsdon; brother and sister-in-law, Earland "Lester" and Martha Beal; brother-in-law, Dick Alley; sister-in-law, Gracie Beal Emerson; brother-in-law, Spencer Beal; grandson, Jacob I. Beal; and nephews, Galen Alley, Gerald Beal, Earland Beal, and Rollins Logsdon.

She is survived by her loving husband, Isaac; her three sons, Wyatt (Lorena) Beal, Timothy (Tracy) Beal, Christopher (Brigitte) Beal; two daughters, Heidi Beal and her partner, Rich Gates, and Kelley (Scott) Allen; grandchildren, Megan (Ryan) Daley, Mariner Beal, Desiree (Troy) Stanwood, Brooke (Nicholas) Raye, Audrey Beal, Abbey (Trent) Stevens, Alexa Allen, and Daniel Beal; great-grandchildren, Carson Beal, Weston Beal, Hunter Beal, Kade Daley, Troy "Tas" Stanwood, Ezekiel Stanwood, Renezmae Crossman, and Billie Kate Raye. She is further survived by her sister, Lorna Alley; sister-in-law, Maria Beal; a special cousin, Donna (Mariner) Bunker; many loved nieces, nephews, cousins, and many close friends.

Visiting hours were at Community of Christ Church (formerly RLDS), Beals, Friday, 26 January and the funeral services were 27 January.

# BlueJacket Shipcrafters Sold

Continued from Page 5.

where he lived. Fred Nichols had a store in Castine, where he showed the models kits. They continued selling the kits but added ice creepers and yard furniture. They then sold it to Bob Hammer and Sue Crowe in 1992, but they were only interested in the model kits. They stayed in the schoolhouse for a few years and then purchased the company's present home at 165 East Main Street in Searsport. This building housed an ice cream store, tattoo parlor, gift shop and a bar. BlueJacket moved into the front and the bar remained in the back for several years. They also purchased the Laughing Whale, which was another model company operating in Wiscasset in the mid-1990s. The company was sold again in 2000 to Jeff and Suzie

Marger. They owned it for 13 years and sold it to Nic and Trisha.

With the sale, Nic is staying on and hopes to go down to about 10 hours per week. Josh Ramsey, who has been casting parts for the company for 25 years, has become the General Manager. Nic is going to help Josh as needed, staff the help line and do repair and custom model work. He also said that he will continue doing his once-a-year week-long rigging class in mid-spring. Presently, he is working on HARRIET LANE for a customer, the tri-works of the CHARLES W. MORGAN kit and building a plastic model of the SANTA MARIA, which will be shown at a Scarborough show in April.

Nic explained, "It was a lot of fun. It is my passion." When asked would he do it again, he said, "In a heartbeat."

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# U. S. NAVY NEWS

## SECNAV Del Toro Names Future Medical Ship USNS Bethesda (EMS 1), Honors Medical Legacy

08 January 2024

Secretary of the Navy Carlos Del Toro honored the history and community of healthcare professionals of Naval Support Activity Bethesda, by naming a future Bethesda-class Expeditionary Medical Ship USNS Bethesda (EMS 1), during a ceremony at Walter Reed National Military Medical Center's National Intrepid Center of Excellence (NICoE), Jan. 8.

The future USNS Bethesda is the lead ship of the new EMS class, which Secretary Del Toro formally named during Mental Health Awareness month in May 2023. The name selection follows the tradition of naming expeditionary medical ships after U.S. military hospitals.

"This ship, as well as all the Bethesda-class of expeditionary medical ships, is designed to provide hospital-level care in austere environments, and will serve not just our Sailors and Marines, but offer assistance and comfort to our allies and partners around the globe in times of need. Most of all, USNS Bethesda will serve as a beacon of hope, of comfort, of mercy, and of the American people's enduring friendship to all she supports around the globe," said Secretary Del Toro.

Maryland Governor Wes Moore and First Lady Dawn Moore joined Secretary Del Toro at the event. First Lady Moore is the ship's sponsor, whose role is to maintain a lifelong relationship with the ship and crew. Mrs. Moore shared initiatives with supporting healthcare communities and her intent to continue her legacy of work with her sponsorship of the future USNS Bethesda.

"As a proud member of a military family and the First Lady of Maryland, it is my mission to stand up for those serving in the armed forces and for people who need healing—and the USNS Bethesda represents both pieces of that mission as a ship that will serve and heal," said First Lady Moore. "I am so honored to have my name associated with the ship and her crew for years to come. As the ship's sponsor, I look forward to maintaining a lifelong relationship with USNS Bethesda and those who serve aboard."

"Today is special not just because of the health and support that the U.S.N.S. Bethesda will provide to our military, but because of what this ship represents. By bearing the name 'Bethesda,' EMS-1 will carry the tradition and pride of Walter Reed National Military Medical Center—a legacy institution that stands for healing, hope, health, and heart," said Governor Moore. "This is a moment of joy for our state, as U.S.N.S. Bethesda will travel the world to places where most ships can't—to carry forward healing in the midst of humanitarian crises and disaster relief for those who need healing the most, and provide healing for those who raised their hands to serve and stepped up to protect us."

For decades, the name Bethesda has been synonymous to a world-class medical facility serving countless service members. Former Assistant Secretary of the Navy (1913-1920) President Franklin Delano Roosevelt envisioned a Navy Medical Center and in 1937 Congress appropriated funds for construction of a new Naval Medical Center, with groundbreaking on the site June 29, 1939, bringing to life what became the National Naval Medical Center (NNMC) and National Institutes of Health to Bethesda.

"Since 1940, the name Bethesda has been synonymous with world-class health care. As a part of its storied evolution, Naval

Support Activity Bethesda is proud to have grown to support the more than 40 tenant commands dedicated to the healing of military members and their families. It's only appropriate that the name Bethesda be used as the name for new Expeditionary Medical Ship and the name of the first ship in its class, EMS 1. Future USNS Bethesda will carry on this tradition of excellence and represents an incredible evolution in expeditionary medicine," Capt. Alan Christian, Commanding Officer, NSA Bethesda.

Located just north of the Nation's Capital in Bethesda, Maryland, Naval Support Activity Bethesda is the home of the world renowned Walter Reed National Military Medical Center, the flagship center of military medicine, and Uniformed Services University, dedicated to training medical professionals for careers in the Department of Defense and the Public Health Service.

"The USNS Bethesda truly represents a significant step in our Navy's ability to provide expeditionary medical support to our forces across the distributed maritime environment," said Rear Adm. Darin Via, the Navy's 40th Surgeon General. "This ship—and its sister ships—will serve as the backbones of future missions, allowing us to deliver agile and responsive medical care whenever and wherever needed. The naming of the USNS Bethesda remains a testament to our unwavering commitment to the well-being of our forces. It symbolizes the strength, resilience, and compassion that our great Navy exemplifies. We express our deepest gratitude to all those who have contributed—and those who will contribute—in the creation of this remarkable ship. And on behalf of Navy Medicine, I extend my deepest thanks to all those who have had the honor of serving at Bethesda and helped build this institution's proud legacy of healing through their selfless dedication and compassion."

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 Mancuso)

## SECNAV Del Toro Names Navy Destroyer for WWII Hero Charles French

10 January 2024

Secretary of the Navy Carlos Del Toro announced today that the future Arleigh Burke-class guided-missile destroyer DDG-142 will be named USS Charles J. French, after Navy Mess Specialist 1st Class Petty Officer Charles Jackson French.

Secretary Del Toro made the announcement during his keynote address at this year's Surface Navy Association's 36th

National Symposium in Arlington.

Known for his heroic actions in the Pacific Theater of World War II, French saved 15 of his shipmates after their high-speed transport was sunk in combat during the Battle of Guadalcanal.

"Let this ship inspire us to challenge our own limitations and to always—always—answer the call of duty, even when the waters are rough and the path ahead uncertain," said Secretary Del Toro.

Hailed as the "Human Tugboat" and "Hero of the Solomons," Charles French was an African American man born in Foreman, Arkansas, Sept. 25, 1919. He joined the Navy as a mess attendant before the United States formally entered World War II, and served four years aboard the Hawaii-based heavy cruiser USS Houston (CA 30). French left the service after his tour aboard Houston, but reenlisted four days after the bombing of Pearl Harbor in 1941. He was assigned to USS Gregory (APD 3) in March 1942.

On the night of Sept. 4, 1942, in the vicinity of the Solomon Islands, three Imperial Japanese destroyers and one cruiser opened fire on the Gregory and its sister ship USS Little (APD 4). With his ship sinking and his fellow Sailors in shark-infested waters, the uninjured French gathered injured shipmates on a nearby raft and tied a rope around his waist in order to pull the survivors to safety. French swam through the night until friendly aircraft saw him the next morning.

For his actions, he was recommended for the Navy Cross, but received a letter of commendation from the commander of the Southern Pacific Fleet, Adm. William F. "Bull" Halsey.

"For too long, we did not recognize Petty Officer French appropriately, but we've begun to correct that. Recently, we renamed the training pool at Naval Base San Diego after him," said Secretary Del Toro. "Today, with profound conviction and a heart brimming with long-overdue recognition, I am proud to announce the name of our newest destroyer, DDG 142, will be the USS Charles J. French."

Previously, Secretary Del Toro posthumously awarded the Navy and Marine Corps Medal to French in May 2022. Fabrication of the ship is projected for 2026 with a projected keel laying set for 2027, projected christening in 2029, and delivery projected for 2031.

## SECNAV Del Toro Directs Comprehensive Navy Shipbuilding Review

11 January 2024

Secretary of the Navy Carlos Del Toro has directed newly-confirmed Assistant Secretary of the Navy for Research, Development & Acquisition (ASN RD&A)

Nickolas Guertin and Commander Naval Sea Systems Command Vice Adm. James Downey to conduct a comprehensive analysis of the Navy shipbuilding portfolio.

The intent is to provide an interim progress review to Secretary Del Toro within 45 days.

The purpose of the review is to provide an assessment of national and local causes of shipbuilding challenges, as well as recommended actions for achieving a healthier U.S. shipbuilding industrial base that provides combat capabilities that our warfighters need, on a schedule that is relevant.

"I remain concerned with the lingering effects of post-pandemic conditions on our shipbuilders and their suppliers that continue to affect our shipbuilding programs, particularly our Columbia Class Ballistic Missile Submarines and Constellation Class Frigate," said Secretary Del Toro. "The Department of the Navy has a strategic imperative requiring a whole-of-government effort to rebuild our nation's comprehensive maritime power—a new Maritime Statecraft in which the Navy plays a vital role. The American public should know that the Department of the Navy is committed to developing, delivering, and sustaining the finest warfighting capability to our Sailors and Marines. We will continue to work with industry and all other stakeholders to strengthen our national shipbuilding capacity, both naval and commercial."

## Navy Completes Work on Naming Commission Recommendations

12 January 2024

WASHINGTON – Secretary of the Navy Carlos Del Toro announced that the Department of the Navy completed the renaming of 33 ships, buildings, and streets ahead of the Department of Defense's 2024 deadline to rename all military property that honored the Confederacy.

"When Secretary Austin directed us to implement the recommendations of the Naming Commission, he instructed us to give proud new names—names that echo with honor, patriotism, and history; names that will inspire generations of service members to defend our democracy and our Constitution," said Secretary Del Toro.

One of the first assets renamed was Maury Hall, an academic building at the United States Naval Academy, which was named after Matthew Fontaine Maury, considered the father of naval oceanography who joined the Confederacy.

In February 2023, Secretary Del Toro renamed the building Carter Hall, after for-

Continued on Page 8

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# U. S. NAVY NEWS

## Continued from Page 7

mer President Jimmy Carter, who graduated from the Naval Academy in 1946, and who was the only president to attend the service academy.

In addition to Carter Hall, other installations and platforms renamed included:

Home of the U.S. Naval Academy's superintendent, Buchanan House was renamed Farragut House to honor Union Navy Admiral David Glasgow Farragut, a Civil War hero who became the first American naval officer to be appointed to the rank of rear admiral in 1862.

Maury Oceanographic Library was renamed to Dr. Walter H. Munk Oceanographic Library at Stennis Space Center. Dr. Munk was an American physical oceanographer, who was one of the first scientists to bring statistical methods to the analysis of oceanographic data. His work won awards including the National Medal of Science, the Kyoto Prize, and induction to the French Legion of Honor.

Ticonderoga-class guided-missile cruiser USS Chancellorsville was renamed to USS Robert Smalls (CG 62). Robert Smalls was born into slavery in South Carolina. A skilled sailor and was an expert navigator of southern coasts, Smalls was conscripted in 1862 to serve as pilot of the Confederate steamer Planter at Charleston. He executed a daring escape out of the heavily fortified Charleston harbor with his family, other enslaved people, and valuable military cargo onboard, and successfully surrendered Planter to the U.S. Navy.

Pathfinder-class Oceanographic Survey ship USNS Maury was renamed USNS Marie Tharp (T-AGS 66). This renaming honors Marie Tharp, a pioneering geologist

and oceanographic cartographer who created the first scientific maps of the Atlantic Ocean floor and shaped our understanding of plate tectonics and continental drift.

In addition to platforms and building, the Department of the Navy renamed 14 streets across multiple naval installations.

## Navy Accepts Delivery of USNS Cody From Team Ships Public Affairs

17 January 2024

MOBILE, Ala. – The U.S. Navy accepted delivery of the first Flight II Expeditionary Fast Transport vessel, USNS Cody (EPF 14), January 11. EPFs are designed to operate in shallow waterways and are capable of a wide range of activities. These versatile, non-combatant transport ships are used for the high-speed transportation of troops, military

MOBILE, AL – The U.S. Navy accepted delivery of the first Flight II Expeditionary Fast Transport vessel, USNS Cody (EPF 14), January 11.

EPFs are designed to operate in shallow waterways and are capable of a wide range of activities. These versatile, non-combatant transport ships are used for the high-speed transportation of troops, military vehicles, and equipment.

“The delivery of the first Flight II EPF is a significant milestone. The ship’s enhanced medical capabilities will ensure that it provides critical support to our sailors and marines, while still performing its other mission sets.” said Tim Roberts, Strategic and Theater Sealift Program Manager, Program Executive Office (PEO), Ships.

Flight II EPF vessels have added medical mission afloat capabilities. The ships can also transport approximately 419 short tons and travel 1,200 nautical miles at an

average speed of 33 knots. Each vessel includes a flight deck to support day and night aircraft launch and recovery operations. The ships are capable of on/off-loading heavy equipment and vehicles such as a fully combat-loaded Abrams Main Battle Tank.

Austal USA is also constructing two additional Flight II vessels, the future USNS Point Loma (EPF 15) and EPF 16.

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

## Naval Special Warfare Releases Names of Lost Teammates at Sea

22 January 2024

SAN DIEGO -- The search and rescue efforts to locate Navy Special Warfare Operator 1st Class Christopher J. Chambers and Navy Special Warfare Operator 2nd Class Nathan Gage Ingram concluded Jan. 21.

On the evening of Jan. 11, Chambers and Ingram, both assigned to a West Coast-based Naval Special Warfare unit, were reported missing at sea while they were conducting a night-time seizure of a vessel illegally transporting advanced lethal aid from Iran to resupply Houthi forces in Yemen.

“We extend our condolences to Chris and Gage’s families, friends, and teammates during this incredibly challenging time. They were exceptional warriors, cherished teammates, and dear friends to many within the Naval Special Warfare community,” said Capt. Blake L. Chaney, commander, Naval Special Warfare Group 1.

Chambers enlisted in the Navy on May 17, 2012, and graduated from boot camp at Recruit Training Command Great Lakes, IL, in July 2012. He served with West Coast-based SEAL units since graduating from SEAL qualification training in Coronado, CA, in 2014. His awards and decorations include the Navy/Marine Corps Achievement Medal with Combat “C,” three Navy/Marine Corps Achievement Medals, Army Achievement Medal, Combat Action Ribbon, and other personal and unit awards.

Ingram enlisted in the Navy on Sept. 25, 2019, and graduated from boot camp at Recruit Training Command Great Lakes, Ill., in November 2019. Ingram served with West Coast-based SEAL units since graduating from SEAL qualification training in Coronado, Calif., in 2021. His awards and decorations include various personal and unit awards.

“Chris and Gage selflessly served their country with unwavering professionalism and exceptional capabilities,” said Chaney. “This loss is devastating for NSW, our families, the special operations community, and across the nation.”

The incident remains under investigation. Naval Special Warfare’s top priority is to respect the families’ privacy while providing unwavering support to them, their loved ones, and our personnel affected by this loss.

For more information regarding the

incident, members of the media may contact Naval Special Warfare Group ONE Public Affairs office at 619-537-3884, or by email nswg-1pao-cvmo@socom.mil. Media may also contact Naval Special Warfare Command Public Affairs at WARCOMPA@socom.mil.

## Readout of Chief of Naval Operations Adm. Lisa Franchetti’s Meeting with Chief of Italian Navy Adm. Enrico Credendino

24 January 2024

Chief of Naval Operations Adm. Lisa Franchetti met with Chief of Italian Navy Adm. Enrico Credendino for a bilateral engagement in Paris today.

The two heads of navy spoke about regional security and stability, the importance of the NATO alliance, and the successful maritime partnership between Italy and the United States. Both chiefs expressed interest in expanding future operations and exercises with each other to promote additional training opportunities and increase interoperability. Additionally, they discussed how the navies are looking at ways to partner with industry to fuel innovation and the Italian aircraft carrier ITS Cavour’s (CVH 550) upcoming deployment.

The U.S. Navy and Marina Militare routinely operate together around the globe. In addition to integrated deployments and real-world operations, the navies regularly participate in regional exercises such as Obangame Express and African Lion. Most recently, the USS Gerald R. Ford Carrier Strike Group conducted a series of high-end training events with Italian naval forces in the Ionian Sea, Oct. 4, 2023, to increase interoperability as NATO allies and to strengthen regional stability in the Mediterranean area.

Franchetti and Credendino are both in France for the Paris Naval Conference.

Franchetti last met Credendino in September 2023, when Franchetti hosted the International Seapower Symposium in Newport, RI.

## Readout of Chief of Naval Operations Adm. Lisa Franchetti’s Meeting with Vice-Admiral Rajesh Pendharkar, Flag Officer Commanding-in-Chief Eastern Naval Command, Indian Navy

25 January 2024

Chief of Naval Operations Adm. Lisa Franchetti met with Vice-Admiral Rajesh Pendharkar, Flag Officer Commanding-in-Chief Eastern Naval Command, Indian Navy during the Paris Naval Conference today.

The discussion was aimed at further strengthening navy to navy cooperation in the Indo-Pacific and beyond. Additionally, they discussed opportunities to further strengthen interoperability and logistics cooperation through combined maritime operations.

The U.S. Navy and Indian Navy routinely operate together around the globe. In addition to integrated deployments and real-world operations, the navies regularly participate in regional exercises such as Malabar, which concluded its 27th edition in August 2023 and Exercise Milan, a biennial exercise which will be held in February. Most recently, U.S. Navy SEALs conducted a joint training exchange with the Indian Marine Commando Force.

Franchetti and Pendharkar are both in France for the Paris Naval Conference.

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# ATLANTIC STATES MARINE FISHERIES - WINTER MEETING

## Continued from Page 1

harvest, would prohibit imports of lobster below the new minimum size for LCMA 1, which will be the smallest active minimum size. The Board initiated an addendum to clarify that Addendum XXVII shall include compliance with the Mitchell provision, and the smallest minimum size in effect should apply to foreign imports.

In relation to the recent NOAA rulemaking to implement ownership and trap cap provisions for LCMAs 2 and 3, consistent with Addenda XXI and XXII, the Board discussed the measures included in the NOAA interim rule, how they differ from the Commission's addenda, and the impacts to industry. Addenda XXI and XXII, approved in 2013, aimed to scale the capacity of the Southern New England (SNE) fishery to the diminished size of the SNE resource. However, in the decade that has passed since the Commission intended for complementary federal measures to be implemented, increases in the cost of bait and fuel, the loss of fishing ground to wind energy development, marine mammal protections, and the expansion of the Jonah crab fishery have significantly changed the fishery. Given these changes, the industry no longer supports reduced maximum trap limits for LCMAs 2 and 3. The Board recommended the Commission withdraw its request to implement the measures set in Addenda XXI and XXII with two exceptions and tasked the Plan Development Team to review the original goals and objectives of the plans and make recommendations for alternate measures to achieve those goals, considering recommendations from the LCMA 2 and 3 Lobster Conservation Management Teams. At the ASMFC Spring Meeting, the Board will consider these recommendations and determine if an addendum or other action is needed to solicit a change to the measures in NOAA's interim rule, which are scheduled to become effective May 1, 2025.

The Board received an update on the status of state implementation of Addendum XXIX. Addendum XXIX, approved in 2022, established electronic tracking requirements for federally-permitted vessels in the American lobster and Jonah crab fisheries. The Addendum went into effect on December 15, 2023 but several states have not yet implemented the required regulations. The Board agreed to send a letter to states that have not implemented the required measures, urging them to take action in a timely fashion to ensure compliance with the Interstate FMP for American Lobster.

The Board approved the nomination of Denny Colbert, a commercial offshore trap fisherman from Massachusetts, to the

Jonah Crab Advisory Panel. Additionally, the Board agreed to postpone pursuing a Management Strategy Evaluation for American lobster until after the completion of the ongoing benchmark stock assessment.

For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at [cstarks@asmfc.org](mailto:cstarks@asmfc.org).

### Motions, Main Motion

Motion to initiate an addendum to clarify that Addendum XXVII shall include compliance with the Mitchell provision and signal to NMFS that the smallest implemented minimum size should apply to imports.

Motion made by Mr. McKiernan and seconded by Mr. Grout. Motion amended.

Motion to Amend: Motion to amend to add consideration of a maximum size limit for imports. Motion made by Mr. Keliher and seconded by Mr. McKiernan. Motion passes by unanimous consent.

Main Motion as Amended: Motion to initiate an addendum to clarify that Addendum XXVII shall include compliance with the Mitchell provision, signal to NMFS that the smallest implemented minimum size should apply to imports, and also consideration of a maximum size limit for imports. Motion passes by unanimous consent.

Move to recommend to the ISFMP Policy Board that the Commission send a letter to NOAA Fisheries to withdraw the Commission's recommendation to implement the measures of Sections 3 and 4, except Sections 3.1.1 and 3.2.1 – transfers of Multi-LCMA Trap Allocation of Addendum XXI and all of Addendum XXII.

Motion made by Mr. McKiernan and seconded by Mr. Borden. Motion passes with 1 null vote (ME) and 1 abstention (NOAA Fisheries).

Move to send states who have not implemented the electronic vessel tracking requirement for federal lobster permit holders a letter stating that the implementation deadline for this action was December 15, 2023 and states need to implement this requirement in a timely fashion to ensure compliance with the Lobster FMP. Motion made by Mr. Keliher and seconded by Mr. Grout. Motion passes by unanimous consent.

Move to approve the nomination of Denny Colbert to the Jonah Crab Advisory Panel. Motion made by Mr. McKiernan and seconded by Mr. Abbott. Motion passes by unanimous consent.

Move to have the Plan Development Team review the conservation measures originally set in Addenda XXI and XXII and make recommendations for alternate measures to achieve those reductions inclusive of the Lobster Conservation Management Team recommendations by the ASMFC Spring Meeting. Motion made by Ms. Pat-

erson and seconded by Mr. Keliher Motion passes by unanimous consent.

### SPINY DOGFISH MANAGEMENT BOARD

#### Meeting Summary

The Spiny Dogfish Management Board met to review the results of the 2023 management track assessment, set the specifications for up to the next three fishing years, and elect a Vice-Chair.

Pending approval of identical quotas from the NOAA Fisheries Greater Atlantic Regional Fisheries Administrator, the Board approved the following coastwide commercial quotas for the 2024-2027 fishing years (May 1-April 30): 10,699,021 pounds for 2024/2025; 10,972,394 pounds for 2025/2026, and 11,223,720 pounds for 2026/2027. The quotas are consistent with the measures recommended to NOAA Fisheries by the Mid-Atlantic Fishery Management Council. The Board also established a 7,500-pound commercial trip limit for the northern region states of Maine through Connecticut, while New York through North Carolina have the ability to set state-specific trip limits based on the needs of their fisheries. The Mid-Atlantic and New England Fishery Management Councils will forward their recommendations for federal waters (3 –200 miles from shore) to the Regional Administrator for final approval.

The quotas are based on the 2023 management track assessment, which updated the 2022 research track assessment to include data through 2022, extended the initial year from 1989 to 1924, and updated the stock projections through 2026. For the terminal year of 2022, the assessment estimated spawning output to be 101% of the target and fishing mortality to be at 89% of the threshold. However, while the stock is neither overfished nor experiencing overfishing, the assessment also found a lower productivity of the stock, requiring reduced quotas to prevent overfishing in the future.

The Board also elected Joe Cimino (NJ) as Vice-Chair.

For more information, please contact James Boyle, FMP Coordinator, at [jboyle@asmfc.org](mailto:jboyle@asmfc.org).

### Motions

Move to approve FY2024-2026 spiny dogfish specifications: commercial quota 2024-2025 be set at 10,699,021 pounds; 2025-2026 be set at 10,972,394 pounds; 2026-2027 be set at 11,223,720 pounds consistent with those adopted by the Mid-Atlantic Fishery Management Council pending their approval by NOAA Fisheries.

Motion made by Ms. Meserve and seconded by Mr. Kaelin. Motion passes (11 in favor and 1abstention from NOAA Fish-

## Continued on Page 12



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# Who is Endangered Now?

By Sheila Dassatt

We have shirts with this slogan on it from back in the 90's which was when this whole threat on our fishing industry began. It's kinda like Chicken Little saying that the sky is falling and not too many people paying attention to it. Now in 2024 the threat is becoming a real big reality call. Or should I say "do you believe me now?" It's all in front of us, not just in black and white but true living color.

About when we thought that we couldn't be faced with another threat to our fishing industry, we had the super storms of January 2024. This has pretty much destroyed the working waterfront on the Coast of Maine along with many family "heirloom" docks and workshops that have been there for many years. It is so sad to see these shops that have graced Maine Coast postcards floating around and breaking apart. These old workshops cannot be restored, they will be just a memory.

As I sat and thought about what to write in this month's article, I saw picture after picture of coastal devastation. A lot of this devastation belongs to people that are close to me and it breaks my heart to see it. Now I know that we have no control over Mother Nature, but we can do our best to try to help these folks out in some way, shape or form.

The big word is that a lot of insurance companies are not planning to cover the damage as it is considered "An Act of

God." Well isn't that interesting, seeing that God has been removed from just about everything that is political! I guess when it comes to doing the right thing for these folks that have paid their insurance premiums for years, it has come in handy. This is all a very sad state of affairs.

I don't want to go "negative" on you, but the truth lately has been unbelievable! I'm not a big social media follower, but I did see where a young right whale washed up on the shore and rope was wrapped around it to make it look like an entanglement.

That's going a little too far with this. I may be wrong about this because a lot of what we see on social media is photo shopped and fake. As far as I know, there is an increase of right whales this year and only two deceased ones. There was one that had a ship strike and the other was a sick calf. We are also making major breakthroughs with being able to detect a whale if it is within so many feet of your vessel. This is a positive finding and it seems to be working with the pilot experiments. Stay tuned for more information on this.

We are now seeing posters in public areas in places such as Florida that show whales with rope wrapped around them. The solution on these posters is ropeless gear. This is how they are promoting this in areas other than Maine. Now there's funds from the government to pay the fishermen for trying the ropeless gear. I have stated in

my social media comments that this is all a big "bait and switch." Fishermen are enticed with money to try this, I believe it is \$400 a pop. What does that figure is you have a twenty five trap trawl? Do the math. Again, this may not be accurate either, but it is out there, it is being tested in certain areas and they are getting paid to do it. One we start accepting this pay to try it, we're walking right into their trap...No pun intended. And the kicker to all of this is that the money being spent for all of this development is being handed out by the Federal government, and you know where that money comes from... our taxes.

To visualize the gear positions and on-demand trawls, you can download and subscribe to EdgeTech Trap Tracker for a subscription fee of \$24.99 and \$14.99 subscription fee on the Apple or Google Play app stores with any smartphone or tablet.

Participating vessels will fish trap trawls without any surface gear marks in the "potential on-demand testing areas."

With what information that I have just provided, it looks to me that this is still a

big money maker for all involved. If we are making progress with tracking whales, then why do we need to take this extra step and expense to convert to this travesty? I am thinking of the young folks that are finding it difficult to simply purchase a fishing vessel these days, let alone the expense of fishing ropeless gear. What is going to happen to our traditional fishery as we have known it for many years?

Seriously, how many fishermen that we know will have the funds to participate in this new plan for lobstering? I understand that this isn't my "Grampa's Fishery" any more, but this is all very sophisticated technology that a lot just will not be interested in.

It's been eleven years since my Dad passed, but if he could see all of this now, he would roll in his grave, along with my grandfather and great grandfather.

Let's see if we can do something to help restore our working waterfront and preserve what we have left. This is very important to our preservation and survival for our future.

Yes, we are the Endangered Ones now!

## Maine Dept. of Marine Resources

### New Marine Patrol Officers Join Mid-coast and Southern Maine Patrols

January 8, 2024

AUGUSTA – Two new Officers have joined the ranks of the Maine Marine Patrol after recent graduation ceremonies at the Maine Criminal Justice Academy.

Callahan Crosby of Rangely will serve in the Rockland and Vinalhaven/North Haven patrol.

As a Marine Patrol Officer, he will conduct patrols, inspections, investigations, and protective services work related to marine resources, boating safety, and criminal laws and regulations and will also participate in search and rescue efforts on tidal waters.

Crosby served as an intern with Marine Patrol from 2021 to 2022 focusing primarily on the lobster and elver fisheries.

He received a B.S. in Marine Affairs from the University of New England in 2023.

August Campbell of Rockport, MA will serve as a Boat Specialist assigned to the Patrol Vessel Dirigo II in Section 1 which extends from Kittery to Yarmouth.

As a Boat Specialist, Campbell will be responsible for patrol vessel operations during routine law enforcement patrols, search and

rescue efforts, and investigative work.

Campbell's work history includes serving as a marine mechanic and as a deckhand and sternman on Massachusetts-based fishing vessels.

He attended Maine Maritime Academy and holds a U.S. Coast Guard 100-ton Master License.

"These two Officers bring important skills and experience to busy patrol areas," said Marine Patrol Major Rob Beal. "Their professional and educational backgrounds will support a continued strong Marine Patrol presence in the mid-coast and southern Maine regions."

Both will begin working in their assigned areas immediately while they complete Marine Patrol's 45-day field training program.

### Message from DMR Commissioner Regarding Elver Quota for 2025 and Beyond

January 26, 2024

I'm pleased to share some good news for the 2025 elver fishing season and beyond!

As some of you have heard, Maine DMR was able to protect our 9,688 pounds of elver quota during recent deliberations by the American Eel Board at ASMFC's winter meeting. Board discussion was around Draft Addendum VI which proposed two options for Maine's commercial glass eel quota, starting in the 2025 fishing year. One of the two options would have reduced Maine's quota by 21.8%. That would have been an economic loss of millions of dollars for Maine's elver fishery. Fortunately, the Board recognized the strong management measures we've instituted here in Maine to avoid exceeding the state's allotted quota and to reduce the incidents of illegal harvesting. The Board's decision also recognized results from our fishery independent glass eel survey which shows a trend over five of the last seven years that significantly exceeds the average annual survey catch since 2001. Bottom line, this is great news for a fishery that, last year, generated over \$20 million dollars for fishermen. While Draft Addendum VI now only contains one option for Maine's glass eel quota, the current 9,688 pounds, there are options in the document for how long this quota should remain in place. There will be an opportunity to review and comment on the Draft Addendum and we will share that notice of opportunity for your comment as soon as it becomes available.

Please note also that DMR has published a Notice of Agency Rulemaking on Chapter 32 regarding the 2024 quota system and

Continued on Page 27

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# Commercial Fishing News

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

From the Director -

A lot has happened since my last report! We had two major storms back to back that took out most of the Coast of Maine. It was said that it was a once in fifty year occurrence. It was a terrible feeling to see the devastation from the first storm knowing that we had one day of reprieve, then another the next day. The sad thing is that even though we knew it was coming, there wasn't much that we could do about it. All we could do was watch and wait for the super high tide to come in. I have never seen anything like it in my lifetime!

It was super sad to see the bait buildings and workshops completely devastated and some even floating around. Now, after this was all said and done, we are hearing that a lot of insurances are not covering the damage. It was said that it was all an "act of God."

We have already had one meeting with the Commissioner and the leaders in the industry. This meeting was to establish where to begin for help with restoring damaged property as soon as possible and where to

begin. This caught everyone off guard, so the agencies are scrambling to try to help without too much delay.

First, the Maine Emergency Management Agency (MEMA) is collecting damage information and is encouraging each one of us with damage to fill out the Report Damage under Current Alerts on the MEMA home page. You can also contact Governor Mills page for online Maine Flood Assistance for resources and information. At this point, Governor Mills has reached out to President Biden for Disaster Relief, which is waiting for a return response. The Federal Emergency Management Agency, FEMA, will have to access all of the damages from the storm. The president will have one month to declare a disaster after FEMA has completed its assessment and the governor submit's a request. I also need to say that Senator Susan Collins is also putting in a disaster request.

This all sounds like another "hurry up and wait" situation. We do not have that kind of time to get funds approved and start repairing the damage that has been done to a lot of our buying stations along the coast.

We do not have a large amount of working waterfront on the Maine Coast any longer and this could make it worse. If the fishing industry doesn't recover fast, they may decide not to rebuild.

One suggestion in the meeting was for the dealers to use their credit line to repair damages, but that is risky because they might not receive funds to help until after they need their credit line to start up their docks for the upcoming season. They will need to be able to supply bait, fuel and dock help in the spring. They should not have to take such a risk in order to receive help. We need results fairly soon because there's not a lot of time left before the docks will need to start up for the 2024 season.

Another concern is that there are not that many contractors that do the kind of dock work that is needed to restore a lot of the damaged docks. Some of them are already booked for the year ahead. Our fishing industry certainly does not need any more challenges than we have already been facing!

Moving along, the Zone Meetings have started, which is a good way to stay up to date with all that is happening.

The Lobster Marketing Collaborative is seeking a harvester nomination for their board of directors. If you would like to serve on their board, please let Marianne LaCroix know. Her email contact is MLaCroix@lobsterfrommaine.com

Commissioner Pat Keliher discussed the gauge increase which he has been able

to postpone to January 2025, 2027 and 2028. This still needs to have the science brought up to date for a final result. There was a lot of suggestions about matching the oversize so that it would be easier to cull through the sizes. Canada cannot bring small live lobsters through Maine unless it is processed meat. There is still a controversy about their lobsters being worth more than ours.

The Right Whales have a decrease in mortality for last year. They counted 356 in 2022 and 16 calves. We only lost two right whales in 2023, one to a ship strike and one was a sick calf. There were seven total whales with purple rope on them but they were different species of whales. If you would like to track the whales, you can go to [www.whalemap.org](http://www.whalemap.org). This will give you the exacts on the whale statistics.

The next subject on the agenda was the allocation of major funding for the testing of ropeless gear. The government has what I call a "bait and switch" program that pays the fishermen to test the ropeless gear. It was said that it can't be rejected unless it is tried and then reject it. This brings the fishermen into the circle of being willing to try it.

This is all of the agenda for now, which I know, it enough to try to take in.

Hopefully we will see you at the Maine Fishermen's Forum and try to enjoy some of it without too much political mumbo jumbo. It is a good opportunity to see friends and family that we haven't seen for a year! Come and see us and think about joining us!

Take care and see you there, Sheila



One of the fish piers on Beals Island suffers severe damage during the last big storm surge in January.

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# Commercial Fishing News

## ATLANTIC STATES MARINE FISHERIES - WINTER MEETING

Continued from Page 9

eries).

Move to approve the spiny dogfish northern region trip limit for fishing years 2024/25, 2025/26, and 2026/27 at 7,500 lb. Motion made by Mr. Kaelin and seconded by Mr. Grout. Motion carries with 1 abstention (NOAA Fisheries).

Move to nominate Joe Cimino as Vice-Chair of the Spiny Dogfish Board. Motion made by Mr. Batsavage and seconded by Mr. Luisi. Motion passes by unanimous consent.

### AMERICAN EEL MANAGEMENT BOARD

#### Meeting Summary

The American Eel Management Board met to approve two Draft Addenda for public comment, and the Fishery Management Plan (FMP) Review for the 2022 fishing year. The Board initiated both addenda in August 2023. Draft Addendum VI addresses Maine's glass eel quota. Maine's glass eel quota has been set at 9,688 pounds since 2015 and a new addendum is needed to establish a quota for the 2025 fishing year and beyond. The Draft Addendum considers maintaining the current Maine quota level, and the duration of the quota once established.

Draft Addendum VII considers reducing the yellow eel commercial catch cap in response to the recent stock assessment, which found the coastwide stock is depleted and recommended reducing yellow eel landings. Specifically, the draft addendum considers options for setting the coastwide cap using a new tool proposed in the assessment called ITARGET. ITARGET recommends harvest levels based on catch and abundance indices, and the management goals. In addition, Draft Addendum VII considers modifying monitoring requirements for the state young-of-year (YOY) surveys and trip level catch and effort reporting based on stock assessment and Technical Committee (TC) recommendations. The stock assessment and TC recommended making some biological sampling components of the YOY survey optional because the data have not been useful in informing stock-wide trends. The stock assessment also noted that the harvester catch per unit effort data that are currently required under Addendum I have not been indicative of trends in the stock as a whole, and thus have not been used in any of the American eel assessments. Draft Addendum VII considers options to make the collection of these data optional to ease

the monitoring burden on states.

Finally, the Board approved the American Eel FMP Review for the 2022 fishing year, state compliance reports, and de minimis requests for New Hampshire, Massachusetts, Pennsylvania, D.C., and Georgia. A press release will follow with information on state public hearings on Draft Addenda VI and VII.

For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at [cstarks@asmfc.org](mailto:cstarks@asmfc.org).

#### Motions

Move to remove in Section 3.1, Option 2: Reduce Maine's glass eel quota by 21.8%. Motion made by Ms. Ware and seconded by Mr. Reid. Motion passes (14 in favor, 3 opposed, 2 abstentions).

Move to approve Draft Addendum VI for public comment, as modified today. Motion made by Ms. Ware and seconded by Ms. Patterson. Motion passes by consent.

Move to remove Sections 3.1 and 3.2 from the draft addendum VII and postpone further action on the coastwide cap options until coastwide landings reach 600,000 lb. in a given year. Motion made by Mr. Clark and seconded by Mr. Dize. Motion fails (1 in favor, 18 opposed).

Motion to remove Section 3.1, option 2 Motion made by Mr. Clark and seconded by Ms. Ware. Motion fails (8 in favor, 11 opposed).

Move to approve Draft Addendum VII for public comment, as modified today. Motion made by Ms. Patterson and seconded by Ms. Madsen. Motion passes by consent.

Move to approve the American Eel FMP Review for the 2022 fishing year, state compliance reports, and de minimis status for New Hampshire, Massachusetts, Pennsylvania, D.C., and Georgia. Motion made by Ms. Braun and seconded by Ms. Fegley. Motion passes by consent.

Move to approve Sara Rademaker and Timothy LaRoche to the American Eel Advisory Panel. Motion made by Ms. Ware and seconded by Mr. McKiernan. Motion passes by consent.

### EXECUTIVE COMMITTEE

#### Meeting Summary

The Executive Committee met to discuss several issues, including a Legislative Committee update; tasking a revitalized Committee on Economics & Social Sciences (CESS); refining the Commission election process; reviewing the Commission's Draft 2024-2028 Strategic Plan; and discussing future meeting week format and a letter to

NOAA regarding fisheries disaster funding. The following action items resulted from the Committee's discussions:

Staff presented a report on behalf of the Legislative Committee. He presented on the uncertain nature of Fiscal Year 2024 appropriations; plans within Congress to address Magnuson-Stevens Act reauthorization and failures of the Marine Recreational Information Program; and the need for a working waterfronts protection program.

Staff reported on the revitalization of CESS, including a new Chair, Sabrina Lovell, and Vice Chair, Andrew Scheld, as well as presented a summary of potential projects for the future including potentially looking into the economic impact of year-round recreational fishing for northern states as well as developing standardized social and economic indicators for species or regions.

Staff presented the updated Officer Election Procedures, which clarified the processes with regard to two-year terms and regional rotation of the officers, aligning the processes with the way the Commission has been operating.

Staff presented a report on the development of the Draft 2024-2028 Strategic Plan. There was consensus among Commissioners the document did not need a full re-write, rather some course corrections to the current plan. Staff detailed the proposed changes and after receiving Committee input, staff will finalize the plan for review and action by the Business

Session of the Commission later in this meeting.

Staff led a discussion on the potential for moving to three in-person and one fully virtual meeting a year. After thorough discussion, it was decided to keep the schedule of four in-person meetings a year, retaining the option to attend virtually if necessary.

Florida requested, and the Committee supported, sending a letter to NOAA regarding fisheries disaster funding.

For more information, please contact Laura Leach, Director of Finance and Administration, at [lleach@asmfc.org](mailto:lleach@asmfc.org).

#### Motions

No motions were made.

### COASTAL PELAGICS MANAGEMENT BOARD

#### Meeting Summary

The Coastal Pelagics Management

Board met to consider the terms of reference for the Benchmark Assessment for Atlantic Migratory Group (AMG) Cobia (SEDAR 95), receive a progress update on the AMG cobia recreational allocation draft addendum, consider the Spanish Mackerel Fishery Management Plan (FMP) Review for the 2022 fishing year, and receive an update from the South Atlantic Fishery Management Council (SAFMC) on Coastal Migratory Pelagics (CMP) Framework Amendment 13 and the upcoming mackerel port meetings.

The Board reviewed and approved the SEDAR 95 terms of reference, developed by SEDAR and the Cobia Technical Committee (TC), for use in the assessment. Most notably, the terms of reference include a review of the stock structure and unit stock definitions through genetic, tagging, and other data sources as available. SEDAR 95 is scheduled to be completed in November 2025 and presented to the Board in early 2026.

The Board received a progress update from the Cobia Plan Development Team (PDT) on the scoping of the recreational reallocation draft addendum initiated at the Commission's Annual Meeting in October 2023. The PDT asked for Board feedback on a number of topics related to the proposed alternatives including, the applicability of an automatic allocation trigger, the data range for calculating recreational allocations, recreational measures setting timelines, and the incorporation of management uncertainty into the action. The Board discussed how upcoming changes to the Marine Recreational Information Program (MRIP) Fishing Effort Survey (FES) estimates may affect aspects of the draft addendum, especially for the state-by-state and regional allocation alternatives. Ultimately, the Board supported continuing efforts to complete the draft addendum for implementation in 2025. The Board supported the PDT further exploring all proposed alternatives outlined in the staff presentation. The Board also supported the removal of COVID-19 impacted years from allocation calculations and exploration of a five-year recreational measures setting process timeline.

The Board reviewed the Spanish Mackerel FMP Review for the 2022 fishing year and state compliance. All states' regulations were consistent with the FMP, and the Board approved de minimis requests from Rhode

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# Commercial Fishing News

## ATLANTIC STATES MARINE FISHERIES - WINTER MEETING

Island, New Jersey, Delaware, and Georgia. The Spanish Mackerel Plan Review Team (PRT) emphasized the need to understand the dynamics of the fishery across regions, especially as the fishery increases in more northern states. The PRT noted that some of this regional analysis could be included in the forthcoming paper that was tasked by the Board to the newly formed Spanish Mackerel TC to characterize the fisheries along the coast. The PRT also emphasized the importance of continuing coordination between the Commission and SAFMC on future management action that could address differences between the Interstate and federal FMPs, which include differences in commercial management zones, trip limits, and closures.

The Board received an update from SAFMC on CMP Framework Amendment 13, which has been postponed until after the Spanish and king mackerel port meetings are concluded. Spanish mackerel port meetings remain in the planning process and are scheduled to be held along the Atlantic coast from April-November 2024.

Lastly, the Board elected Lynn Fegley from Maryland as Vice-Chair. For more information on cobia, please contact Chelsea Tuohy, FMP Coordinator, at [ctuoohy@asmfc.org](mailto:ctuoohy@asmfc.org), and for more information on Spanish mackerel, please contact Emilie Franke, FMP Coordinator, at [efranke@asmfc.org](mailto:efranke@asmfc.org).

### Motions

Move to approve the Terms of Reference for the SouthEast Data, Assessment, and Review Atlantic Cobia Benchmark Stock Assessment (SEDAR 95).

Motion made by Ms. Fegley and seconded by Dr. Rhodes. Motion carries by unanimous consent.

Move to approve the Spanish Mackerel Fishery Management Plan Review for the 2022 fishing year, state compliance reports, and de minimis requests from Rhode Island, New Jersey, Delaware, and Georgia. Motion made by Mr. Haymans and seconded by Ms. Burgess. Motion carries by consent.

Move to elect Ms. Lynn Fegley from Maryland as Vice Chair of the Coastal Pelagics Management Board. Motion made by Ms. Madsen and seconded from Dr. Rhodes. Motion passes by consent.

### ATLANTIC STRIPED BASS MANAGEMENT BOARD

ASMFC Atlantic Striped Bass Board Approves Addendum II Establishes Measures to Continue Progress Towards Stock Rebuilding

The Commission's Atlantic Striped Bass Management Board approved Addendum II to Amendment 7 to the Interstate Fishery Management Plan (FMP) for Atlantic Striped Bass. The Addendum modifies recreational and commercial measures to reduce fishing mortality in 2024, establishes an expedited response process to upcoming stock assessments, and addresses requirements for recreational filleting. Addendum II builds upon the 2023 emergency action by changing the measures in the FMP to reduce fishing mortality and support stock rebuilding. Addendum II measures will replace the emergency action measures upon its implementation by the states by May 1, 2024.

"First and foremost, thank you to the 2,000 members of the public who submitted public comments. The Board had difficult issues to discuss, and public comments were a crucial part of the deliberations," said Board Chair Megan Ware from Maine. "The Board remains focused on rebuilding the stock by 2029. The upcoming 2024 stock assessment will be an important checkpoint on progress toward rebuilding."

For the ocean recreational fishery, the Addendum implements a 28" to 31" slot limit, 1-fish bag limit, and maintains 2022 season dates for all fishery participants; this maintains the same ocean recreational measures adopted under the recent emergency action. For the Chesapeake Bay recreational fishery, the Addendum implements a 19" to 24" slot limit, 1-fish bag limit, and

maintains 2022 season dates for all fishery participants. For the commercial fishery, the Addendum reduces commercial quotas by 7% in both the ocean and Chesapeake Bay.

To address concerns about recreational filleting allowances and compliance with recreational size limits, the Addendum establishes two requirements for states that authorize at-sea/shore-side filleting of striped bass: racks must be retained and possession limited to no more than two fillets per legal fish.

To enable an expedited management response to upcoming stock assessments prior to the 2029 rebuilding deadline, the Addendum establishes a mechanism allowing the Board to respond to a stock assessment via Board action if the stock is not projected to

rebuild by 2029.

States must submit implementation plans by March 1, 2024 for Board review and approval, which will take place at a special Board meeting to be scheduled for later in March. All Addendum II measures must be implemented by May 1, 2024.

Addendum II will be available in February on the Commission website at <http://www.asmfc.org/species/atlantic-striped-bass> under Management Plans and FMP Reviews. For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at [efranke@asmfc.org](mailto:efranke@asmfc.org) or 703.842.0740.

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# Boat And Ship Yard News



At Lowell's Boat Shop in Amesbury, MA they are making repairs to this dory.



This is a Haven 12½, which got caught under a dock during a storm down south. She is now getting repairs at Eric Dow's shop in Brooklin.

### Shipyard at Boothbay Harbor Bristol Marine Boothbay Harbor

Sitting on the dock was the John Alden designed schooner SUMMERWIND, which was built by Charles Morse of Thomaston in 1929. Over the years she has had several rebuilds and she came in last year for another one. Once in the shop they found the centreline structure good and then opened up her transom and found it needed to be rebuilt. She also underwent a major systems upgrade, serviced her main engine, a MAN diesel, and replaced hydraulic pumps. After 18 months in the shop the project was complete and she was launched. She was scheduled to head to Newport, Rhode Island in the middle of January and then head for the Mediterranean and the Caribbean.

On the main railway is the schooner ISAAC EVANS, which is in for a lot of structural work. They know they need to do work around the centreboard and possibly install a new engine. They figure this is going to be a two-year project, but the hope is to do the rebuild in two phase and have her sailing this summer.

In the shops are a number of yachts in for storage with miscellaneous repairs and annual maintenance. One of the classic yachts in the shed is having work done on her centreboard; a 40-foot modern sailboat is getting a new teak deck, and the Friendship sloop FREEDOM is getting repairs made.

This fall they have had a crew up in Greenville on Moosehead Lake working on

the tour boat KATAHDIN. They replaced the portside deck on the second deck, which meant all new deck beams, a total of 38. The beams are pine with plywood over them. They will be returning in the spring to do more deck work and presently they are laminating more beams at Boothbay Harbor for this project. They figure that this will be an eight-week project. Then next fall they will do more deck work, this time on the starboard side. The Moosehead Marine Museum, who is KATAHDIN's caretaker, has a plan for keeping KATAHDIN in great condition, this means there is a year schedule for certain work to be done periodically. Also, KATAHDIN will be hauled in a couple of years, which means Prock Marine of Rockland will bring up their sectional dry-dock and take her out of the water so her bottom can be inspected and painted.

### Chislett's Boating and Design Dover, NH

I remember meeting Cameron Chislett when he worked for Stacy Raymond at General Marine in Biddeford in the early 2000s. In the beginning he learned fiberglassing in South Africa before going to The Landing School and studying yacht design. While he was at General Marine, he was learning all about fiberglass construction. Then he moved to New Hampshire and opened a shop there and I finally found the time to stop by, which I should have done years ago as this is a very interesting shop.

They are the builders of the Maritime



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# Boat And Ship Yard News



Wayne Rich has his lobster boat RICH RETURNS in the shop at his mother's home in Bernard. He has removed the platform, did some repairs underneath and is now putting down a new fir platform. Unfortunately she will be painted gray and not finished bright. On the floor were a number of different models in various states of construction. They are doing an 18 for a customer who wants to go camping and fishing from the Bahamas to the State of Maine. This boat is being finished with a raised deck on the bow so the customer can camp on board. They have two 23-foot police boats under construction and they are heading west to Catalina Island in California. Then there is a 25-foot pilothouse model underway for the Freeport harbor master.

They also do repairs on Maritime Skiffs. They currently have the Kittery harbor masters boat in for some work.

As for outboards they are a dealer for Suzuki and this is what they use for the Maritime Skiff line.

The Maritime Skiff line includes four skiffs, four centre consoles, five centre cabin and two full cabin models.

Just outside the office is a 1985 Mirage

338 sailboat, which is Camerons. He did a six-year restoration of this boat, which included a new keel with a lifting bulb keel and a carbon fiber rudder. He also gutted the interior and did cruising, camp-style accommodations. His goal was to do a trip to the Bahamas with his wife Abbie and their two children and be able to trailer it to Florida, which they did last year for three months and may go again next year. This year she is just getting regular maintenance; however, he may repower her. She currently has a 9-hp 1GM10 and he has a 2GM20, which would push this boat along much easier.

In 2003 Cameron started working for himself in the back shed of General Marine and three years later moved to Portsmouth, New Hampshire. He has kept in close contact with Stacy at General Marine and in fact has the Northern Bay 36 moulds, which he

**Continued on Page 18**



There is not much room at Portland Yacht Services in Portland. Here are two fishing boats, YANKEE MARINER and PROWLER hauled up for the winter.

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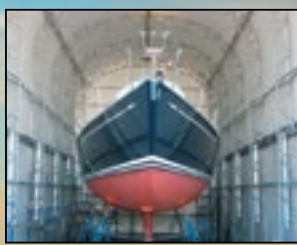
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# Boat And Ship Yard News



A view inside the shop at Padebco Custom Boats in Round Pond. The boats on the back wall are in for major work and the ones in the foreground are swapped out as soon as their maintenance and repairs are complete.



This is a Repco 37, which has been widened by Jermev Beal at Wayne Beal's Boat Shop in Jonesport. She also got a new coat of paint and should be done and out the door in February.

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has borrowed from Stacy. He thinks he has one to build, a sportfisherman, and there are others who are interested.

Despite doing 50 to 60 Maritime Skiff models, he is looking for additional work. He can do design work, but he also has a CNC machine for cutting out parts for plugs, moulds, and custom parts such as livewells.

**Eric Dow, Boatbuilder  
Brooklin, ME**

After the airplane left, which was in the main shop for about four years, came LUCILLE. She was a wooden lobster boat, designed by Doug Dodge and built by the first-year students at The Boat School in Calais and Lubec in 1972. She was in to have her bottom completely refastened. She has had a good owner for the last 10 or 15 years and they keep up with her maintenance. She was in about four years ago when they replaced the engine beds and added a crash bulkhead.

Once she was done and moved out, in came a 1964 34-foot Clinton Beal lobster boat. She came in to have her bottom gone over and a new deck. Eric said that they checked her bottom and were refastening a number of areas. They were also checking the caulking and redoing what needed to be replaced. They had the rotten canvas deck stripped off and were fairing up the deck. This time they were going to put down a mat and Dynel combination, which will look like canvas, but last a lot longer.

In the small shop they have a cold moulded Haven 12½ in for major repairs. She went adrift in one of the fall storms and got caught under a dock. Eric thought a lot of the damage was caused by the salvager. They originally thought about replacing the hull, but now think they can save it.

Then there are a bunch of smaller projects, one building a 15-foot pulling boat, all

of which will keep him busy right through the spring and into summer.

**Padebco Custom Boats  
Round Pond, ME**

This yard balances storage and repair and boatbuilder very well.

In the lower shops on the water, they suffered some flooding in the wooden building right on the water. The water entered the building, did some damage to the pilings and cribwork and they had about a foot of water over the floor. Fortunately, the damage that had been done in the first storm was shored up and that probably saved the building from severe damage. The other shop is higher and did not sustain any damage. In there they are building a new Padebco 23, which will be delivered to her owner from Biddeford Pool this spring. An older Padebco 21 is in for a new platform and fuel tank. There is also a Padebco 27, almost 20 years old, in for a new engine, platform and fuel tank.

Up the road are their storage buildings and a nice work shops that can fit a number of boats at one time. TRUE NORTH is a Padebco 29, and her engine has been removed and they are replacing her fuel tank. Next to her is a Padebco 32, which last year got a new suite of electronics and is getting some owner wanted upgrades. This owner purchased her last year and after a year of use determined what he would like changed. What was interesting is that the owner felt that the bow was too high in the air when running so he did a lot of drone footage showing how she sailed. Leon MacCorkle, owner of the yard, said that they are going to install Zipwake trim tabs. He added, "Jet boats tend to ride bow up a little bit and he wants to take that out. His son-in-law does drones and so we have a ton of drone footage of this boat. This really helped to show how the boat trimmed out and I think it needs a

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# Boat And Ship Yard News

little bit of help trimming the bow down a little bit. I think you will get a little more speed and will track a little better.”

Also in the shop is a Parker 2530, was purchased by Leon’s wife. He added, “We have a 23 now, which we will sell. She wanted a pilothouse because the only time that we can go out on the water is in the spring and in the fall. The summers are too busy. It had an I/O diesel and would overheat over 2000 RPMs. We decided to go with twin 225-hp outboards and a joystick to make it easier to operate. Hopefully, we will have her in the water this spring.”

The boats nearer the doors are ones that come in for their annual maintenance and minor repairs and then are taken back to the storage shed and another set is brought in for their work. One of the boats is a Bridges Point 24 sailboat and she is getting her varnish redone and figure out a problem with the electric drive, which seems to have an electrical issue. Then there is a Padebco 21 for varnish and a Padebco 23 for general maintenance.

Outside in storage are a number of boats that they need to get in, mostly for regular maintenance. However, there is a 29-foot power boat that needs to have the rub rail removed and resealed to stop the rain from getting in the boat.

### Wayne Rich Bernard, ME

Four years ago, we covered Wayne in a local shop doing a major repair job on his lobster boat RICH RETURNS. She was built by Chummy Rich in 1982 and Wayne purchased her from her owner on Cape Cod more than 20 years ago. He absolutely loves this boat and you can tell by the care he gives her.

He thought he was going to get everything done in a couple of weeks, but two months later he was still working on her, but there was a light at the end of the tunnel. He has made repairs to the garboard plank and with the garboard planks off he refastened the ribs to the keel. Then he ripped out the platform and replaced anything underneath that looked like it might be an issue. He replaced the fiberglass exhaust elbow, which had been crushed by the hose clamp with a flexible tube and replaced hoses and a hydraulic pump. When he went to pull the wire harness from the engine all the wires came out of their ends so he brought in an electrician who redid the wire ends. The electrician also hooked up a stereo system, which he had done without for several years. Then it was onto replacing the platform. He found some vertical grain fir, five-quarter for the deck, but when he replaced the beams, he went from 2 x 6 to 2 x 4 saying he likes just a little more room when climbing underneath the deck. Chummy was coming in and watching the progress and Wayne liked his visits as his eye picked up where he was off just a fraction of an inch saying that he needed to take a little off the next plank before setting it in. It is too bad that he is not finishing the deck bright, but felt it was

going to be less slippery if he painted it and added non-skid.

When I was looking under the platform, I was amazed at how well she has aged. Wayne was going to re-red lead, but found out that he was going to have to sand the entire area before he could do that and that was going to add weeks to the project so he left it as it was.

Chummy is working on a small runabout he thinks was a kit boat from back in the 1950s or ‘60s. He changed her sheer and is now adding a new deck. He is looking to make her a nice runabout for fishing five lobster traps.

Even while Wayne is working on his boat he still helps at Rich’s Boat Yard in West Tremont. He is hoping once he is done with his boat and deck project at the house, he will be back over there to help them get boats ready for the upcoming season.

### Wayne Beal Boat Shop Jonesport, ME

The main project in the shop is a Repco 37. They stripped her down to a bare hull and then cut her down the stern and up into the bilges to the main bulkhead. They then widened her out 27 inches on the top and 24 inches at the waterline, making her 7 inches wider in the middle and a 11 feet 6 inches on the stern. She then got a new Wayne Beal 32 top and a new paint job. Jeremy thought that she should be done and out the door early in February.

Before the Repco they finished off a Wayne Beal 42, AURORA as a lobster boat. She was finished with bulkheads down forward so they could add an interior later if they wanted to. She is powered with a 730-hp MAN and is current at Billing’s Diesel & Marine in Stonington having the hydraulics installed and metal fabrication done.

LITTLE GIRL, Shawn Alley’s race boat, is still sitting in the corner, but the rumour is that her engine is being readied and should be back in her for the start of the racing season. The interesting aspect of this project is that he has switched from a Ford to a Chevrolet power plant.

Jeremy was not sure what boat he was dragging in next. THUNDERBOLT, a South Shore 30 owned by Bruce and Bruce Engert of Boothbay Harbor. They are in for paint and maybe altering the spray rails. The other projects include: an Osmond 40 for work under her platform, including fuel tanks and boxes and then paint the hull; a Mitchell Cove 32; a RP-40; a Duffy 35 to be

repowered; a facelift on a Wayne Beal 36; a Calvin Beal 38 for platform work; and Mike Beal’s LITTLE BREV for a new house. There are also two little boats, a Carolina Skiff 22 and an Ernest Libby, Jr. V-bottom outboard boats also needing work. If this is not enough, they need to lay up two new Wayne Beal 46 hulls.

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# ATLANTIC STATES MARINE FISHERIES - WINTER MEETING

Continued from Page 13

## Meeting Summary

In addition to approving Addendum II, the Board met to consider a conservation equivalency (CE) proposal submitted by New Jersey under Addendum II, and to approve nominations to the Atlantic Striped Bass Advisory Panel.

New Jersey submitted a CE proposal to continue the state's recreational Striped Bass Bonus Program (SBBP) under Addendum II. New Jersey has reallocated its commercial quota to the recreational SBBP through CE for the past several years. The SBBP is based on New Jersey's existing commercial quota and is managed using that quota. Participants must apply to the SBBP and a tag system is used to ensure quota is not exceeded. New Jersey proposed to continue the quota reallocation, and outlined SBBP size limits and quota levels dependent on the measures selected under Addendum II. Based on the final Addendum II measures selected by the Board, New Jersey specified the SBBP would maintain the status quo SBBP size limit (24" to <28") with a 7% quota reduction to 200,798 pounds. This proposal was unanimously approved by the Board.

Lastly, the Board approved Toby Lapinski representing Connecticut and Julie Evans representing New York to the Atlantic Striped Bass Advisory Panel.

For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at [efranke@asmfc.org](mailto:efranke@asmfc.org).

## Motions

Main Motion: Move to approve in

Section 3.1.1 Ocean Recreational Fishery Option B: 1 fish at 28" to 31" with 2022 seasons for all modes. Motion made by Dr. Armstrong and seconded by Mr. Abbott.

Motion to Amend: Motion to amend to replace Option B with Option C: 1 fish at 28" to 31" with 2022 seasons for private vessel/shore anglers; 1 fish at 28" to 33" with 2022 seasons for the for-hire mode. Motion made by Dr. Davis and seconded by Mr. Hasbrouck. Motion fails (7 in favor, 9 opposed). (Roll Call: In favor – RI, CT, NY, NJ, PRFC, MD, DE; Opposed – NH, ME, VA, DC, NC, PA, NOAA, USFWS, MA)

Main Motion: Move to approve in Section 3.1.1 Ocean Recreational Fishery Option B: 1 fish at 28" to 31" with 2022 seasons for all modes. Motion made by Dr. Armstrong and seconded by Mr. Abbott. Motion passes (14 in favor, 2 opposed). (Roll Call: In favor – NH, ME, DE, MD, PRFC, VA, DC, NC, PA, NOAA, USFWS, CT, MA, RI; Opposed – NY, NJ)

Main Motion: Move to approve in section 3.1.2 Chesapeake Bay Recreational Fishery Option C2: 19" to 24" slot, 1 fish for private vessels/shore anglers, 2 fish for for-hire, 2022 seasons. Motion made by Mr. Luisi and seconded by Ms. Braun.

Motion to Substitute: Move to substitute to approve in Section 3.1.2 Chesapeake Bay Recreational Fishery Option B2: 19" to 24" slot, 1 fish for all modes, 2022 seasons. Motion made by Mr. Sikorski and seconded by Mr. Geer. Motion passes (13 in favor, 3 opposed). (Roll Call: In favor – RI, MA, CT, NY, USFWS, NOAA, PA, NC, VA, DC, DE, ME, NH; Opposed – NY, PRFC, MD)

Main Motion as Substituted: Move to

approve in Section 3.1.2 Chesapeake Bay Recreational Fishery Option B2: 19" to 24" slot, 1 fish for all modes, 2022 seasons.

Motion to Substitute: Move to substitute in section 3.1.2 Chesapeake Bay Recreational Fishery Option C2: (19" to 24" slot, 1 fish for private vessels/shore anglers, 2 fish for for-hire, 2022 seasons) for 2024, and Option B2 (19" to 24" slot, 1 fish for all modes, 2022 seasons) beginning January 1, 2025. Motion made by Mr. Luisi and seconded by Ms. Braun. Motion fails (4 in favor, 12 opposed). (Roll Call: In favor – MD, PRFC, VA, NJ; Opposed – RI, MA, CT, NY, USFWS, NOAA, PA, NC, DC, DE, ME, NH)

Main Motion as Substituted: Move to approve in Section 3.1.2 Chesapeake Bay Recreational Fishery Option B2: 19" to 24" slot, 1 fish for all modes, 2022 seasons.

Motion to Substitute: Move to substitute in section 3.1.2 Chesapeake Bay Recreational Fishery Option C1: (19" to 23" slot, 1 fish for private vessels/shore anglers, 2 fish for for-hire, 2022 seasons) for 2024, and Option B2 (19" to 24" slot, 1 fish for all modes, 2022 seasons) beginning January 1, 2025. Motion made by Mr. Luisi and seconded by Dr. Davis. Motion fails (6 in favor, 9 opposed, 1 abstention). (Roll Call: In favor – RI, CT, NY, NJ, MD, DE; Opposed – NH, ME, PRFC, VA, DC, NC, PA, NOAA, MA; Abstention – USFWS)

Main Motion as Substituted: Move to approve in Section 3.1.2 Chesapeake Bay Recreational Fishery Option B2: 19" to 24" slot, 1 fish for all modes, 2022 seasons. Motion passes (14 in favor, 2 opposed). (Roll Call: In favor – NH, ME, DE, PRFC, VA, DC, NC, PA, NOAA, USFWS, NY, CT, MA, RI; Opposed – MD, NJ)

Main Motion: Move to approve in Section 3.1.4 Recreational Filletting Allowance Requirements Option B: For states that authorize at-sea/shore-side filletting of striped bass, establish minimum requirements, including requirements for: racks to be retained; skin to be left intact; and possession to be limited to no more than two fillets per legal fish. Motion made by Dr. Armstrong and seconded by Ms. Patterson.

Motion to Amend: Move to amend to remove "skin to be left intact." Motion made by Mr. Gary and seconded by Mr. Cimino. Motion passes (12 in favor, 2 opposed, 2 abstentions). (Roll Call: In favor – DE, MD, PRFC, VA, DC, NC, PA, NJ, NY, CT, MA, RI; Opposed – ME, NH; Abstention – NOAA, USFWS)

Main Motion as Amended: Move to approve in Section 3.1.4 Recreational Filletting Allowance Requirements Option B: For states that authorize at-sea/shore-side filletting of striped bass, establish minimum requirements, including requirements for racks to be retained and possession to be limited to no more than two fillets per legal fish. Motion passes (14 in favor, 2 abstentions). (Roll Call: In favor – NH, ME, DE, MD, PRFC, VA, NC, DC, PA, NJ, NY, CT, MA, RI; Abstentions – NOAA, USFWS)

Main Motion: Move to approve in Section 3.2.1 Commercial Quota Reduction Option B: 14% reduction from ocean and Chesapeake Bay 2022 quotas with 2022 size limits. Motion made by Dr. Armstrong and seconded by Ms. Patterson.

Motion to Substitute: Move to substitute to approve in Section 3.2.1. Commercial Quota Reduction Option A status quo. Motion made by Mr. Clark, second by Mr. Hasbrouck. Motion fails (3 in favor, 13 opposed). (Roll Call: In favor – DE, VA, NY; Opposed – NH, ME, MD, PRFC, DC, NC, PA, NOAA, USFWS, NJ, CT, MA, RI)

Main Motion: Move to approve in Section 3.2.1 Commercial Quota Reduction

Option B: 14% reduction from ocean and Chesapeake Bay 2022 quotas with 2022 size limits. Motion made by Dr. Armstrong and seconded by Ms. Patterson.

Motion to Amend: Motion to amend to replace 14% with 7%. Motion made by Mr. Luisi and seconded by Mr. Kaelin. Motion passes 8 in favor, 6 opposed, 2 abstentions. (Roll Call: In favor – RI, MA, NY, NJ, VA, PRFC, MD, DE; Opposed – NH, ME, DC, NC, PA, CT; Abstentions – NOAA, USFWS)

Main Motion as Amended: Move to approve in Section 3.2.1 Commercial Quota Reduction Option B: 7% reduction from ocean and Chesapeake Bay 2022 quotas with 2022 size limits. Motion passes (13 in favor, 1 opposed, 2 abstentions). (Roll Call: In favor – NH, ME, DE, MD, PRFC, VA, DC, PA, NJ, NY, CT, MA, RI; Opposed – NC; Abstentions – NOAA, USFWS)

Move to approve in Section 3.3 Response to Stock Assessments Option B: Board could respond via Board action to change management measures by voting to pass a motion at a Board meeting. Motion made by Dr. Davis and seconded by Mr. Borden. Motion passes (11 in favor, 5 opposed). (Roll Call: In favor – RI, MA, CT, NY, USFWS, NOAA, PA, NC, DE, ME, NH; Opposed – MD, PRFC, VA, DC, NJ)

Main Motion: Move to approve the following compliance schedule: States must submit implementation plans by March 1, 2024. The Board will review and consider approving implementation plans in March 2024. States must implement regulations by May 1, 2024. Motion made by Dr. Armstrong and seconded by Mr. Borden

Motion to Amend: Motion to amend to replace "implement regulations by May 1, 2024" with "implement recreational regulations by May 1, 2024, and all commercial measure in 3.2.1 effective January 1, 2025." Motion made by Mr. Geer and seconded by Mr. Clark. Motion fails (7 in favor, 7 opposed, 2 abstentions). (Roll Call: In favor – NH, ME, DE, MD, VA, PRFC, NC; Opposed – DC, PA, NJ, NY, CT, MA, RI; Abstentions – NOAA, USFWS)

Main Motion: Move to approve the following compliance schedule: States must submit implementation plans by March 1, 2024. The Board will review and consider approving implementation plans in March 2024. States must implement regulations by May 1, 2024. Motion passes (10 in favor, 4 opposed, 2 abstentions). (Roll Call: In favor – NH, ME, DC, NC, PA, NJ, NY, CT, MA, RI; Opposed – DE, MD, PRFC, VA; Abstentions: NOAA, USFWS)

Move to approve Addendum II to Amendment 7 to the Atlantic Striped Bass FMP, as amended today. Motion made by Dr. Davis and seconded by Mr. Kane. Motion passes (12 in favor, 4 opposed). (Roll call: In favor – RI, MA, CT, NY, NJ, USFWS, NOAA, PA, NC, DC, ME, NH; Opposed – DE, MD, PRFC, VA)

Move to approve New Jersey's conservation equivalency proposal to allow the commercial quota to be shifted to the bonus tag program. The program will continue with its status quo tag administration and size limit of 24 to less than 28 inches. The starting commercial quota will be 200,798 pounds. Motion made by Mr. Cimino and seconded by Mr. Grout. Motion passes by unanimous consent.

Move to approve Toby Lapinski representing Connecticut and Julie Evans representing New York to the Striped Bass Advisory Panel. Motion made by Mr. Gary and seconded by Mr. Sikorski. Motion passes by unanimous consent.

Continued on Page 26

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The 49<sup>th</sup> annual Maine Fishermen's Forum takes place February 29 to March 2, 2024 at the Samoset Resort in Rockport, Maine. Featuring New England's largest trade show, up to 40 educational seminars, comprehensive health screenings for fishermen, children's programming all weekend, CPR & first aid training, water survival training, Landings and Licensing assistance, and three evening events: Thursday's Seafood Reception and Silent Auction, Friday's Fish Dinner and Live Auction, and Saturday's Banquet, Forum Wrap-up, and Dance Party featuring Turd Pollack of Chebeague Island (tickets are limited and required for all three events).

Our annual silent and live auctions raise money for scholarships for secondary school students from Maine fishing families. Scholarship application deadline is March 1<sup>st</sup>, 2024- you still have time to apply!

For more info, to purchase tickets for the CPR class or one of our evening events, or to apply for a scholarship, visit: <https://mainefishermensforum.org>

## Thursday, February 29, 2024 Shellfish Focus Day

- 8:30am: Algal Blooms
- 9:00am: DMR Landings & Licensing Staff Available for Assistance (Fitness Center)
- 9:20am: Municipal Shellfish Management
- 10:30am: How Many Eggs Does a Clam Produce & 2023 Clam Recruitment Monitoring Network Results
- 1:00pm Washington Shellfish Initiative
- 1:45pm Controlling the Risk of Vibrio Illnesses in Maine
- 6:00 pm Thursday Seafood Reception and Silent Auction (event ticket required)

### Offshore Wind in the Gulf of Maine

- 10:00am: Update on Maine's Offshore Wind Research
- 10:50am: Federal Offshore Wind Leasing Process and
- 12:15pm: Lunch and Poster Session
- 1:15pm: What is Floating Offshore
- 2:15pm: Response Panel: Fishermen and Agency Staff
- 2:55pm Audience Q&A

### Coast Guard Approved Certification by The American Safety and Health Institute

1:00 – 4:00 Coast Guard Approved ASHI First Aid and CPR Training (Golf club). This course is \$50 per person with a limit of 10 people. Applicants must pre-register at: <https://mainefishermensforum.org/education/first-aid-and-cpr-registration/>

## Friday, March 1, 2024

- 8:00am: Water Survival Training: Water Safety & Emergency Egress Training (Pool)
- 9:00am: DMR Landings & Licensing Staff Available for Assistance (Fitness Center)
- 9:00am: Atlantic Cod Management & Planning
- 9:00am: Maine Lobstermen's Association 70<sup>th</sup> Annual Meeting
- 9:00am: Seafood Markets
- 9:00am: Public Health Nurses Health Screening
- 10:30am: 2024 Northern Gulf of Maine Federal Scallop Fishery: Upcoming Changes and Resource Outlook

- 10:30am; Maine Lobster Marketing Annual Report
- 10:30am: Training for the Industrial Athlete: Mind, Body and Vessel
- 1:00pm: Eastern Maine Skippers Program – Next Generations Questions and Ideas
- 1:00pm: Atlantic Herring Amendment 10 Public Scoping Meeting
- 1:00pm: Maine Commercial Fishing Safety Council Meeting (Golf Clubhouse)
- 2:45pm: Engaging Youth in Our Seafood Economy
- 2:45pm: Open Forum with Federal Fisheries Leadership
- 2:45pm: Climate Winners: Adapting to Species Shifts in the New England Supply Chain
- 7:00 pm: Live Auction Benefitting the Student Scholarship Fund – open to public

## Saturday, March 2, 2024

- 8:00 am: Water Survival Training: Water Safety & Emergency Egress Training (Pool)
- 9:00 am: DMR Landings & Licensing Staff Available for Assistance (Fitness Center)
- 9:00 am: Competing Against High Quality Imported Seafood: Working together as a region to increase quality and value for finfish
- 9:00 am: Powering vessels in a post-diesel world: The fishing industry leads the way
- 9:00 am: Scallops in our communities, shaping the future for this briny morsel
- 9:00 am: Maine Elver Fishermen's Association Meeting (Golf Clubhouse)
- 9:00am: Public Health Nurses Health Screening
- 10:30 am: Maine DMR Lobster Science Update
- 10:30 am: Deckhand to Captain Training: Helping the Next Generation of Northern New England Captains Achieve Success
- 10:30 am: The Potential Implications of Black Sea Bass and Other Range Expanding Species for the Gulf of Maine
- 10:30 am: New England Fishermen's Stewardship Association Meeting (Golf Clubhouse)
- NOON: Lobster Boat Races Meeting (Golf Clubhouse)
- 1:00 pm: What Works (and what doesn't) for Diversifying your Fishing Business – Lessons and Advice from those that have done it.
- 1:00 pm: New England GEAR Team: Using a "silver buckshot" approach to lost, abandoned, discarded and end-of-life fishing gear
- 1:00 pm: Working Waterfronts and Coastal Access: Understanding challenges, tools, and opportunities for ensuring Maine's fishermen and aquaculturists can continue to get to the water
- 1:00 pm: Alewife Harvesters of Maine Meeting (Golf Clubhouse)
- 2:45 pm: Engaging Youth in Our Seafood Economy
- 2:45 pm: Understanding eDNA and possible Management & Policy Implications
- 2:45 pm: Amplifying the Voices of Maine's Fishermen and Fishing Communities through Storytelling
- 2:45 pm: CFSC Damage Control Kit Workshop
- 2:45 pm: Get Stronger, Fish Longer!
- 6:30 pm: Saturday Banquet, Forum Wrap-up, and Dance Party

Please join us in thanking these top sponsors of the 2024 Forum.

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**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.

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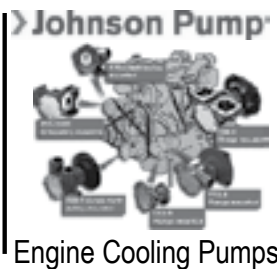
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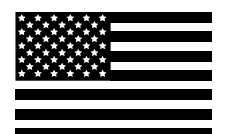


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# ATLANTIC STATES MARINE FISHERIES - WINTER MEETING

Continued from Page 20

## INTERSTATE FISHERIES MANAGEMENT PROGRAM POLICY BOARD Meeting Summary

The ISFMP Policy Board met to receive an update from Executive Committee; review results of the 2023 Commissioner Survey; consider a species declared interest request; discuss aquaculture in the exclusive economic zone (EEZ); review a trawl survey white paper from Northeast Fisheries Science Center (NEFSC); consider a request from the Atlantic Striped Bass Board; provide clarification to the American Lobster Board; and receive updates from NOAA Fisheries and the Atlantic Coastal Cooperative Statistics Program (ACCSP).

The Commission Chair, Joe Cimino, presented the Executive Committee Report (see Executive Committee meeting summary earlier in this document) to the Board. The Executive Committee recommended the Commission send a letter to congressional leadership supporting legislations that would establish a federal working waterfront grant program. The Policy Board unanimously supported the letter.

Commissioners completed a survey of Commission performance in 2023, which measures Commissioners' opinions regarding the progress and actions of the Commission in 2023. Cooperation with federal partners consistently scored as the issue of greatest concern with sentiment expressed it's the responsibility of the federal partners

to engage with the Commission more. Utilization and availability of Commission resources consistently rated high among Commissioners. Climate change and changing environmental conditions continue to be the top impediment to rebuilding stocks. Other listed concerns included data reliability and short-term interests or political pressures outweighing long-term progress. Issues the Commission should focus on more include the incorporation of socioeconomic into allocation, incorporating environmental factors into analyses, and building climate resilient stocks.

The Policy Board approved New York's request to be a participating state under the Commission Cobia Fishery Management Plan. Since 2019, New York has seen a significant increase of cobia in its state waters, which is reflected in both its commercial and recreational catch. Per the guidelines of the Commission's Rules and Regulations, New York meets the criteria to participate in the management program for this fishery.

Danielle Blacklock of the NOAA Fisheries Aquaculture Office presented on aquaculture in the EEZ. The Office is seeking opportunities to expand US aquaculture in the Atlantic, specifically Atlantic striped bass, but it is illegal to harvest striped bass from the EEZ. The Board raised several concerns and requested Ms. Blacklock provide further information on several issues including economic impacts to the wild caught commercial market, potential biological impacts on the wild Atlantic striped bass population (including measures to prevent impacts), spatial impacts to the fishing industry (e.g., some areas of the Atlantic have several competing uses like alternative energy areas and closed fishing areas, such as sanctuaries, monuments, habitat areas, and other aquaculture areas), and how enforcement would be addressed.

As a result of the loss of sea days experienced in the NEFSC 2023 Spring Bottom Trawl Survey and the accumulated loss of sea days since 2015, the New England Fishery Management Council (NEFMC) requested the NEFSC provide an overview of survey status and steps being taken to maintain the quality and quantity of survey data used to support fishery management in the region. Based on the information provided by the NEFSC, management bodies requested NEFSC prepare a white paper outlining an industry-based survey that is complementary to the Spring and Autumn Bottom Trawl Survey (BTS). Dr. Kathryn

Ford presented the white paper, which is part of the effort to consider at least four options for contingencies in the event the R/V Bigelow is not available for the BTS, including (1) the R/V Pisces, (2) an NEFSC-operated vessel, (3) industry-based vessels calibrated to the R/V Bigelow, and (4) a parallel industry-based survey. The white paper addressed option #4. The full contingency plan including all options is anticipated to be completed in FY2024. The plan for an industry-based multispecies BTS was developed in coordination with the Northeast Trawl Advisory Panel (NTAP), which includes commercial fishing, fisheries science, and fishery management professionals in the Northeast. An NTAP working group provided feedback to ensure the feasibility and maximize the value of the industry-based survey (IBS) as a contingency to the BTS. While there was not complete agreement on all details of the IBS, the white paper represented a starting point to further develop an IBS. If implemented, the IBS would develop its own unique time series that could be used to generate indices of abundance and other data useful to stock assessments, fishery management, ecosystem status, and scientific studies. When the BTS is conducting regular survey operations on the R/V Bigelow, the IBS would be a parallel survey to increase the number of stations sampled in a given stratum. When the BTS is not conducting regular survey operations on the R/V Bigelow and cannot operate under other contingency options, the IBS would be the only shelf-wide fishery-independent bottom trawl survey in the Northeast region. The Board expressed the importance of an IBS, as stakeholder buy-in and confidence in the data are significantly increased. As a member of NTAP, the Board recommended NTAP and the NTAP IBS Working Group develop an outline detailing a proposal to conduct an IBS Pilot Program to test the viability of the program as presented in the white paper. The pilot should concentrate on adapting the survey design elements of the white paper (section 2) to current Industry platform capabilities, with a focus on the NEAMAP platform. The Board asked for a delivery date in time for the Commission's Spring Meeting and the Council's April meetings. NEFSC expressed that timeline would likely not be possible.

In addition to the American Lobster Management Board's recent action to initiate an addendum to address the Mitchell Provision (see Draft Addendum XXX press release under the American Lobster Board header earlier in this document), the Policy Board recommended that the Lobster Board address concerns about the lack of regulations to restrict the maximum size of imported lobster through a separate management document. This issue would need to be addressed through the amendment process.

Due to the length of the Atlantic Striped Bass Management Board meeting on January 24, there was no time to address an issue requested under other business. There is continued concern about the difficulty of addressing the challenges associated with striped bass recreational release mortality. The Board agreed to assign a workgroup to review past discussions on striped bass recreational release mortality and consider how the Atlantic Striped Bass Management Board could address it moving forward, particularly following the upcoming striped bass benchmark stock assessment.

NOAA Fisheries received a petition from the Friends of Animals to list the Atlantic horseshoe crab as threatened or endangered throughout its range under the Endangered Species Act (ESA). The petition also requests that critical habitat be desig-



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# ATLANTIC STATES MARINE FISHERIES - WINTER MEETING

nated for the species in Atlantic waters. The petition states "several of the listing criteria identified in the ESA are contributing to the decline of the Atlantic horseshoe crab: it has been historically overutilized for commercial and scientific purposes; existing regulatory mechanisms purportedly protecting it are inadequate for its survival; its habitat is threatened by sea-level rise associated with climate change; and other man-made factors threaten its continued existence." NOAA is processing the petition and will keep the Commission informed.

Lastly, ACCSP has recently completed an update to the ACCSP Public and Login Data Warehouse system to reflect the direction of the Marine Recreational Information Program (MRIP) on the presentation of cumulative and wave level data. These changes have been in development over the past 6 months with feedback from staff and volunteer testers from the Recreational Technical Committee. These changes are supported by MRIP and available via the ACCSP website now. There will be additional ACCSP outreach notifications to aid in information dissemination to expanded target audiences.

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

## Motions

Move to add New York as a state with a declared interest in the Cobia FMP. Motion made by Mr. Gary and seconded by Mr. Kane. Motion passes by consent.

Move to recommend to task NTAP and the NTAP Industry Based Survey (IBS) Working Group to develop an outline detailing a proposal to conduct an IBS Pilot Program to test the viability of the program as presented in the "Proposed Plan for a Novel Industry Based Bottom Trawl Survey" white paper with a particular focus on adapting Section 2 "Survey Design Elements" to current Industry platform capabilities. Delivery date for the outline should be in

time for further discussion at the Spring 2024 meeting cycle for the Commission and both the Mid-Atlantic and New England Councils in April 2024.

Motion made by Mr. Reid and seconded by Mr. Keliher. Motion passes by consent.

## BUSINESS SESSION OF THE COMMISSION

### Meeting Summary

The Commission met to consider an addition to the 2024 Action Plan, approval of the 2024-2028 Strategic Plan, and a recommendation from the American Lobster Management Board. In its first order of business, the Commission approved the addition to the 2024 Action Plan of a new task to take a management action with the Mid-Atlantic Fishery Management Council to address summer flounder commercial measures.

The Commission also considered approval of the 2024-2028 Strategic Plan, which guides the Commission's programs and activities for the next five years. The Commission approved the Plan, with the minor changes recommended by the Executive Committee and additional input from other Commissioners. The final Strategic Plan will be available on the Commission's website at <https://asmfc.org/about-us/guiding-documents> by the end of January.

In response to NOAA Fisheries Interim Rule on implementing measures consistent with the Commission's Addenda XXI and XXII, the Commission considered and approved a recommendation from the American Lobster Management Board to send a letter to NOAA Fisheries to withdraw the Commission's recommendation to implement certain measures of Addenda XXI and XXII. More information on this issue can be found under the meeting summary for the American Lobster Board earlier in this document.

For more information, please contact Robert Beal, Executive Director, at rbeal@

asmfc.org.  
Motions

On Behalf of the Lobster Board move the Commission send a letter to NOAA Fisheries to withdraw the Commission's recommendation to implement the mea-

asures of Sections 3 and 4, except Sections 3.1.1 and 3.2.1 transfers of multi-LCMA Trap Allocation of Addendum XXI and all of Addendum XXII. Motion made by Dr. McNamee. Motion passes by consent.

## Maine Dept. of Marine Resources

### Continued from Page 10

temporary medical transfers of elver quota. Date, time and location of the public hearing was February 15, at DMR's Augusta Office (Marquardt Building, 32 Blossom Lane, rm 118) and remotely. If the February 15th hearing was cancelled an alternate hearing would have been held on February 16<sup>th</sup>.

The deadline for submitting comments on the proposed rule is February 26, 2024. Written comments can be mailed, emailed, or faxed to DMR using the contact information below.

Deirdre.Gilbert@maine.gov; or 21 State House Station, Augusta, Maine 04333-0021; or dmr.rulemaking@maine.gov

### Overtaken Skiff Prompts Rescue near Tenants Harbor

January 29, 2024

TENANTS HARBOR - The Maine Marine Patrol along with members of the St. George Fire Department, the U.S. Coast Guard and local good Samaritans rescued an individual yesterday whose small skiff had overturned near Northern Island, which is located near the mouth of Tenants Harbor. After entering the water, the sole occupant of the skiff was

able to swim ashore on the island.

The individual, who has asked not to be identified, was reported missing after failing to return from an attempt to locate parts of a private dock that had washed away during recent storms. Marine Patrol was notified after a family member called 911 at 4:45 p.m.

Marine Patrol Officers Nicholas Stilwell, Callahan Crosby, Alexandre Michaud, Nicholas Simonenko, Keegan Nelligan and Sergeant Matthew Wyman responded to the area as well as members of Knox Sherriff's Office, St. George Fire Department, the St. George Harbor Master, local fishermen, and crews from the U.S. Coast Guard.

A nearby resident notified St. George Fire Department members of what sounded like someone yelling from the direction of Northern Island, which helped responders locate the individual, who was conscious but unable to move, on the shore of Northern Island at approximately 5:00 p.m.

With assistance from St. George Fire Department and local volunteers, the individual was removed from the island by a Marine Patrol small boat, transferred to a waiting U.S. Coast Guard vessel and then taken to shore in Tenants Harbor where an ambulance provided transportation to a local hospital.

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Looking for someone to operate our hydraulic crane, self propelled boat hauler to haul and launch boats, perform regular maintenance of yard equipment ie skid steer, crane boat hauler and work vehicles. Finestkind Boatyard is a small yard so all hands are expected to help with general boatyard operations. 207-833-6885 or email [info@fkby.com](mailto:info@fkby.com) your resume and to set up a visit.

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14' MCKEE CRAFT, 1985. Powered by 2010 Yamaha F40hp. Includes trailer, chartplotter, depth sounder and compass. \$7,495. New Meadows Yamaha Freeport. (207) 869-4008.



17' SCOUT 175 SPORTFISH. NEW, 2024. With Yamaha F90 Outboard, White Hull Color, Reversible Pilot Seat w/Under Seat Cooler, Bimini Top, Bow Cushion & 2023 Venture Trailer. Call or stop in for more details - Casco Bay Yacht Sales - 207-865-4103.



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, (207) 865-4103.

## POWER



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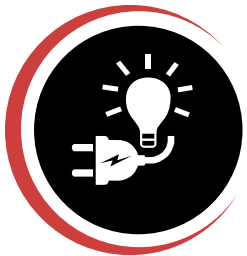
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