

Maine Coastal News

Volume 37 Issue 6

June 2024

FREE



There are several ways to caption this - but with the government making the rules you need "Amazing Grace" and "Saving Grace," but if that does not work "Night Moves."

Atlantic States Marine Fisheries Spring Meeting

Sustainable and Cooperative Management of Atlantic Coastal Fisheries

ANTIC COASTAL COOPERATIVE STATISTICS PROGRAM COORDINATING COUNCIL

(APRIL 29)

Meeting Summary

The Atlantic Coastal Cooperative Statistics Program (ACCSP) Coordinating Council met to review and approve the FY2025 RFP (Request for Proposals) and review project and program updates.

The Council voted to approve the FY2025 RFP as presented by the Operations Committee and Advisory Panel. The Council was presented an update of ACCSP program activities, including software development timelines and projects, major cross-team projects, recreational initiatives, new ACCSP Data Warehouse reports, updates to the recreational sections of the ACCSP website, and the status of ACCSP regional partner coordination.

The Council reviewed the SciFish project that launched April 1, 2024, as the result of a 3-year multi-partner project effort that was funded through the ACCSP RFP. SciFish projects will focus on data collection for marine and/or diadromous fisheries along the Atlantic coast that fill data gaps or data deficiencies, address identified research needs, and clearly articulate how collected data will be used in management and/or stock assessments. The Council received an update on the Atlantic Recreational Discards Pilot Project that has been designed by a subgroup of the Recreational Technical

Committee to address counts and lengths of released catch. Eight states plan to participate in the pilot if funding is approved.

ACCSP announced that the public release of 2023 data is scheduled for May 7th. The data will be available in the Data Warehouse and shared with NOAA as the consolidated landings. Highlights include a new American Eel dataset contact/provider for Florida freshwater data, reflection of conversion factor changes in SAFIS in the historical dealer data in the Data Warehouse, and an update from Maine for 2022.

For more information, please contact Geoff White, ACCSP Director, at Geoff.White@accsp.org.

Motions

Move to approve the 2025 ACCSP RFP and funding documents as presented to the Coordinating Council.

Motion made by Mr. Carmichael and seconded by Mr. Gary, Motion passes by unanimous consent.

AMERICAN LOBSTER MANAGEMENT BOARD

Meeting Summary

The American Lobster Management Board met to receive a report from the Lobster Technical Committee (TC) on the lobster resource and fishery on the Northern Edge of Georges Bank, an update from the Plan Development Team (PDT) on its evaluation of the measures of Addendum XXI and XXII and changes in the Southern New England (SNE) fishery, and a progress update on the 2025 benchmark stock assessment. The TC provided a report to the Board summarizing available information on the lobster population and fishery on the North-

ern Edge of Georges Bank. The Board tasked the TC with compiling information presence and abundance of lobsters, including ovigerous females, on a seasonal basis, as well as seasonal fishery effort in the area because the New England Fishery Management Council (NEFMC) is considering scallop fishery access on the Northern Edge. The report finds that lobsters are present on top of George's Bank year-round but numbers are much higher in the late summer into fall, especially for large females. Fishery-dependent data show consistently female-skewed sex ratios and catch that is comprised of large lobsters, mostly over 100 mm carapace length. Moderate levels of fishing activity occur from July through November in the area, overlapping with the proposed scallop access options.

The lobster PDT met in April to address the Board task to review the conservation measures originally set in Addenda XXI and XXII and make recommendations for alternate measures to achieve those reductions. Addenda XXI and XXII, approved in 2013, included aggregate ownership caps in in Lobster Conservation Management Areas (LCMAs) 2 and 3 and maximum trap cap reductions in LCMA 3 intended to scale the southern new England fishery to the diminished size of the stock. NOAA fisheries has not implemented the measures from these addenda, but recently published an interim rule to do so on January 1, 2025. The Board and lobster industry have expressed concern that the fishery has changed significantly and therefore implementing the measures in the current context could have unintended impacts. The PDT report showed that there have been reductions

since 2023 in allocations and maximum traps fished in LCMAs 2 and 3. The Board agreed the PDT should consider input from both Lobster Conservation Management Teams (LCMTs) for LCMAs 2 and 3 before providing recommendations to the Board for possible alternative management measures.

The Board also heard comments from the public regarding concerns about the implementation of the minimum gauge size increase under Addendum XXVII, which is scheduled to occur January 1, 2025. Industry is concerned that the increase will negatively impact catch and value in the lobster fishery, and put the US market at a disadvantage if Canada's minimum size does not change. The Board plans to send a letter to Canada Department of Fisheries and Oceans and relevant Canadian industry associations urging Canada to increase the minimum size for lobster in the Gulf of Maine on the same schedule established in Addendum XXVII. The public also expressed privacy concerns regarding the requirement of Addendum XXIX for 24/7 vessel monitoring of the federal lobster fleet. The Board tasked the vessel tracking workgroup with investigating possible modifications to allow the trackers to only collect data during lobster fishing trips.


A benchmark stock assessment for American lobster is ongoing and is expected for completion in 2025. The Stock Assessment Subcommittee will meet for the Assessment Methods Workshop in July. The Board also elected Renee Zobel as Vice Chair.

For more information, please contact

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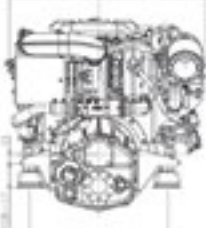
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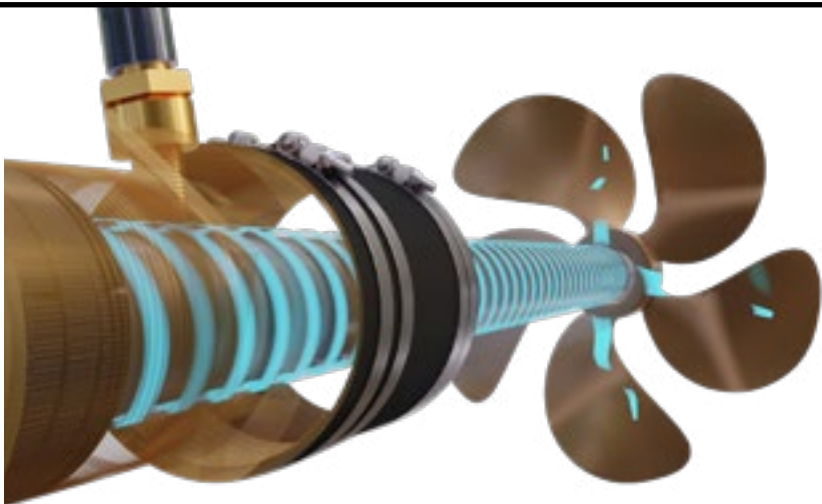
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Maine Coastal News is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news and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

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Publisher	Jon B. Johansen
Editor-in-Chief	Rachel Elward
Advertising Sales	Randy Nichols

Advertising Deadlines: The deadline for the July issue is June 14.
The deadline for the August issue is July 12.

Publisher's Note

There is no question that I have one of the best jobs. Yes, like any job there are the down sides, like driving 4,000 miles per month and at times putting everything together for print in a couple of days. The real up-side is that I get to wander the coast going in and out of maritime establishments from one end of the state to the other. I can even expand beyond the border. Over the 42 years I have been doing this, I have had the pleasure of seeing a lot of great boats and meeting a lot of incredible people, some who have become close friends.

For me, it has always been about the boats. I grew up next to a boat yard and developed a true love of the classics. I quickly learned about the people who designed, built and sailed them. Names like Edward Burgess, William Hand, L. Francis Herreshoff, Nathanael G. Herreshoff, George Lawley, Sparkman & Stephens come quickly to mind. Even when I was growing up my father taught me about the lines of a traditional Maine lobster boat, even what her colours should be, white hull with beige decks and roofs.

When visiting Strout's Point Wharf Company in South Freeport, I was taken into one of their storage sheds and was just struck by the true classics that were there to be taken care of. There are a number of other storage yards that are just as enjoyable to walk through-Artisan Boat, Brooklin Boat Yard, Newcastle Marine, Riverside Boat, Rockport Marine and Seal Cove Boat Yard. A couple of other places one may not consider, but should be are Maine Maritime Museum and the Penobscot Marine Museum and if you make a trek to Connecticut go to Mystic Seaport.

I am not sure if the generations who are coming after mine truly understands or has

the love for a classic. I am betting the younger generations do not know much about them and thus have no affinity to preserve them for the next generation. Without the interest their chances of surviving become slim. Classics in museums can pose a huge financial issue even though they stay housed in a building. If kept outside, the cost jumps as fresh water and sun can do a lot of damage in six months.

The cost of maintaining these classics has become a real problem. For example, Concordias are a great cruising boat built by Abeking & Rasmussen of Germany in the middle of the last century. They were well sought after and in the 1990s would be valued around \$250,000 depending on the condition. Today, they have a very hard time finding a new owner, even at \$60,000. The problem is that they cost between \$30,000 and \$40,000 to properly maintain a year and that is if she does not need a major repair.

There are still a vast number of people who certainly have the capital to own a classic. However, there does not seem to be the love for them that there once was. I never like hearing someone from Europe has purchased them, proving that they understand a classic better than some of us. I remember listening to a group of owners of classic boats and they considered themselves caregivers with the hope of passing it onto the next caregiver. But is there a next generation of caregivers?

My love is for classics, but my focus is the wooden Maine lobster boat. I believe when I bought Jonesport Shipyard I doubled my collection from two to four, despite the fact one is more than enough. One of the new ones is an early Willis Beal boat that needs

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MCN's Calendar

On-going Exhibits

Penobscot Marine Museum

Evolution of the Maine Lobster Boat
Jim Steele Peapod Shop
Music in Our Lives
If You Give a Girl a Camera
Faithfully Yours, Joanna C. Colcord
Searsport
Info: penobscotmarinemuseum.org/

Maine Maritime Museum

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

Cape Ann Museum

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

New Bedford Whaling Museum

Breach: Logbook 24, Scrimshaw
Wider World of Scrimshaw
Reflections
New Bedford in the 1800s
New Bedford, MA
Info: (508) 997-0046

Mystic Seaport Museum

Spineless: A Glass Menagerie of Blaschka Marine Invertebrates
Oceanus: Alexis Rockman
Global Foundation for Ocean Exploration
The Sea Connects Us
Temperance and Trade
Entwined Freedom, Sovereignty and the sea
Voyage to the Deep: Underwater Adventures
Mystic, CT
Info: mysticseaport.org

2024

JUNE

- 9 Centreboard Regatta
Centreboard Yacht Club
South Portland
Info: regattaman.com
- 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
- 22 RYC Solstice Race
Rockland Yacht Club
Rockland
Info: rocklandyachtclub.org

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

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

- 29 Harraseeket Regatta
Harraseeket Yacht Club
South Freeport
Info: HYC.cc

JULY

- 4 PYC Schooner Trophy Race
Portland Yacht Club
Falmouth
Info: portlandyachtclub.com

- 6-7 Quahog Quest
Centreboard Yacht Club
South Portland
Info: regattaman.com

- 14 'Round Southport Race
Southport Yacht Club
Southport
Info: SouthportYachtClub.org

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

- 20-21 BHYC Regatta & Shipyard Cup
Boothbay Harbor Yacht Club
Boothbay
BoothbayRegatta.com

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

- 25-27 Camden Classics Cup
Lyman-Morse, Camden
Camden
Info: camdenclassiccup.com

- 26-27 Downeast Challenge
Marblehead Yacht Club
Marblehead, MA
Info: regattaman.com

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

AUGUST

- 1 Castine Classic Yacht Race
Castine Yacht Club
Castine
Info: castineclassic.com

- 1-4 Monhegan Island Race & Seguin Sprint
Portland Yacht Club
Falmouth
Info: portlandyachtclub.com

- 2 Camden to Brooklin
Camden

- 3 Eggemoggin Reach Regatta
Brooklin

- 10 The Third Annual SailMaine Festival
SailMaine
Portland
Info: sailmaine.org

When Tuna Wasn't Wicked: Bob & Lee Yeomans with Deb Lesynski

NEWBURY, MASSACHUSETTS – There is never a lack of things to write about. Last year we wrote up several articles on handling for tuna titled “When Tuna wasn’t Wicked.” It began when several people from Newburyport/Plum Island, Massachusetts wanted to gather and tell their stories before the people who did this were gone forever. A large group of these fishermen gathered at PITA Hall on Plum Island and stories were told and photos were shared for over two hours. It was a great time and it became very evident this history needed to be captured before it was lost.

One couple who has been instrumental in getting this off the ground was Lee and Bob Yeomans of Newbury. They were joined by Debbie Lesynski and they began by talking about those that we have lost since that meeting last May. Bob told of Pete Atherton of Plum Island, who had passed away on 10 March. He said, “He was a good fisherman. I asked him about the meeting that we had down to PITA Hall. He says, ‘Yeah, I will show up, Bob, but I don’t want to do an interview or anything like that.’ Then he says, ‘Who the hell is left?’”

Bob explained, “He was the first guy I met. Pete and I caught our first tuna fish in the MOBY DICK. We bought a boat together, 34-foot wooden boat, and converted it into a gillnetter and tuna boat. We went out gillnetting and the name of that boat was the WATER BROTHER. It was a party boat. Pete grew up in Salisbury and then he lived down on the island for years. Another boat he owned was NET PROFIT and that was a 35 JC plastic boat and he did gillnetting and handling for tuna in her.”

Deb asked about his Sisu, which had a phone booth type house, which she fished on with him. It was thought this was the first NET PROFIT he owned. She added, “That was the first time I ever stuck a tuna fish. I said, ‘I don’t know’ and he said ‘You can do it. Just do it.’ He was so excited when I stuck it, and he said, ‘She button-holed it.’ I was like, ‘What did I do?’ That was pretty cool.”

Another name mentioned was KATIE M., a 35-foot black Novi and the last boat Pete owned was the AMANDA, named for his daughter.

Bob remembered the swordfish Pete caught right in the bay. He missed it the first time, so he turned the boat around and came back and stuck it while his wife was taking photographs. They all fondly remembered him as a great fisherman, but also someone who gave a lot back, especially to the veterans, of which he was one having been in the Vietnam War.

In the winter Bob lived in Natick, but the family summered on Plum Island. He

was introduced to tuna fishing by his grandfather, Reginald Yeomans, and his father, Jack Yeomans. His grandfather’s boat was the GLEN BOB, named for his grandsons. Bob remembers pulling it up on a railway located on Plum Island for the winter. Not long after he and Pete began fishing together. Lee added, “When Bob was on the water with Pete, we had just had our first child. He was probably two months old. Every time he left the house to go fishing there was a chart on the wall, down at our cottage on Plum Island, and he would take a pin and put it in and he goes ‘Here is where I will be today.’ ‘Ok, be safe, have a good trip.’ He always said, ‘If we are not back by a certain time, go to the Coast Guard.’ So, the certain time came and he wasn’t back and the weather went downhill in a handcart. It was thick fog and breezy at the same time. There were no cell phones at that time, no communication at all. So, I went down to the Coast Guard station with a baby in a backpack and I said, ‘My husband is out fishing. ‘What boat is he on?’ ‘The WATER BROTHER.’ ‘We got a distress call from them, but we haven’t been able to get back to them.’ I said, ‘Oh, good, let me show you where they were supposed to be today.’ I went back to the house and I brought the chart down and go, ‘Here is where he should be,’ and they started searching. It was still daylight out, but it was thick fog, you could not see a hand in front of you and they started searching. I had to call his parents and his grandparents. His grandfather came down and he was one of those who, at any opportunity would say a prayer. We are all in the Coast Guard station and he is praying. I am there with the baby and there is nothing. About two or three in the morning his grandfather stood up and he goes, ‘I just got a message, they’re fine. I am going to go back to the cottage’ and off he went. We hadn’t heard anything and the Coast Guard certainly didn’t know anything.”

Bob added, “We were outside of the Isle of Shoals and I just remember when things were going south I could just see the White Island Light. So, we took a two-gallon galvanized bucket of gasoline, put it on the back of the boat, lit it and hoped somebody could see it. We fell asleep underneath the picnic table, I woke up with a bright light in my eyes, ‘You guys alright?’ It was the Coast Guard in a 95 footer from the Merrimack River, who towed us in.”

The cause of the problem was the batteries were low and they did not have enough power to start the engine or radio their position.

Bob and Peter fished in WATER BROTHER for a year or two and then they went their separate ways. This was in the 1970s. Pete bought the NET PROFIT and



Bob and his father Jack with a day's catch.

Bob purchased a wooden boat. Bob and Lee were not sure, but they thought she was the HO HUM, which they purchased from John Miller. She was followed by the 45-foot BUD.


Bob remembered Deb going out with him one time tuna fishing when his mate took the day off so he could collect unemployment. Bob debated whether he should put rods or just handline. Deb added that she had never fished with rods, but was very comfortable with handlines. Bob said, “So out goes the handlines, we hooked up and we catch one.” Deb added, “We came back and your mate was bumming out,” and Bob said, “Well, I gave her a check, I think it was \$1,300 and he picked up his \$86. That was the funny part.”

Another time they were fishing and Deb got her hair caught in the reel as they were reeling in a tuna. Bob said that he would get the knife and Deb screamed ‘Don’t cut my hair!’

Then there was time that they were handling and they hooked up. They had been fighting the tuna for about 35 minutes when they realized that the north wind was pushing them towards Halibut Point and a bunch of lobster pot buoys. They never let the mono filament touch the rail as it would snap it off. Bob added, “My arms are down to the water. Deb, come here for a minute, wrap this around your waist and head for the cabin door. Finally, we put the dart in that


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When Tuna Wasn't Wicked: Bob & Lee Yeomans with Deb Lesynski

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one.”
 “Remember Bobby Campbell? Unfortunately, he hasn't been well recently.” Lee added, “He is doing fabulous. He did a lot of handlining with us. He was always energetic and wanted to be out there and they fished hard.”

Bob continued, “He used to be the general manager down at Tri-Coastal Seafood then he went to the fishermen's co-op in Seabrook. He started with me. He was a janitor at a high school. I took him out fishing, he caught his first tuna and that was it.”

Then they remembered Jack Lyden. Bob said, “He fished with me one day and he says, ‘Sign me up for every Wednesday for the season and next year.’ He used to drive from Quincy up here to go deep sea fishing. He ended up working for us.”

Lee added, “He was the type that if Bob said, ‘Oh man, the boat is out in the yard and we are working on it’ and he'd say ‘I am trying to do this and I can't do it,’ and Jack would say ‘I will be right there, Bob,’ and he comes up from Quincy.”

Deb added, “I worked for Tri-Coastal for one year and bought tuna for them. I was the representative in between the fishermen and the Japanese company, but I can't remember which company it was. Me and a guy were going to go down together and the guy took another job a week before, so I went by myself. I would buy the bait down there in Gloucester and bring it back here and sometimes Tri-Coastal would buy off the boats up here and I'd take it down to our boats. So, I would load them up with bait and they would bring in their fish, I did all of the paperwork for the government and tag them. All of that was a big deal.

“Dana King,” continued Deb, “I hear him coming in one night. He was so mad at the Japanese company. I said, ‘Calm down,’ but they did not want to listen to me because

I was a woman. One day I was coming back from Newburyport with bait, going back down there to unload boats. A boat was in and we knew it. I said, ‘Let them know I am on my way’ and they did not wait. One of the men, the head that day, he took the tuna out with a winch and cut his finger off. It was a rickety old lift. It was bad. So, I did that for one year, one summer.”

Lee began, “We had an El Camino at the time. First of all, we did not take care of the tuna like they do now. They would come in down at Plum Island Point, drag those fish up the beach through the sand, hang them up, picture time, drop them down, and put them in the back of our El Camino. One time there were two big ones back there and I am driving to Star Fisheries in the morning with my baby. They got such a kick out of me showing up with baby, back it in, and ‘We need bait.’ I loved doing that. I liked being on the boat more, but I really liked the other part too.”

Lee was originally from Vermont before her family moved to Natick, where she went to school. Bob and Lee met in high school, “I asked him out to a Sadie Hawkins dance, which is when the girls have to ask the guys, and he said ‘No, thank you.’ He was holding out for the sexy blonde and I said, ‘Yeah, hold your breath.’ Then he called me up and said, ‘I'll go with you.’ That was 1964. We graduated in '65 and during all of those years he lived on Plum Island in the summer and I lived in Natick. He was always my favorite. He took me fishing, probably '65 or so.”

Bob added, “Screaming outgoing tide, we were in a skiff catching stripers, she looks at that red buoy and she goes, ‘Why is that buoy going upriver?’”

Defending herself, Lee said, “I am from Vermont, remember? What do I know. One time, we were out catching stripers in the mouth of the river in his little 14-foot Amesbury skiff. His father and uncle were in

another boat and we were right in the middle, almost on the south jetty. We look over and his uncle and Dad are frantically waving at us, flapping their arms and waving and we are waving back. All of a sudden we turn and there is this big wave coming right into the boat. This one says to me, ‘Don't lose any of the fish, hold onto the fish,’ because we had caught a lot of stripers. That was the first time I ever swore, flinging fish into the water.’ What were you thinking? Are you trying to kill me? I did not know anything about the river and the ocean until I met Bob and I was hooked both on him and the water.”

The two were married on 8 June 1968. Lee added, “It's been an interesting life. We lived on the island in the summertime. Then we started building our house and it was snowing in October. We were like ‘oh, we are so screwed,’ because we're living in this unheated cottage on Plum Island with two babies and now we are like freezing to death. I woke up one morning it was me, Bob, two kids, a dog and a cat in the bed. I said, ‘I think we need to make a move, Bob.’ So, we moved into the next door neighbor's basement. The septic system was horrendous, it was overflowing all of the time we were dying in there.”

Bob was doing oil in the winter and they fished in the spring, summer and fall. They learned about a piece of land in Newbury, which was owned by Barbara Kezer and Lee said she still thanks him once a week for finding such a great place to live. Lee added, “Tuna fish by tuna fish we paid for this house.”

They added a barn and made that into rental property and that was paid for by tuna fish. The house had plywood floors for five years, but that was good since their boys and neighborhood boys would come in after playing hockey on the pond across the street with their skates on. Deb said, “We've come a long way, baby as they'd say.”

Bob added, “We've come a long way, but I don't know if this way is any good,” which was instantly challenged by Deb and Lee. Then the conversation questioned the fact of getting old.

In the late 1970s early '80s the price dropped to 40 cents per pound, there was no Japanese market, and a number of the fish went unwanted and just ended up in the dump. The Moonies stepped in and Bob said, “We'll pay, I forget, \$2.50 a pound plus a case of beer.”

Lee added, “Then another boat would come along and give you a case of beer and a box of bait. You could fish longer.”

“That was the competition,” explained Bob. “That's what made our American buy-

ers go up. But the Moonies were a pain in the butt.”

Deb remembered, saying, “There was a whole fleet of Moonies boats. The ONE HOPE, the TWO HOPE, the THREE HOPE and the SEA HOPE I, II, III.”

Lee added, “We named the big boat that led them, the NO HOPE. They were trying to give you their propaganda. We would be hooked up fighting a fish and they would come paddling on over or would steam over in their little skiffs with propaganda to hand us, about their religion. And we are like, ‘You can't be here, we're hooked up right now.’”

Deb then brought up the challenge of surviving in the '90s. They caught 15 tunas in 183 hours. She said, “I remember figuring it out and going Bob, ‘You don't want to know what we are making an hour because we are going to go flip burgers at Mickey D's.’ This is our big fish at the Co-op, 10 feet long, 845 gutted and 686 dressed, September 15, 1994. This might be the one that we have the video of.”

Bob added, “We had a woman out there one day and she did a video. We were only seven miles off of the beach when we catch this headline fish. We tied it off the back of the boat and she [Deb] is raking the gills and bleeding the fish and this woman is saying, ‘look at this, who would date this woman?’”

Deb added, “We did get it in the boat. First, we tried to bring it out by the tail, but it was too long to get up over the rails. We added extra height to the rails because we took the kids fishing and they had to be a certain height for the Coast Guard. We ended up flipping the fish around, putting a line through the gills and bringing him up that way. The tail was not as heavy to lift up over the rail, but it took three of us to do it.”

Deb said that the first boat she fished on was the ARTIST with Ricky and that is how she got into fishing. She also named the boats BRENDA and BARBARA K., which fished out of Gloucester or around Newburyport. She added, “I then got a job on the CAPT. RED as galley girl, which is a party boat. I really didn't know much about that, but I learned quickly.”

During the off-season she would go tuna fishing and one of the people she was working for did not want a woman on board, but the person who ran the boat said that she had been on the boat all summer and she was going. Then she drew a funny face on one of the balls they were going to use and the one that did not want her on board got real mad. She said, “That is going to be the basket that goes off,” and he says, ‘You are so crazy.’ We really got along and he was my boss, but he was on land. I said ‘Well, if that line goes off first I am taking your picture with the ball.’ Well, there you are. I have pictures to prove it. I named the ball Herman. I don't know how many fish we got the day, but it was a ton of fish.”

Lee then said, “Bob and I are out there and we in the ERICA LEE. We were up in the tower and Trigger Watson is out there in his plane looking for fish. All of a sudden he is doing stunts.”

Bob added, “He came up from behind us. We are up in the tower and all of a sudden I hear this, grrr. I looked down and he is waving up at me. He had to be three feet off of the water. He is crazy.”

Lee added, “We about died, I am like, ‘Oh mother. He is trying to herd tuna now.’”

Deb added, “It was hard because it is a summertime job and in the winter you're going to Green Street to collect. They send you to a job interview and if you don't take it, you don't get any money. I had a couple

Publisher's Note

Continued from Page 4

quite a bit of work. She will be covered until we can fit her in for the needed work.

On the last weekend of April, Alonzo Alley, who runs the Shipyard, went over to help Chris Beal with moving some mooring stones and chain. Isaac, Chris' father, has wanted to do something with CHRISTOPHER, his 28 foot lobster boat that he raced successfully for a number of years, which he and his father built in 1976. The last boat they built together. She has been sitting on a trailer under a tarp for over 16 years and that created some problems. Well, Alonzo moved some items in the way and with the telehandler he had her out and in the Beals parking lot at the launching ramp. She was then moved over to Jonesport Shipyard. Isaac could not have been happier. They have stripped off the tarp and now Isaac is figuring out what needs to be done. Then the repairing will begin to save another classic.

Continued on Page 23

Become a Member of the Maine Lobster Boat Racing Association!



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U. S. NAVY NEWS

USS Leyte Gulf Takes Down Semi-Submersible Vessel

08 April 2024

ATLANTIC OCEAN – The Ticonderoga-class guided missile cruiser USS Leyte Gulf (CG 55), with an embarked U.S. Coast Guard (USCG) Law Enforcement Detachment (LEDET), has made multiple drug interdictions in the U.S. Southern Command (USSOUTHCOM) area of operations (AOR).

In March, while on patrol in the Atlantic Ocean, the crew detected a self-propelled semi-submersible drug smuggling vessel (SPSS). With assistance from Helicopter Maritime Strike Squadron (HSM) 50, the crew acquired the location of the SPSS and LEDET members launched a rigid-hull inflatable boat (RHIB) to intercept the vessel. The LEDET detained the individuals aboard the SPSS and seized approximately 2,370 kilograms of cocaine. Then the crew conducted a sinking exercise (SINKEX) on the SPSS.

“Spotting this vessel was like finding a needle in the haystack,” said Lt. Commander Travis Lee, Leyte Gulf’s senior aviator. “I’ve been doing this for seven years and not once been able to find and acquire such an asset until now.”

Taking down the SPSS was only the latest success for USS Leyte Gulf on this deployment.

In February, while on patrol in the Caribbean Sea, the ship intercepted three different vessels using coordinated air and surface operations involving both U.S. and partner nation forces.

During the interdictions, the LEDET boarded and took positive control of each vessel. On Feb. 6, the ship recovered 520 kilograms of cocaine worth an estimated \$12.8 million. On Feb. 15, they recovered 600 kilograms of cocaine worth an estimated

\$15.25 million. Then on Feb. 28, the crew recovered another 600 kilograms of cocaine worth an estimated \$15 million.

“Our Leyte Gulf team was ready when called upon to execute all three interdictions,” said Commanding Officer Capt. Nathan Diaz. “The successful seizure of more than \$42 million in illicit drugs is a testament to the interoperability of our partner nations, the Coast Guard and the Leyte Gulf team.”

“It was an exciting day to be the Officer of the Deck running the bridge for one of our interdiction operations,” said Lt. j.g. Jayden Hodgson, an officer of the deck and public affairs officer aboard the ship. “Leyte Gulf prevented the illicit importation of drugs that day and we are only getting started.”

USS Leyte Gulf is currently deployed in the USSOUTHCOM AOR to support bilateral and multinational maritime operations with partners in the region, conduct Theater Security Cooperation (TSC) port visits, and to support JIATF-South in countering illicit-drug trafficking.

LEDETs are deployable specialized forces of the U.S. Coast Guard that enforce U.S. laws and treaties in the maritime domain.

U.S. Naval Forces Southern Command/U.S. 4th Fleet supports U.S. Southern Command’s joint and combined military operations by employing maritime forces in cooperative maritime security operations to maintain access, enhance interoperability, and build enduring partnerships in order to enhance regional security and promote peace, stability and prosperity in the Caribbean, Central and South American region.

U. S. Navy Accepts Delivery of Future USS Richard M. McCool Jr. From Team Ships Public Affairs

12 April 2024

The U.S. Navy accepted delivery of

the future San Antonio-class amphibious transport dock USS Richard M. McCool Jr. (LPD 29) from HII’s Ingalls Shipbuilding, April 11.

San Antonio-class ships, including the future USS Richard M. McCool Jr., are foundational to enabling the USMC to conduct amphibious operations essential for national defense and global security. These vessels serve as the backbone of expeditionary warfare providing the capability to transport and deploy troops, equipment, and supplies in support of a wide range of missions, including combat operations, humanitarian assistance, disaster relief, and peacekeeping efforts. LPDs can operate independently or as part of Amphibious Readiness Groups, Expeditionary Strike Groups, or joint task forces. These capabilities help the U.S. Navy to protect America’s security abroad, promote regional stability and preserve future peace.

“This is an exciting milestone for LPD 29; culminating the tremendous efforts of Navy and industry to deliver new technologies and game changing capability as reflected in this platform,” said Amphibious Warfare Program (PMS 377) Manager Capt. Cedric McNeal. “It is deeply satisfying to see the team’s contribution in support of adding to the Navy’s force structure, in what ultimately will become a mission-ready, and mission-capable ship as we look to get more surface ship ‘players on the field.’”

Two Flight II LPDs are under construction at HII: future USS Harrisburg (LPD 30) and future USS Pittsburgh (LPD 31). The shipbuilder is also contracted to provide detail design and construction of the future USS Philadelphia (LPD 32) which is planned for start of construction later this year.

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 and craft, auxiliary ships, special mission ships, sealift ships and support ships.

Naval Special Warfare Remembers Two Fallen SEALs

By Petty Officer 1st Class Alex Perlman
23 April 2024

SILVER STRAND TRAINING COMPLEX, Calif. - Special Warfare Operator 1st Class Christopher J. Chambers and Special Warfare Operator 2nd Class Nathan Gage Ingram were honored during a memorial service at the Silver Strand Training Complex, April 18.

Chambers and Ingram were both reported missing at sea while they were conducting a night-time seizure of a vessel that was ille-

gally transporting advanced lethal aid from Iran to resupply Houthi forces in Yemen in early January 2024.

“Chris and Gage epitomize Naval Special Warfare’s core values: integrity, courage, and selflessness,” said Capt. Blake L. Chaney, Commander, Naval Special Warfare Group 1. “Our solemn duty is to pay tribute to their unwavering sacrifice, service, and dedication to duty.”

Throughout the ceremony, close friends and family recalled special moments that celebrated and honored the lives and legacy of both Chambers and Ingram.

“Chris will always be remembered as a true hero, not for his actions, but for the way he embraced life,” said one of the speakers during the ceremony. “He was revered by both his superiors and his subordinates alike.”

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

“Gage was someone – if you met him, you would never forget him,” said one of the speakers during the ceremony. “He had a way of making everyone he interacted with feel special.”

Following the remarks during the ceremony, teammates of Chambers and Ingram stood in formation and, one by one, pressed their Tridents into a wooden plaque emblazoned with the fallen operators’ names, carrying on a long-held tradition immortalizing their profound respect for their fallen brothers.

The events leading to the loss of Chambers and Ingram remain 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.

Continued on Page 8

2024 Exhibits at the Penobscot Marine Museum

May 23 - October 12, 2024

In 1924, Searsport-native Joanna Colcord published *Roll and Go: Songs of American Sailormen*, combining years of research with her personal experience growing up at sea. 100 years later, we are commemorating Joanna Colcord’s life and work with a series of exhibits and a season-long Music Festival.

Music in Our Lives

Joanna Colcord’s commitment to sea chanteys and sailor songs inspires Penobscot Marine Museum to connect visitors with the past in an experiential way. This exhibit explores work songs, musical instruments, and the role of music as an indicator of vibrant culture within our communities. It is brought to life with weekly chanted sing-alongs and Saturday Sessions featuring local performers.

If You Give a Girl a Camera

Joanna Colcord and Ruth Montgomery each used photography to pass the time and to document their voyages at sea. *If You Give a Girl a Camera* looks specifically at the years 1899 and 1900, featuring photographs taken by 18-year old Joanna and Ruth. Large prints formatted with a social media vibe seek to meld the past and present and encourage visitors to consider: What did a young woman take pictures of in 1899 or 1900? What do you take pictures of today?

Faithfully Yours, Joanna C. Colcord

Photographer, author, sailor, social worker, director, teacher, linguist, chemist, world traveler. Born at sea in 1882, Joanna Colcord led a full, dedicated, and exciting life. She split her childhood between the

small Maine seacoast village of Searsport and traveling the world on her father’s merchant vessel. Joanna passionately sought to preserve Maine’s maritime heritage, and so *Faithfully Yours, Joanna C. Colcord* explores the many facets of this fascinating local woman.

Powering Up: The Evolution of the Maine Lobsterboat

Explore key examples from the Penobscot Marine Museum collection that demonstrate the lineage of the boats that bring our state’s iconic catch to the table. This exhibit features four types of vessels that showcase early designs: the dory, peapod, Moosabec Reach Boat, and Friendship Sloop. Displayed alongside these full-sized boats, are boat plans, photographs, and model boats to illustrate the internal structure of the lobsterboats we see hauling traps today.

Lead sponsor: [Jonesport Shipyard](#). Grant support from Margaret E. Burnham Charitable Trust

Jim Steele Peapod Shop

Though lobstermen now favor motorized boats for their work, the classic peapod design has endured as a favorite personal rowboat along Maine’s coast. Jim Steele was one of several prominent boatbuilders who took inspiration from lobstering’s double-ended peapod to expand into the recreational market. Tools, patterns, and finished peapods from Steele provide a window into his inventive Brooklin boatshop, while additional peapods show the creativity and breadth of this Maine design.

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U. S. NAVY NEWS

Continued from Page 7

Chris and Gage embodied the virtue of love, the kind that warriors of great renown are known for," said one of the speakers during the ceremony. "Their presence enriched our lives in countless ways, continuing to serve as a source of inspiration, motivation, and growth within our community. Their legacy lives on in our hearts and minds, a timeless reminder of their forever legacy."

Final USS Arizona Survivor Laid to Rest

From Chief Mass Communication Specialist John Pearl

25 April 2024

Grass Valley, Calif. - Family, friends, veterans, active-duty service members, and community leaders gathered to memorialize the life of retired Lt. Cmdr. Louis (Lou) Conter April 23, 2024 at Saint Patrick Catholic Cemetery.

Conter, the last living survivor from the USS Arizona (BB-39), which sank during the attack on Pearl Harbor, died peacefully in his home at the age of 102. While full military honors were conducted by Sailors from Navy Reserve Center (NRC) Sacra-

mento, Marines from Combat Logistics Battalion 23, and a flyover from Strike Fighter Squadrons 125 & 151, conversations about Conter's enduring legacy permeated the hundreds in attendance.

"Lou Conter represents the best of America through his example of service, patriotism, and courage. These ideals, so common with Lou's generation, are still an inspiration for today's Sailors and Marines," said Rear Adm. Richard Brophy, Chief of Naval Air Training. "I am honored to have been invited, in this final flight of his life, as a representative of the service for which he has sacrificed so much for."

In addition to surviving the Arizona attack, Conter went on to fly over 200 missions in the South Pacific and was shot down twice. Conter continued on to be awarded the Distinguished Flying Cross, served on the USS Bon Homme Richard (CV-31) during the Korean War, trained with Army special forces, and completed Survival, Evasion, Resistance, and Escape (SERE) training.

According to Hospital Corpsman 2nd Class Morgan Danfelt, NRC Sacramento funeral honor detail coordinator, Sailors sought out opportunities to assist with Conter's memorial service any way they could.

"There were a lot more hands involved with this service than we generally see. We had a lot of Sailors who were very eager to be a part of this because it is an honor," said Danfelt. "All of us wanted to do absolutely the very best job we could to provide a memorable service for his family members"

After receipt of the folded American flag from Brophy, Louann Daley, Conter's daughter and next of kin, expressed the importance of the military in both her and her father's life. "We could not have gotten

through it without the support of the military. The military was such a big part of his life. This was the final salute. We were so blessed to have him for 102 years."

Conter was laid to rest next to his wife Valerie.

Keel Authenticated for Future USNS Hector A. Cafferata Jr.

From Team Ships Public Affairs

25 April 2024

SAN DIEGO - The keel for the future USNS Hector A. Cafferata Jr. (ESB 8), a Lewis B. Puller-class Expeditionary Sea Base, was laid at GD NASSCO shipyard April 25.

The ship will be named for U.S. Marine Corps Reserve Private Hector A. Cafferata Jr., who served with distinction during the Korean War. Surviving the Battle of Chosin Reservoir among those who would be called, "the Chosin Few," Cafferata received the Medal of Honor from President Harry S. Truman for his life-saving heroism during that battle.

The contemporary keel laying ceremony represents the joining together of a ship's modular components at the land level. As part of the ceremony, the keel is authenticated when the sponsors etch their initials into a ceremonial keel plate. The namesake's daughter, Heather Cafferata, and granddaughter, Jessica Cafferata, attended the keel laying ceremony as the ship sponsors. The ceremony represents the connection between a ship and its sponsors, throughout the ship's life.

"We are honored that the late Hector A. Cafferata's Jr.'s legacy will live on through this ship, and the keel laying is a first step of many milestones to come for this ship," said Tim Roberts, Strategic and Theater Sealift program manager, Program Execu-

tive Office Ships. "ESBs provide a critical capability to the fleet and provide increased flexibility to our Sailors and Marines."

Expeditionary Sea Base ships are highly flexible platforms used across a broad range of military operations, supporting multiple operational phases. Acting as a mobile sea base, they are a part of the critical access infrastructure that supports deploying forces and supplies to provide prepositioned equipment and sustainment with adaptable distribution capability.

These ships support Aviation Mine Countermeasure and Special Operations Force missions. In addition to the flight deck, the ESB features four aviation operating spots and a hangar capable of supporting MH-53E-equivalent helicopters; accommodations, workspaces, and ordnance storage for embarked forces; and enhanced command, control, communications, computers, and intelligence (C4I). These ships support embarked force mission planning and execution and have a reconfigurable mission deck area to store embarked force equipment, including mine sleds and Rigid Hull Inflatable Boats (RHIBs).

GD NASSCO is also currently constructing the future USNS Robert E. Simanek (ESB 7) and John Lewis-class Fleet Replenishment Oilers Robert F. Kennedy (T-AO 208), Lucy Stone (T-AO 209), Sojourner Truth (T-AO 210) and Thurgood Marshall (T-AO 211).

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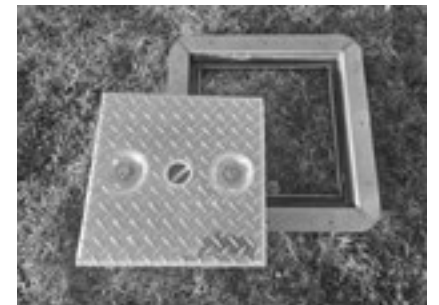


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Maine Department of Marine Resources News

Statements from Governor Mills and Commissioner Keliher on Amendment to LD 2225

April 16, 2024

Below are statements from Governor Mills and Commissioner Keliher on the latest amendment to LD 2225. LD 2225 would provide funding for municipal, state or regionally significant infrastructure adaptation, repair and improvements that support public safety, protection of essential community assets, regional economic needs and long-term infrastructure resiliency. However, this bill has been amended by the Senate to add more than \$100 million in completely unrelated spending. The Governor and the Commissioner are calling for a clean bill.

“This is another 11th hour, multimillion-dollar amendment crafted outside of the budget process, behind closed doors, without public input, and without the consultation of me, the Speaker of the House, or my Administration. It entangles more than \$100 million of unrelated, ongoing spending with my storm relief bill, which is exactly what I wanted to avoid when I introduced it as a standalone bill months ago,” said Governor Janet Mills. “Worse, the amendment will blow a hole in the state budget and force lawmakers next year to cut vital programs – like 55 percent of education. We need to get serious. Time is running out for the legislative session. The Legislature needs to pass a clean storm relief bill and pass the supplemental budget approved by the Appropriations Committee yesterday.”

“While the Senate is playing politics with the Governor’s bill to rebuild Maine’s devastated coastal infrastructure, it is Maine fishermen, seafood dealers, aquaculturists, coastal towns, and dock owners who are paying the price and struggling to stay above water. The damage from this winter’s storms has put them at enormous economic risk and this amendment only adds last-minute, unrelated spending that should be addressed elsewhere. This is exactly the type of move that fishermen hate from politicians,” said Pat Keliher, Commissioner of the Maine Department of Marine Resources. “The Legislature should pass the Governor’s bill clean with strong support. Without it, the struggle gets harder, the people in our coastal communities become more discouraged and desperate, and the livelihoods and wellbeing of tens of thousands of Mainers are jeopardized.”

Federal Funding Secured by Senator Collins Supports Restoration of Sea-Run Fish on St. Croix River

April 16, 2024

BAILEYVILLE - Thanks to nearly \$7.8 mil-

lion in Congressionally Directed Spending secured by U.S. Senator Susan Collins, work to restore sea-run fish in the St. Croix River has received significant added support.

The funding will be used by the Maine Department of Marine Resources (DMR) to replace a failing fishway at the Woodland Dam in Baileyville with a new state-of-the-art fish lift.

Senator Collins was a strong advocate for this funding throughout the appropriations process, and her role as Vice Chair of the U.S. Senate Appropriations Committee was key to securing its inclusion.

“Restoring the failing fishway at Woodland Dam on the St. Croix River will allow for greater passage of important species like river herring and American eels, which are critical to the families and communities who rely on the health of Maine’s lobster and elver fisheries,” said Senator Collins. “As Vice Chair of the Senate Appropriations Committee, I worked hard to secure this funding, which will promote both environmental sustainability and economic activity in the region.”

“Senator Collins’ support has provided much needed financial backing to restore sea-run species to productive habitats on the St. Croix River,” said Sean Ledwin, Director of DMR’s Bureau of Sea Run Fisheries and Habitat.

The existing 1960’s era fishway at the Woodland Dam is at risk of failure, undersized, and poorly designed, limiting fish runs and possibly precluding them if it fails.

“Improved fish passage at the Woodland Dam will restore more than 600 miles of historic habitat for sea-run species and more than 60,000 acres of habitat for alewives, which are a keystone species in the Gulf of Maine,” said Ledwin.

The work is part of a larger restoration effort on the St. Croix where the Milltown Dam was recently removed in Calais and upstream passage improvements are planned which will allow for the rebuilding of sea-run fish populations including shad, alewives, blueback herring, sea-lamprey, and American eels. “These projects will also restore watershed health and increase nearshore productivity of commercially important fish species,” said Ledwin.

The nearly \$7.8 million will augment \$5 million DMR received in 2022 from the National Fish and Wildlife Foundation – America the Beautiful Challenge, an additional \$14.8 million from a National Oceanic and Atmospheric Administration grant also received in 2022, and a \$2 million grant from the US Fish and Wildlife Service DMR received in 2023. Funding was also provided by the Maine Jobs and Recovery Act for design of the fish lift.

“By increasing access to historic habitat, this work has the potential to produce the most significant river herring population in the United States - with tens of millions returning annually to the river,” said Ledwin.

Construction of the Woodland Dam fish lift is scheduled to begin in the next year along with monitoring and evaluation of fish populations.

Alewives are important to the ecology of freshwater, estuarine, and marine environments. They provide an alternative prey for fish-eating birds and seals that would otherwise target endangered Atlantic salmon.

“Alewives also provide forage for commercially and recreationally important species such as striped bass, bluefish, tuna, cod, haddock, halibut,” said Ledwin. “Rebounding sea-run fish populations will benefit not only nearshore fisheries but will also provide opportunities for a stable bait source for Maine’s lobster industry, and improved opportunities for elver harvesters.”

“I’d like to express my sincere gratitude to Senator Collins for her steadfast support for work that will greatly enhance our freshwater and marine ecosystems and create economic opportunities in downeast Maine,” said Ledwin.

Storm Relief as Soon as Funding Becomes Available

April 18, 2024

Governor Janet Mills today directed her Administration to take the steps necessary to distribute the \$60 million in storm relief as soon as the money becomes statutorily available.


\$50 million of the funding will be distributed in grants by the Maine Department of Transportation through the Maine Infrastructure Adaptation Fund, which was created by the Mills Administration and the Legislature in 2021. \$10 million in funding, added by the Legislature to the Governor’s original proposal, will be distributed to small businesses by the Department of Economic and Community Development through the Business Resilience and Recovery Fund.

The Governor today directed Transportation Commissioner Bruce Van Note and Marine Resources Commissioner Pat Keliher, and Economic and Community Development Commissioner Heather Johnson to design and make public applications for grant funding as soon as possible. Maine DOT and DMR expect to have applications available by May 9 and DECD expects to have applications available by May 16.

The applications will outline the parameters of the programs and the requirements

Governor Mills Directs Administration to Prepare to Distribute \$60 Million in

Continued on Page 10



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The Domino Effect

By Sheila Dassatt

Have you ever played dominos? You know, the small black rectangles with dots on them that represent a certain amount of numbers. If you line them up just right, when you push the first one in line, they all start falling like a cascade of dominos falling in unison. It is pretty interesting to see some of the championship challenges where they line up an entire room with this little gems and set them off. If you get halfway through and should happen to touch it just right, they all fall down and you have to start over again. I'd have to say that those challenges must take a lot of precision and patience!

Okay, you're probably saying once again, where am I going with this? Well, there's a lot of talk about the fishery diminishing as time goes on, between regulations and lack of being able to find generational help or just plain help itself. This is all true and a happening thing. I am one of those generational people myself and over my lifetime, I have seen the change.

It all blends together if you look at the issues, with it starting like a trickle effect and now it is escalating into a situation that is much bigger. Now I don't want to appear that I'm picking on any one category of people, we all love Maine.....mostly in the summer, unless you're a skier. But especially after the Covid virus, it drove a lot of folks to Maine like fleas scooting to a dog's neck. The real estate market took off and

it was a real estate mecca for anyone that had the money to buy cheap, fixer up and sell for three times the money invested. The real estate market has made a mint on these properties on the coast. Now most of these houses are what they call "Air B&B's..... and weekly rentals for around \$2,000 a week. This is exactly what is happening. We're even finding ourselves caught in this situation. We cannot afford the price that has been offered to us. It is sometimes a nowhere situation on the very island or coastal town that you grew up in.

The neighborhood that I lived in as a child has all been "bought up" by folks that love Maine, but only about two months out of the year. Now, let's mention those young folks that want to follow their heritage. They grow up, work on the boat, they want to marry and have a family of their own some day. (or most do)....."Let's look for a place to live that puts me close to the dock." They are few and far between. So they find themselves only being able to find an affordable home "off the island" unless there is family land and they can have a chunk of that to put a home. With this being said, there is a fair amount of commute just to get to the dock on time. Some of these young folks come all the way from Bangor just to stern on a boat!

So the older generation is going out, but they already have a place to live from establishing their home years ago. I see a

lot of the younger ones giving up the battle and not going on the water any longer. Now don't take me wrong, but there's only so much landscaping work that can be done for hire after the boat and gear is gone. I see this every day. This is the hard, honest truth as to the choices that there really are if you want to stay in the community that you grew up in. This puts us in the "service category." Do you understand what I'm saying?

Now I'm going to sound like Tim Sample, the one about the tourist opening the window of the motel to look across and see another tourist looking back at them from the window across the way. This is not what folks come to Maine to see! They want to see the authentic Maine and have an opportunity to share that way of life and get away from the hubbub of the city life that they live during most of the year. As time goes by, they will not see that because all they will see are the fancy houses and folks walking their dogs down Main Street. In all honesty, after Covid, it hasn't taken very long for this to happen! Let's not start changing our way of life here, please. We like it the way it is and always was, a fishing community.

This is how my version of the domino

effect is happening. There has got to be a happy medium and an opportunity for our next generation to find affordable housing. Being from a fishing community myself and my family, we want to be able to preserve our way of life and not be just a tourist attraction for folks to sit on their porches and watch us like we're part of the show. Take the time to get to know each other and not have that dividing line that is getting worse as time goes on. Fishermen and their families are the "salt of the earth" and would always help you out if you are in a pickle.

One of the things that hurts the fishermen's image the most is all of the social media coverage of whales, windmills and the threats to our livelihoods. We have all had a full plate of that lately and we need to stop believing everything that we see and hear from the activists. Let's try to work together and rebuild our "Working Waterfront" the way that it will help everyone involved. Those "once in a generation storms" were devastating to our waterfronts and it will take time to have it all restored, the commercial and private docks alike. We don't want that lost in time.

Maine Dept. of Marine Resources

Continued from Page 9

to receive grant funding. The Departments will begin receiving applications and awarding conditional funding, which will help provide certainty needed to help entities plan to rebuild. Funding will then be issued 90 days following the adjournment of the Legislature – as soon as statutorily possible.

"While I am disappointed this crucial bill got caught up in last minute budget politics, my Administration will take every necessary step to get the money out the door as soon as it becomes available," said Governor Janet Mills. "We hope these steps can provide at least some sense of certainty to help communities, especially those along the coast, and our small businesses rebuild stronger and better."

"We are grateful that the supplemental budget includes the Governor's funding to help our communities rebuild critical infrastructure damaged during the severe December and January storms," said Bruce Van Note, Commissioner of the Maine Department of Transportation. "MaineDOT

will work closely with the Department of Marine Resources and other state agencies to ensure these new resources can be used effectively and as soon as possible. This will involve leveraging MaineDOT's production capabilities and making conditional grant awards so our communities can plan accordingly and use the funding as soon as it becomes available."

"This is great news for Maine's working waterfront. The storms our coastal communities have weathered over the past few months have caused devastation that threatened the very survival of our marine economy. The funding that will now be available, thanks to Governor Mills' unwavering commitment, provides a much-needed lifeline and a path forward for fishermen, aquaculturists, dealers, co-ops and dock owners," said Pat Keliher, Commissioner of the Department of Marine Resources. "This funding was the result of strong advocacy by many, including the Maine Lobstermen's Association, the Maine Coast Fishermen's Association, the New England Fishermen's Stewardship Association, and the Maine Lobstering Union, all of whom rolled up their sleeves and shared their support for this funding with the Legislature during this difficult, last-minute battle."

"Maine businesses are the backbone of our economy, and these funds will go a long way toward helping them recover from recent damaging storms," said Heather Johnson, Commissioner of the Department of Economic and Community Development. "We will be ready to operationalize the Business Resilience and Recovery Fund as soon as funding is available and use it to support businesses and nonprofits as they build for the future and long-term sustainability."

The Maine Infrastructure Adaptation Fund provides grants for significant infrastructure adaptation, repair and improvements that support public safety, protection of essential community assets, and long-term infrastructure resiliency. Project types may include working waterfront infrastructure, culverts, storm water systems, water system upgrades, and other interventions that support reducing or eliminating climate impacts, especially coastal and inland flooding. The funds are intended for public infrastructure projects with exemptions available

Continued on Page 24

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Commercial Fishing News

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

From the Director -

It's that time of the year once again! It seems like we were just bringing all of our gear up for the winter, now it's all getting ready to go overboard again. Our boat, Saving Grace just went over today and so far so good. This week, there's a lot of boats scheduled to hit the water at Billings Diesel Yard. Let the fun begin!

We have all been very busy this past few weeks concerning the spring ASMFC meeting that was held on April 30 in Virginia. As I mentioned in my last report, the associations and dealers are doing our best to work together on addressing another look at Addendum XXVII. We sent comments to ASMFC prior to the meeting and specifically gave examples of our concerns. These comments came from harvesters, processors, associations, dealers and the general public.

We all feel that they need to have time

to let the science prove itself considering that the decision was made to increase the gauge with just a year's science from the trawl survey and the ventless traps. This is not really enough time to give it a fair chance. There's a lot to consider. The letter that was sent from the associations reflected market implications due to a gauge increase that could have a major decrease in the supply chain and could be catastrophic. Since the early shed and glut of 2012, we have expanded processing in the U. S. and we have needed a steady supply and high volume of lobsters to operate.

The Gray Zone is another difficult situation. To put it in a nutshell, the lobsters that we would be throwing back are the same lobsters that they can take in Canada and bring them into market. That will not work either. American Gray Zone lobstermen are expected to take two 10% hits to their landings as a result of this gauge increase.

Washington County is home to a majority of Gray Zone lobstermen. We cannot afford such a "hit" in Downeast Maine as it takes in most of the incomes there. They don't have the sprawl in Downeast Maine that there is in the Southern part of the coast.

When it comes to the science for results, they have always depended on the ventless trap survey. It has always been done at 32 fathoms. We need deeper water trap surveys to understand lobster resiliency in greater depths and expanded habitats. Landings in Maine are still at a very high level compared to a decade ago. With landings at a higher level, it is possible that they have moved to a non-preferred habitat and onto a mud bottom. With this being said, the lobstermen have expressed their observation of an increase of undersized lobsters in their traps, especially in deeper water.

We have all asked for a one year pause on the implementation for the minimum gauge increase. Harvesters, scientists and dealers need time to have more research in this matter.

This was all discussed, written and submitted with the Commissioner doing his best to present our concerns to the ASMFC meeting.

The Commissioner's feedback from the meeting: he urged them to pay close attention to our concerns. He said that the Board will take the time to fully understand the comments that they received. They will continue to engage with Canada which are considering a shift in their gauge to match

ours. We need time to see if Canada will comply with working together in this concern. They need to compile comments from Addendum XXX which would recommend to NOAA that the smallest minimum size of foreign imports would match the U. S. industry. ASMFC's Technical Committee compile data for 2023 to see how it compares with the 3-year running average. They should also consider a special meeting to see if they should modify the previous actions.

Commissioner Keliher stated that he will keep us updated as the conversation progresses.

Today we all signed a Thank You letter to the Commissioner for listening to us and taking the proper action to fulfill our concerns. This letter was signed by the New England Fishermen's Stewardship Association, Maine Lobstermen's Association, Downeast Lobstermen's Association, Maine Lobstering Union, Ready Seafood, Greenhead Lobster Co. and Attwood's Lobster Co.

This is a big step forward and it shows that if we all work together, we might be able to have our voices heard. We are all fighting for the same common cause and we all care about the well being of our lobster stock. As we start a new season, we will continue to work together and hope for the best.

Please, if you really want to help, think about joining us to help make a difference.

Be safe and think positive, we're all in this together.

Take care, Sheila



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Commercial Fishing News

ATLANTIC STATES MARINE FISHERIES - SPRING MEETING

Continued from Page 1

Caitlin Starks, Senior Fishery Management Plan Coordinator, at cstarks@asmfc.org or 703.842.0740.

Motions

Move to elect Renee Zobel as Vice Chair. Motion made by Mr. McKiernan and seconded by Mr. Reid. Motion passes by consent.

Move to task the Addendum XXIX vessel tracking implementation workgroup, with input from the LEC, to investigate modifications to the 24/7 vessel tracking requirement which still ensure monitoring of fishing activity while acknowledging that fishermen also use boats for personal/non-fishing reasons. This should include a review of existing processes for when VMS devices can be turned off. Motion made by Mr. Train and seconded by Mr. Borden. Motion passes by consent.

Motion to draft a formal letter to Canada DFO and relevant Canadian industry associations as identified by the board chair and the executive director. This letter would request Canada increase the minimum size for lobster in the Gulf of Maine on the same schedule as ASMFC or as soon as possible as captured in Addendum XXVII. Motion made by Mr. McKiernan and seconded by Mr. Borden. Motion passes by consent.

SCIAENIDS MANAGEMENT BOARD Meeting Summary

The Sciaenids Management Board met to consider several items: the Spot Fishery Management Plan (FMP) Review and state compliance reports; an update on the ongoing benchmark stock assessments for red drum, spot, and Atlantic croaker; direction to the Spot and Atlantic Croaker Technical Committee on updating their respective traffic light analyses; and election of a Vice-Chair.

The Board reviewed and approved the Spot FMP Review and state compliance reports for the 2022 fishing year, as well as *de minimis* status for New Jersey, Delaware, and Georgia. Delaware has exceeded the 1% *de minimis* threshold for three years in a row, ranging between 1.05% and 1.20%. Under Addendum III, any state that exceeds the 1% threshold would be required to implement recreational and commercial regulations. Delaware requested and was granted *de minimis* status by the Board for the 2025 fishing year because landings minimally exceeded the threshold. Delaware will continue to monitor its fishery relative to the FMP's *de minimis* standards.

The Board received an update on the ongoing red drum, spot, and Atlantic croaker benchmark stock assessments. The red drum benchmark stock assessment is scheduled for peer review the week of August 12, 2024, and will be presented to the Board at the 2024 Annual Meeting. After the Board agreed to decouple the spot and Atlantic

croaker benchmark stock assessments at its October 2023 meeting, the Spot and Atlantic Croaker Stock Assessment Subcommittee has been conducting modeler calls to develop the Atlantic croaker stock synthesis model. The second assessment workshop and subsequent meetings, including the Peer Review Workshop, will be scheduled once sufficient progress has been made in model development. The spot assessment will be completed approximately one year following the completion of the Atlantic croaker assessment.

Additionally, the Board discussed the potential for updating the spot and Atlantic croaker traffic light analyses this year, after forgoing an update last year. The Board directed the Spot and Atlantic Croaker Technical Committee to conduct abbreviated traffic light analyses for both species this year, focusing only on updating the harvest and abundance composite metrics used to make management decisions.

Finally, the Board approved Shanna Madsen of Virginia as the new Vice-Chair. For more information, please contact Tracey Bauer, FMP Coordinator, at tbauer@asmfc.org.

Motions

Move to approve the Spot FMP Review for the 2022 fishing year, state compliance reports, and *de minimis* status for New Jersey and Georgia. Motion made by Mr. Woodward and seconded by Mr. Cimino. Motion carries without opposition.

Move to approve *de minimis* status for Delaware. Motion made by Mr. Woodward and seconded by Mr. Clark. Motion carries (8 in favor, 1 opposed).

Move to nominate Shanna Madsen as Vice-Chair of the Sciaenids Management Board. Motion made by Mr. Clark and seconded by Mr. Batsavage. Motion passes by consent.

ATLANTIC MENHADEN MANAGEMENT BOARD

Meeting Summary

The Atlantic Menhaden Management Board met to review a report on an acoustic survey of overwintering Atlantic menhaden offshore of New Jersey; receive updates from Maryland and Virginia on work relating to the study and management of menhaden in Chesapeake Bay; and receive progress reports on the ecological reference point (ERP) benchmark stock assessment and single-species stock assessment update.

The Board reviewed the results of an acoustic survey (Nesslage et al., 2024) that aimed to generate estimates of biomass and characterize size, age, and sex, and maturity of the portion of the Atlantic menhaden stock that overwinters off the coast of New Jersey. In addition to confirming that a portion of the adult stock resides overwinter along the shelf in the Mid-Atlantic region, the study demonstrated alternative acoustic survey designs can effectively account for the patchy distribution of large schools across the landscape and may prove useful

in future monitoring.

The Board received updates from Maryland and Virginia on recent developments in the study and management of Atlantic menhaden in Chesapeake Bay. Maryland representative Lynn Fegley updated the Board on an upcoming communications tool that synthesizes Maryland data to describe the status of predator-prey balance in the Bay. The communication tool is expected to be released in fall 2024. Virginia representative Pat Geer updated the Board on the proposed and enacted legislative and regulatory changes since 2022; more information can be found [here](#).

The Board received progress reports on the ERP benchmark stock assessment and the single-species stock assessment update. The ERP Workgroup met in October 2023 to conduct a Data and Methods Workshop to review new data sources; discuss high priority updates to the ecosystem models, including identifying potential new predators to add to the model; and discuss ongoing ecosystem indicator work in Maryland and Virginia. The Board also reviewed the needs and timeframes for potential spatial components to the ERP models. The ERP benchmark stock assessment and single-species stock assessment update are both scheduled to be presented to the Board at the 2025 Annual Meeting.

Under other business, the Board requested staff to coordinate a presentation by US Geological Survey staff for the Summer Meeting regarding osprey abundance, spatial and temporal distribution, dietary demands, and timing of fledge in the Chesapeake Bay region.

Additionally, the Board elected John Clark as Vice-Chair. For more information, please contact James Boyle, Fishery Management Plan Coordinator at jboyle@asmfc.org.

Motions

Move to nominate John Clark as Vice-Chair of the Atlantic Menhaden Board. Motion made by Jeff Kaelin and seconded by Mr. Train. Motion approved by consent.

LAW ENFORCEMENT COMMITTEE APRIL 30 & MAY 1, 2024

Meeting Summary

The Law Enforcement Committee (LEC) conducted a hybrid meeting during the 2024 Spring meeting of the Atlantic States Marine Fisheries Commission (ASMFC) in Arlington, VA. The committee welcomed Captain Brian Scott of the NJ Fish and Wildlife as the new LEC representative from New Jersey. Captain Scott Pearce of the Florida Fish and Wildlife Conservation Commission transitioned into the role of the Chair of the LEC and Lt. Delayne Brown from the NH Fish and Game Department was elected to the position of Vice-Chair.

Species Discussion

Atlantic Striped Bass – Staff updated the LEC on the implementation of Addendum II of Amendment 7 of the Atlantic Striped Bass plan. Specific discussion was of the adopted compliance measures found in Section 3.0 of the plan. With special attention given to the public comments on the fillet requirement. The LEC appreciated the opportunity to participate in this addendum development.

Atlantic Cobia – Staff updated the LEC on the Cobia draft Addendum II of Amendment 1 in consideration of Recreational Allocation, Harvest Target Evaluation, and Measures Setting. The LEC will monitor this addendum development and provide comments when appropriate.

Spiny Dogfish – Staff provided an update of actions taken by the MAFMC and NEFMC to reduce sturgeon bycatch in the Federal Large Mesh Gillnet fisheries. The LEC discussed the compliance measures considered by the councils and will support and advise the ASMFC in their deliberations on this issue.

American Lobster – The LEC discussed the status of Addendum XXX of Amendment 3 of the Lobster FMP with staff. Specifically, discussion centered around the “Mitchell Provision” and how this addendum will interface with Addendum XXVII. The LEC will continue to follow the development of Addendum XXX and offer comments as appropriate.

Business Discussion The LEC members approved the final draft document of the *Guidelines for Resource Managers on the Enforceability of Fishery Management Measures (July 2024)*. Over the past year a sub-committee of six LEC members reviewed this document and made recommendations to the LEC for consideration. With the always evolving strategies to address the development of fishery management plans, the LEC wished to keep this document relevant for the fishery managers of today. The document was updated with the following: A new section identifying regulatory language for “Enforcement Tools.” The addition of a new management measure addressing the tagging, labeling, or marking of marine species. An updated survey by committee members on enforceability ratings of defined management measures. Clarifying language updates to Section 5, Enforcement Strategies and Recommendations. This document was presented to the ISFMP Policy Board for approval in the Spring of 2024.

North American Wildlife Law Enforcement Accreditation (NAWLEA) - Colonel John Cobb and Captain Rob Ham III of the Virginia Department of Wildlife Resources provided a presentation on the new wildlife law enforcement accreditation process being implemented through the Southeast Association of Fish and Wildlife Agencies (SEAFWA). Created in 2022 NAWLEA offers a comprehensive accredi-

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ATLANTIC STATES MARINE FISHERIES - SPRING MEETING

tation program for wildlife law enforcement agencies. Their team is composed of experts in the field who are dedicated to ensuring the highest standards of professionalism among member agencies. Assessors work with agencies to ensure that they meet rigorous standards for professionalism and effectiveness in protecting our natural resources. They are a credentialing entity that is recognized by the United States, Department of Justice for law enforcement accreditation.

Elver Fishery Enforcement – Representatives from the Maine Marine Patrol and the USFW Service, Office of Law Enforcement presented on the current state of the Elver fishery. Information was shared about the Canadian elver fishery closure and its impacts on our domestic fishery. Success stories were discussed as a deterrent to the illegal trade of this high values resource.

Interstate Wildlife Violators Compact (IWVC) - The committee continued discussions on how best to implement and use the Interstate Wildlife Violators Compact. Specifically, State agencies shared best practices among each state on how to model their respective state programs.

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

Motions

Motion to approve the revised edition of the Guidelines for Resource Managers on the Enforceability of Fishery Management Measures for approval by the IS-FMP Board. Motion made by Scott Pearce (FL) and seconded by Keith Williams (CT). Motion approved by consensus.

Motion to elect Lt. Delayne Brown of New Hampshire Fish and Game Department as Vice-Chair of the Law Enforcement Committee. Motion made by Keith Williams (CT) and seconded by Rob Beal (ME). Motion approved by consensus.

HORSESHOE CRAB MANAGEMENT BOARD

ASMFC Horseshoe Crab Board Approves Coastwide Stock Assessment for Management Use and Responds to Delaware Bay Management External Criticism

The Commission's Horseshoe Crab Management Board reviewed the 2024 Horseshoe Crab Stock Assessment Update, which indicates improvements in stock status from the 2019 assessment. The Board also received a response by the Adaptive Resource Management (ARM) Subcommittee to an external review of the ARM Framework.

The 2024 Horseshoe Crab Stock Assessment Update evaluated the stock status of the resource by region, finding the coast-wide population to be in a good condition. Regionally, the Delaware Bay and Southeast regions were also in good condition, the Northeast was considered neutral, and the New York region remains in poor condition. While the Southeast region stock status remains good, there are some indices that are trending down in recent years and trends in the Southeast should be monitored in addition to those in the New York region, which has not improved substantially since the last assessment.

The Board also received a report from the ARM Subcommittee responding to the critique of the revised ARM Framework produced by Earthjustice. After conducting a thorough review and technical evaluation of the specific issues raised in the critique, the ARM Subcommittee maintains the red knot and horseshoe crab population models used in the ARM Framework represent the best use of the available data. Further, the trawl surveys and egg density data all indicate an increase in horseshoe crab populations in the region, a result consistent with the stock assessment update. The Subcommittee concluded that the Earthjustice critique was largely unfounded and failed to offer any alternative management approaches. As science and modeling approaches evolve, the Subcommittee will continue to revise and improve the ARM Framework for managing the Delaware Bay horseshoe crab fishery.

A more detailed description of the stock assessment results, the 2024 Horseshoe

Crab Stock Assessment Update Report, and the ARM Subcommittee's response to the critique by Earthjustice will be available on the Commission website, www.asmfc.org, on the Horseshoe Crab webpage next week. For more information, please contact Caitlin Starks, Fishery Management Plan Coordinator, at cstarks@asmfc.org or 703.842.0740.

Meeting Summary

In addition to accepting the 2024 stock assessment update, and considering the technical response to critiques of the ARM Framework, the Horseshoe Crab Management Board also received a summary of the current demand for horseshoe crabs as bait in the American eel and whelk fisheries. With some states limiting the harvest of horseshoe crabs, the Board requested this information to understand potential impacts of bait harvest restrictions in these fisheries. States indicated that effort trends in the eel and whelk fisheries along the coast have varied, and information is not collected on trends in bait usage.

The Board also received an update on planning for the Delaware Bay stakeholder workshop. The workshop will convene a group of key stakeholders to identify potential management goals the horseshoe crab fishery in the Delaware Bay region to inform future management decisions. The workshop will be held in July near the coast of the Delaware Bay, and a report including recommendations developed during the workshop will be provided to the Board in October.

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

Motions

Move to accept the 2024 Horseshoe Crab Assessment Update for management use. Motion made by Ms. Madsen and seconded by Mr. McManus. Motion passes by unanimous consent.

CAPTAIN DAVID H. HART AWARD AND ANNUAL AWARDS OF EXCELLENCE RECEPTION

Dr. Michael Armstrong Named 2024 Captain David H. Hart Award Recipient

At its 2024 Spring Meeting in Arlington, Virginia, the Atlantic States Marine Fisheries Commission presented Dr. Michael P. Armstrong, Deputy Director of the Massachusetts Division of Marine Fisheries (MA DMF), the Captain David H. Hart Award for 2024 for his many notable scientific and management contributions to the betterment of the fisheries of the Atlantic coast. The Commission instituted the Hart Award in 1991 to recognize individuals who have made outstanding efforts to improve Atlantic coast marine fisheries. The Hart Award is named for one of the Commission's longest serving members, who dedicated himself to the advancement and protection of marine fishery resources, Captain David H. Hart, from the State of New Jersey.

As Deputy Director at MA DMF, Mike is responsible for overseeing the Division's programs in fish biology, recreational and diadromous fisheries, and stock assessment and surveys, as well as supervising the Cat Cove Marine Laboratory. Over three decades at the Division, he has contributed to numerous Commission technical and stock assessment committees and later began serving on many management boards, including more than a few times as chair.

Mike is well-known for his commitment to scientifically justified management decisions, both at home in Massachusetts and around the Commission table. He draws upon his background in fish biology, marine ecology, data analysis, and stock assessments as a foundation for sound management. He's willing to make the hard, sometimes unpopular decisions to safeguard the health of the resource. Examples for northern shrimp, striped bass, and river herring come to mind. To support this philosophy of science-based decision making, he recently reorganized the Division's fisheries managers and stock assessment scientists to be under the same roof to ensure a constant flow of information.

Mike's passion for applied research to address fisheries management questions is evident in a long list of publications in fisheries science and his endless initiatives to tackle knowledge gaps. In recent years, he

has set into motion plans to investigate cod stock structure and site fidelity, understand and assess striped bass release mortality, examine black sea bass spawning behavior, and research winter flounder maturity and habitat use, among others. Mike was personally responsible for the creation of the Division's Age & Growth Lab that provides state staff as well as state and federal partners fish ageing data that are critical to stock assessments. This lab has been a major contributor to standardizing and advancing ageing techniques to improve regional stock assessments.

By way of his leadership and encouraging other state staff to engage in research and publish, Mike has grown the Division's contribution to the scientific literature dramatically. He has helped attract and develop some of the best talent in fisheries science at the Division and created partnerships with numerous institutions to increase the

Division's productivity and reach. He serves as mentor to fellow researchers, committee members, and Commission staff, and continues to lecture to university classes to produce the next wave of fact-driven fisheries scientists and managers.

His mark on the management of recreational fisheries in Massachusetts is of particular note. He has elevated the Division's focus on recreational fisheries to equal that of commercial fisheries. Mike has focused attention on improving the quality of recreational data collection and catch estimation, and shaped the Division's use of recreational permit fees to address critical recreational fisheries needs and give back to anglers with public access improvements.

Mike has grown to be a leading voice around the management table in supporting scientific advice for sound, defensible deci-

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Boat And Ship Yard News



I was a little taken aback when I looked out the living room window and there was a boat on the beach in front of the shipyard. VALKYRIE, an Osmond 40, was very lucky.



Strout's Point Wharf Co. in South Freeport. In the fore ground is a Stanley 36 followed by a classic sailing yacht and then two Concordias. In the next bay is a six metre.



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Bass Harbor Boat Bernard, Maine

The big winter project this year was on a 1961 Ronald Rich built boat, which they had done a major restoration on several years ago. However, they did not do anything with the shelter at the time and this was now in need of some serious work. The exterior and interior is all bright and all the varnish that was left was stripped. They then painted most of this, but did leave some varnish. The glass was removed and new glass was installed and rebbed. Just before she was ready to go out of the shop, they noticed that one of the aluminum fuel tanks had a slight leak. Rich Helmke said that when they did the restoration they made it worker friendly. They were able to remove the engine and the tanks, which were on each side of the engine, just slid them to the middle and pop them out. It took just four hours to get the tanks out. They were shipped to Cory Esposito's in Surry to be replaced.

Now in the shop they have a 1980s Chummy Rich built cruiser that they are repowering. She had a small block Chevy and this is being replaced with a 250-hp 4 cylinder Yanmar diesel. Last year they did a lot of work on the hull as she had not been in the water for 10 years. The owner knew he wanted to go with a diesel last year so it was ordered then and was at the shop waiting to go in when she came back in the fall. The engine had been replaced before and whoever had done the work had cut the bulkhead and the cabin top, which needed to

be redone. Rich added this boat was custom built for a customer from Long Island, New York and had a different look. He said that they are turning her into a Downeast trawler style boat, similar to a Pembo trawler.

In another bay, they have a Bunker & Ellis 36, which is in for regular maintenance. She will be followed by a Bunker & Ellis 42.

They are already booked for next year. The major project with be a total rebuild on the 36-foot Robert Rich boat built in the '50s. Also, the boat that they are working on now, the owner wants more work done next year, which will include the cabin. The cabin was built of plywood, which they will fiberglass and then add a sliding side door at the helm.

Billings Diesel & Marine Stonington, Maine

There is always a lot going on here. You walk into the mechanical shop and there are engines everywhere. Some new, some being rebuilt. It is an amazing place and always one of the first places to call if you cannot find a part for your engine.

In the work bay is the Maine Marine Patrol's boat MAINE. She is in getting repowered. They are removing a 800-hp 3406E Caterpillar and replacing it with a MAN. They need to do some modifying to make this work. This boat will then have an A-frame and winch added as she is being turned over to Carl Wilson of the science division.

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Boat And Ship Yard News



The Wheeler 55 with her shelter on at Brooklin Boat Yard in Brooklin. She is scheduled to be launched early summer.



This is a 32-foot walkaround powerboat under construction at Hylan & Brown in Brooklin. She was designed by Matthew Smith for a customer from Rockport, Maine.

LENCE is getting a new deck installed and NOR'EASTER, a William Hand motorsailer, is getting her annual maintenance done on the inside railway.

Alfred Osgood's STARLIGHT EXPRESS III from Vinalhaven, was in for some fiberglass work. She is finished and gone.

There is still a large backlog of repowers. There is a BHM 36 coming up from New Jersey and another boat from Massachusetts to get repowered. Greg Sanborn, head of Mechanical Shop, said "Lots of repowers, a lot of repairs. Lobstering is still holding out really good for us. It is still king for my work, no question about it."

The building is full of storage customers and these all need some degree of work. This will keep them more than busy the rest of the spring and into summer. When the weather warms the calls start coming in asking for their boat, so most yards pray for snow this time of year.

Flowers Boat Shop Walpole, Maine

There are two boats being finished off in the main shop. The first is a Flowers 38, which is being finished as a charter boat for a customer from Gloucester, Massachusetts. Everything under the platform is in and they were getting wiring finished and then the platform would go in. She is powered with an 800-hp Scania. For accommodations she has a queen berth forward with head and separate shower. She is scheduled to go over this summer.

The other one is a Flowers 43, which is being finished as a cruiser/sportfisherman for a customer from New Hampshire. She is powered with a 900-hp 16 litre Scania. This one is a lot more complicated with a stateroom forward, very large master head, guest stateroom with a separate head. There is a mid-level full galley, and up in the shelter is an L-shaped settee with another settee on

the opposite side and helm station. She even sports a retractable swim platform.

In the lower shop is a 38-foot Flowers sportfisherman they built six years ago for a customer from Newburyport, Massachusetts. She is back for general maintenance and some minor repairs.

With the backlog done, next, they have another Flowers 38 to do.

Friendship Boat Works Friendship, Maine

Ready to go out the door was MELANIE MARIE II, a Young Brothers 33 lobster boat for a local owner. When asked if he had finished her off originally at Young Brothers in Corea, Randy Young, manager of the shop, said, "I have never finished off a 33. I think this one was finished by a Lash in the '80s. It could have been Philip because it's from the '80s." She had eyebrows on the trunk with overhangs on the shelter top and

all that was retained as the owner liked the style. When she arrived, they took the trunk and wheelhouse off and ripped out all of the wiring. They changed the windows slightly, added a visor and put a berth down below as the owner would like to do some tuna fishing. They then painted the hull and top.

On the other side of the shop was the Wayne Beal 46 ISAAC & COLBY. They had painted one side last year and this year they are painting the other side. They used Easy Epoxy, which they just roll and tip. Randy said they do two or three coats and it flattens out fairly well. He added not to do it outside, or if it is a big boat, as the paint dries too fast. ISAAC & COLBY looks a lot bigger than others as she sports a large custom-made house with a big motor (1,200-hp MAN) under the platform. When she arrived, they removed one of the lifting

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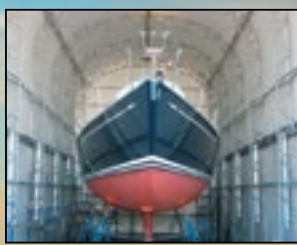
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Boat And Ship Yard News



At Long Cove Marine in Deer Isle CAPTAIN JACK and MISS WHITNEY are inside receiving new engines.



The Maine Marine Patrol boat MAINE is in for a repower at Billing's Diesel & Marine's mechanical shop in Stonington.

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rails as it was leaking. They drained the rope locker and sealed that back up. They checked the exhaust system, made some supporting brackets and replaced the exhaust tube on the portside. In making the repair to the exhaust they had to rip up the rubber flooring, which they replaced. They then reinforced that davit and did some gel-coating.

Next, they have a couple of repair jobs coming in.

Hylan & Brown Brooklin, Maine

The 32-foot Matthew Smith designed walkaround cruiser is getting nearer to completion for their repeat customer. The owner loved his other boat, but found it smaller and with not as many bells and whistles as

he would like. He wanted more comfort, range and speed. Ellery Brown, part-owner of Hylan & Brown, said, "By displacement this boat is three times bigger, maybe 11,000 pound boat and the other was 3,250 pounds. When you are sanding it you feel every one of those 11,000 pounds. Some of the keys for him were he wanted to go all in on systems and technology. This is a day boat essentially, but we got a gyro, zip wake trim tabs, twin Yamahas outboards with joystick controls and a thruster."

They started with the passageway in the centre, but being an avid fisherman he really liked the walkaround. Ellery added, "This boat isn't for fishing. This is for picnicking and just cruising the coast. This, the wrap-around seating, we took from the last boat and it is for entertaining. We started with a sort of center console idea, which evolved

into more of a pilothouse, with sliding doors on the side. Down below is a single berth, not really for overnighting, may be a nap, and a simple head. Then just acres of varnish. The whole teak deck is varnished, the shelter is all varnished. Everything you see here [shelter] is veneer, none of this is solid wood construction. He is veneering the bulkhead and the dash right now. It is a pain in the ass to build but easy to maintain. Really this is a day boat."

In the front of the shop they have a L. Francis Herreshoff designed Rozinante, modified by Doug Hylan (a little beamer and a yawl not a ketch), which they built in 2001. Ellery added, "This one is actually kind of a funny story. When it was new we put an electric motor in it, an Elco. She went one season and the owner said forget this. He did not come back to us for it, but he put in a Nanni diesel. Twenty years later that diesel developed some problems and I said, "We have been doing more electric stuff and I said you want to give electric another go?" and he agreed. In those 20 years, a lot has changed, most specifically battery capacities. So, she is getting a new electric auxiliary motor and

lithium ion battery."

In the side shop, they have another electric powered boat, which is heading to a homeowner on Craig Pond. The owner lives in an area on the lake that is not accessible except by water. The original design was done by Harry Bryan and called TROUT, but with modifications. The bottom is plywood and the topsides are riveted cedar planks finished bare. For power, she sports an electric motor with a steering console and will have a top speed of 8 or 9 knots. This will be perfect for a lake about a mile in diameter. Ellery added, "He is never going to burn through his battery bank, so it is a good application. Not every application is. We are doing a lot of electric applications, but we are trying not to push it in sectors where it is not appropriate. You want to make sure it is a good fit, otherwise people would just be disappointed."

In the paint shop is another Rozinante and they did a frame repair and put a new transom in an Albury runabout.

Recently they hired two people and that should ease up the spring workload a bit. They did this by simply putting a sign out

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Boat And Ship Yard News



The schooner LADONA hauled up on the ways at Northend Shipyard in Rockland for her usual maintenance.

by the road saying "hiring." They now have 11 people on staff, which is the highest it has been since Ellery joined the company. It also seems that more people are looking to work. Still, there is a lack of workers, but it seems like it might be turning around a bit.

Long Cove Marine Deer Isle, Maine

This is mostly an engine company and always is extremely busy.

Inside the main shop is the lobster boat CAPTAIN JACK, owned by a fisherman from Stonington. She had a C9 Caterpillar and this is being replaced with a QSL9 Cummins. To make the change they needed to make some modifications. One being they are now driving the steering off the back of the gear.

Next to her is MISS WHITNEY, a 40+ year old Stanley 44, in to be repowered. She had a C18 Caterpillar and this is being replaced by a 750-hp John Deere with a new Twin Disc gear. They are also replacing that shaft, which has probably 50,000 hours on it. They gutted the engine room and then cleaned it. They changed her from keel cooled to dry exhaust and made some other minor adjustments for the new engine. There is still some glass work to do and then they need to redo the rubber Duraback deck.

Before these two, another lobster boat, an Osmond 35, was in for a 1,000-hp FPT. They put down a whole new plywood platform and then rubber decking.

Another boat that was in was a Mussel Ridge 46, WORKHORSE, which was getting ready to go over the end of April. This boat started at Hutchinson Composites in Cushing six years ago. Then she went to Boricua Boat Works in Steuben and then Berwick before coming to Deer Isle. This is not a simple boat, a high end sportfisherman for a customer from Texas. She arrived at Long Cove last August and they worked on her when time allowed. Much of the time was trying to figure out what someone else had done. Finally, they were able to straighten her out and she was now ready for the water.

They had also done a lot of work on the new Calvin Beal 44 coming out of Ocean-

ville Boat Works in Sunrise, which was scheduled to be launched 9 May.

Out in the yard, they have a lobster boat getting a 330-hp John Deere.

There were a number of other lobster boats in the yard that need some degree of work done before they could go back over for the season.

Strout's Point Wharf Co. South Freeport, Maine

This has to be one of the best storage yards for wooden boats. It is amazing the type of boats they have in storage and the degree of finish they have. Some might think they are fiberglass as they are that smooth.

They are just finishing up repairs on HER NIBS, formerly BERNADETTE, built by John's Bay Boat Co. of South Bristol in 2005. She went up on the rocks last summer and damaged 12 feet of her keel. They needed to replace the keel bolts and this entailed removing the platform and tanks. She is back together and ready to be launched for her new owners of Belfast.

SALT SPRAY, a 36-foot Downeast hull, had rot in her aft sole. They replaced this with Coosa board and then put down a teak deck. They also did some bilge work, added sound proofing and resealed the tanks.

A Concordia 41 arrived with a new owner and it was discovered that she needed repairs made to her stern post. Instead of removing the planks, they did this from inside the boat. They made the repair and then tied it to the horn timber. This was a big job, which they hope did not put them

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ATLANTIC STATES MARINE FISHERIES - SPRING MEETING

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sion-making. He's able to build consensus on actions with this as his beacon. In accepting the award, Mike humbly stated, "I just show up every day and do what I think is right."

ASMFC Presents 2024 Annual Awards of Excellence

Last evening, the Atlantic States Marine Fisheries Commission presented its Annual Awards of Excellence to a number of individuals for their outstanding contributions to management, scientific, and law enforcement efforts along the Atlantic coast. Specifically, the 2024 award recipients are Phil Edwards for management and policy contributions; Nicole Lengyel Costa and Laura Lee for technical and scientific contributions; and Deputy Chief Jason Snellbaker for law enforcement contributions.

"Every year a great many people contribute to the success of fisheries management along the Atlantic coast. The Commission's Annual Awards of Excellence recognize outstanding efforts by professionals who have made a difference in the way we manage and conserve our fisheries," said Awards Committee Chair Spud Woodward of Georgia. "I am humbled by the breadth and extent of accomplishments of the recipients and am grateful for their dedication to Atlantic coast fisheries."

Management and Policy Contributions

Phil Edwards of the Rhode Island Department of Environmental Management

Phil has been an active and integral member on several Commission species management boards over the years, including serving as Chair of the American Eel, and Shad and River Herring Boards. Management of these diadromous resources is challenging due to data limitations and the various threats they face throughout their extensive range between freshwater and ocean ecosystems. Under his leadership, Phil has

been able to deftly guide management of these species. As board chair and member on other boards, Phil has brought a wealth of knowledge and policy acumen to all his Commission endeavors, and the Commission at-large has benefitted from Phil's work ethic, leadership, and expertise.

Phil's strong policy and fisheries management skills are backed by over 20 years of participation on various technical committees and assessment work for Commission species. His extensive knowledge and years of work on fish passage has improved conservation of diadromous fish in Rhode Island, and by extension along the East Coast, and serves as an example of his dedication to these efforts.

Scientific and Technical Contributions

Nicole Lengyel Costa of the Rhode Island Department of Environmental Management

For many years, Nicole has been an engaged and important member of several Commission technical committees, fish ageing projects, and plan development teams, and has served as Chair of the Atlantic Striped Bass Technical Committee for the past few years.

Aside from her technical contributions, Nicole has helped the Commission develop several particularly tricky management actions for striped bass, including recent actions to stop overfishing and aid in stock rebuilding. These actions were structurally complex and Nicole, working closely with her colleagues at the Commission, put together well-crafted documents in order for the public to understand and comment on these complicated proposed measures.

In addition to her efforts with striped bass, Nicole is a long serving member of the ACCSPOperations Committee and has been involved with age and growth work used in stock assessments across Commission species. Nicole brings to all her endeavors a strong scientific skill set and a keen understanding of fisheries management policy.

Her efforts not only benefit Rhode Island but fisheries science and management activities along the entire East Coast.

Laura Lee of the US Fish and Wildlife Service and formerly with the North Carolina Division of Marine Fisheries (NC DMF)

Laura has been involved in Commission stock assessments for nearly 25 years, including some of the first stock assessments for species such as Atlantic croaker, American eel, and spot. She has advanced fisheries science through the development of innovative approaches to common issues faced by stock assessments and the contribution of years of expertise and mentorship to numerous stock assessment subcommittees and scientists along the Atlantic coast. There is hardly a coastal Atlantic species Laura has not worked on, having been involved with or serving as chair on technical committees or stock assessment subcommittees for a multitude of species. During her time as a stock assessment scientist with NC DMF, she developed numerous codes for routine analyses used by the majority of Commission stock assessments today. With her new position as an ecologist at the US Fish and Wildlife Service, Laura will continue her productive fisheries career.

Aside from these professional accomplishments, Laura is an invaluable resource on Atlantic coast fish species and stock assessment methods. She is generous with her time and has mentored several fisheries scientists through complex analyses and approaches. Laura provided advanced statistical analysis and guidance to DMF staff for virtually every FMP adopted during her tenure. Some of these scientists have gone on to serve on Commission technical committees and to further their careers at other state agencies, NOAA Fisheries, and in academia. Despite her formal transition off Commission and Division committees due to her new role, she has continued to show her dedication to Atlantic species by regularly participating in committee meetings and providing valuable feedback to keep science projects moving forward.

Law Enforcement Contributions

Deputy Chief Jason Snellbaker of the New Jersey Department of Environmental Protection's Bureau of Law Enforcement

Since becoming a member of the Commission's Law Enforcement Committee (LEC) in 2014, Jason has promoted the role of law enforcement in fisheries management. He has represented the Committee on a number of species management boards, including tautog; summer flounder, scup, and black sea bass; Atlantic sturgeon; and bluefish. He has been the voice of the LEC on critical topics such as commercial tautog tagging and the summer flounder research set aside program.

During Jason's time with the LEC, he was selected by his peers to serve in a leadership role as Vice-chair and Chair. He accepted these roles during the pandemic, a particularly challenging time for the LEC as members were drawn to other responsibilities in their home states. Jason kept the flow of communication open and provided steady leadership by staying on as Chair for an extended period. At the state level, Jason's exceptional leadership has been recognized by both NOAA's Office of Law Enforcement for his efforts in support of the Cooperative Enforcement Program, and by the Commission for his work as part of a team of officers working in the New Jersey Fish and Wildlife marine region. He has also promoted marine fisheries law enforcement in forums such as the National Association of Conservation Law Enforcement Chiefs where he took on an advisory role and participated in an exchange program with an agency in Belize.

EXECUTIVE COMMITTEE

MAY 1 Meeting Summary

The Executive Committee (Committee) met to discuss several issues, including the proposed FY25 Budget; a Legislative Committee update and the Executive Director's Performance review. The following action items resulted from the Committee's discussions: ASMFC Vice-Chair Dan McKiernan presented the proposed FY25 Commission budget which was reviewed by the Administrative Oversight Committee

(AOC). Staff reported on the recent activities of Congress, upcoming budget hearings, the appropriations process, and proposed cuts to essential programs within the President's FY25 budget for NOAA. Within the appropriations update, staff discussed three new requests from the Commission to Congress for funding for FY25; 1) An industry-based trawl survey pilot program (\$3 million); 2) funding to complete all research outlined in the Virginia Institute of Marine Science Menhaden Report (\$2.7 million); and 3) one-time Congressionally-directed spending to retrofit the R/V Lady Lisa (\$1 million). Staff provided an update on upcoming Annual Meetings, with the 2024 meeting to be held in Annapolis, Maryland. The 2025 meeting will be held in Delaware and the 2026 meeting will be held in South Carolina. The Executive Committee convened a closed session to discuss the Executive Director's Performance Review.

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

Motions

On behalf of the Administrative Oversight Committee, move to approve the FY25 budget. Motion made by Mr. McKiernan. Motion approved by consent.

COASTAL PELAGICS MANAGEMENT BOARD

Coastal Pelagics Board Approves Atlantic Cobia Draft Addendum II for Public Comment to Consider Recreational Allocation and Management Process

The Commission's Coastal Pelagics Management Board approved for public comment Draft Addendum II to Amendment 1 to the Interstate Fishery Management Plan (FMP) for Atlantic Cobia. The Draft Addendum considers recreational allocation, harvest target evaluation, and the timeline for setting management specifications.

The Board initiated the Draft Addendum to consider updating recreational allocations using harvest data, which reflects increased cobia landings in some Mid-Atlantic states in recent years. Draft Addendum II presents options for Atlantic cobia management, including a framework for recreational allocation, ways to account for data uncertainty and respond to quota overages, and an extended multi-year specification setting. For the recreational allocation framework, Draft Addendum II considers options for the data timeframe to form the basis for allocations, and options for the geographic scope of allocations (state-by-state, regional, or coastwide).

Public hearings on Draft Addendum II will be conducted in the coming months; the details of which will be released in a subsequent press release. The Draft Addendum will be available on the Commission's website under Public Input at <https://asmfc.org/about-us/public-input> in late May.

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

Meeting Summary

In addition to approving Atlantic Cobia Draft Addendum II for public comment, the Coastal Pelagics Board received two updates regarding Spanish mackerel.

First, the Board received a presentation on the white paper prepared by the Spanish Mackerel Technical Committee (TC) summarizing state Spanish mackerel fisheries. The TC developed the paper in response to the Board's task to better understand current state Spanish mackerel fisheries to inform potential future Board action on Spanish mackerel.

Finally, the Board received an update from the South Atlantic Fishery Management Council (SAFMC) on the ongoing Spanish and king mackerel port meetings along the coast to gather input from mackerel stakeholders on the fishery. The next set of port meetings are webinar meetings for New England states schedule for mid-May.

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

Motions

Move to postpone Draft Addendum II to Amendment I until such time the final MRIP FES Report has been presented to the Commission. Motion made by Mr. Haymans and seconded by Mr. Clark. Motion fails (2 in favor, 8 opposed, 3 ab-

PENOBSCOT MARINE MUSEUM

Penobscot Marine Museum's National Fisherman photography collection is the definitive resource for seeing and understanding the commercial fisheries in 20th century North America.

See the images online:
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stentions).

Move to remove the timeframes for the weighted 10-year/3-year averages from Draft Addendum II Section 3.1 (Option B3, C3, C6, C9, and C12). Motion made by Ms. Madsen and seconded by Ms. Fegley. Motion approved without opposition.

Move to remove any of the options considering 3 regions from section 3.1 C4, C5, C10, C11. Motion made by Ms. Madsen and seconded by Mr. Hornstein. Motion approved without opposition.

Move to approve Atlantic Cobia Draft Addendum II for public comment as modified today. Motion made by Ms. Fegley and seconded by Mr. Clark. Motion carries with one objection.

ATLANTIC STRIPED BASS MANAGEMENT BOARD

Meeting Summary

The Atlantic Striped Bass Management Board met to consider revisions to Addendum II state implementation plans; receive an update on recreational release mortality study results; consider tasks for a Board Work Group on recreational release mortality; consider an Advisory Panel nomination; and elect a Vice Chair.

Three jurisdictions, Pennsylvania, Maryland, and Potomac River Fisheries Commission (PRFC) submitted revised state implementation plans for Addendum II. States are required to implement Addendum II measures by May 1, 2024. In March 2024, the Board approved Addendum II state implementation plans with the following exceptions: 1) Pennsylvania's proposed timeline for implementing its new spring slot and bag limit; 2) Maryland and PRFC's proposed timeline for paying back any potential 2024 commercial quota overage. Pennsylvania's revised implementation plan specifies that it has implemented its new spring slot and bag limit as of May 1, 2024. Maryland and PRFC's revised implementation plans specify that they will monitor 2024 commercial landings and develop projections as needed to estimate whether landings will exceed the 2024 quota to inform 2025 commercial tag and

permit distribution. The Board approved the revised implementation plans for all three jurisdictions.

The Board received an overview of a Massachusetts Division of Marine Fisheries (MA DMF) study to characterize striped bass recreational release mortality. The first phase of the study focused on the efficacy of circle hooks and comparing release mortality from J-hooks vs. circle hooks. The second phase of the study focused on comparison of release injury and mortality across various terminal tackle using citizen science data collected by striped bass anglers. Data collection for this phase will continue into 2024 with recruitment of citizen participants from other states. The third phase of the study will focus on a survey of striped bass anglers on terminal tackle use over the next few years.

MADMF noted that additional analysis of collected data and future publication will be pursued in the coming years. Visit <https://madmf.shinyapps.io/stripes/> for more information.

The Board discussed the establishment of a Board Work Group to discuss release mortality. The Board approved four tasks for the Work Group with an expected progress update from the Work Group at the 2024 Summer Meeting, and a report to the Board at the 2024 Annual Meeting. The first Work Group task is to review existing no-targeting closures (state and federal waters), including any information on impacts to striped bass catch, effort, enforceability, and how anglers may respond to no-targeting closures (i.e., shifting effort). The second task is to review the MA DMF release mortality study and other relevant reports to evaluate the efficacy of potential gear modifications. The third task is to identify stock assessment sensitivity runs to potentially inform Board discussion of release mortality as well as tradeoffs of reducing the release mortality rate vs. reducing the number of releases overall. The fourth task is to consider public scoping (e.g., survey) on potential measures to address release mortality.

The Board approved the nomination of Peter Jenkins, a recreational angler from Rhode Island, to the Atlantic Striped Bass Advisory Panel. Finally, the Board elected

Chris Batsavage from North Carolina as Vice Chair.

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

Motions

Move to approve the revised Addendum II implementation plans for Pennsylvania, Potomac River Fisheries Commission, and Maryland. Motion made by Mr. Armstrong and seconded by Mr. Luisi. Motion passes by unanimous consent.

Move to approve the tasks for the Board Work Group on recreational release mortality as discussed today. Motion made by Mr. Hasbrouck and seconded by Mr. Luisi. Motion passes by unanimous consent.

Move to approve Peter Jenkins of Rhode Island to the Atlantic Striped Bass Advisory Panel. Motion made by Dr. McNamee and seconded by Dr. Davis. Motion passes by unanimous consent.

Move to elect Chris Batsavage as Vice-Chair of the Atlantic Striped Bass Management Board. Motion made by Mr. Gary and seconded by Mr. Geer. Motion passes by unanimous consent.

AMERICAN EEL MANAGEMENT BOARD

American Eel Board Approves Addenda VI and VII

Addenda Maintain Maine's Glass Eel Quota and Modify Yellow Eel Management

The Commission's American Eel Management Board has approved Addenda VI and VII to the Interstate Fishery Management Plan for American Eel. Addendum VI maintains Maine's quota at the current level of 9,688 pounds for three years. Addendum VII reduces the coastwide cap for yellow eel commercial landings to 518,281 pounds, modifies annual young-of-year (YOY) monitoring requirements, and changes the policy for evaluating de minimis status.

Addendum VI

Maine's glass/elver eel quota of 9,688 pounds was established by Addendum IV starting in 2015 and maintained under Addendum V through 2024. The Board

initiated Addendum VI to establish a quota for 2025 and beyond. The Board will review the quota before the 2028 fishing year and can extend it via Board action.

Maine commercial glass eel landings have not exceeded the quota since its implementation. The Maine Department of Marine Resources (ME DMR) manages the quota using a program that requires dealers to enter daily landings data and enables ME DMR to analyze those data within 24 hours of receipt. The quota management program allows ME DMR to track the glass eels from initial purchase to export out of the state.

Maine will continue to maintain daily trip level reporting and require a pound-for-pound payback in the event of quota overages in its glass eel fishery. Additionally, the state will continue to conduct the fishery-independent life cycle survey covering glass, yellow, and silver eels as required by Addendum V.

Addendum VII

Addendum VII responds to the findings of the 2023 Benchmark Stock Assessment and Peer Review Report, which indicated the stock is at or near historically low levels due to a multitude of factors, including historical overfishing, habitat loss, food web alterations, turbine mortality, environmental changes, contaminants, and disease. The assessment and peer review recommended reducing harvest levels of the yellow eel life stage, while also recognizing that stock status is affected by other factors. The assessment proposed a new index-based tool, called *ITARGET*, for setting the yellow eel coastwide cap, since there is not a statistical model for estimating the population size of American eel. Addendum VII adopts the use of *ITARGET* to provide catch limit recommendations based on fishery-independent indices of abundance and catch data with the goal of increasing abundance levels. The new coastwide cap of 518,281 pounds, a reduction from 916,473 pounds, can be updated after three years using the additional years of abundance and catch data.

"In approving Addendum VII and its reduced landings cap, the Board sought to

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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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balance responding to the recommendations of the benchmark stock assessment to aid in the recovery of American eel while also allowing for a commercial fishery," stated Board Chair Kris Kuhn of Pennsylvania. "ITARGET provides the Board a much-needed tool for setting the coastwide cap."

The Board slightly modified the requirements of the annual YOY survey by making the biological sampling requirement for YOY surveys optional, as recommended by the assessment and peer review. In addition, Addendum VII establishes use of a three-year average of landings to determine if a state qualifies for de minimis status and can be exempt from implementing fishery regulations and monitoring requirements.

Addenda VI and Addendum VII will be available on the Commission website on the American Eel webpage by mid-May. For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at cstarks@asmfc.org.

Motions

For Draft Addendum VI, move to select under 3.1 Maine Glass Eel Quota, Option 1: Status Quo (9,688 lbs. quota) and under 3.2 Timeframe for Maine Glass Eel Quota, Option 3 (Three years, with the ability to extend via Board action). Motion made by Ms. Ware and seconded by Mr. Grout. Motion passes by consent.

Move to approve Addendum VI to the American Eel FMP, as modified today. Motion made by Ms. Ware and seconded by Mr. Clark. Motion approved by consent.

Main Motion

Move to approve under 3.1 Issue 1 Option 1 status quo. Motion made by Mr. Clark and seconded by Mr. Dize.

Motion to Substitute

Motion to substitute to replace "under 3.1 Issue 1 Option 1 status quo" with "under 3.1 Issue 1 Option 2 (202,453 lbs.)." Motion made by Dr. Davis and seconded by Mr. Jacobson. Motion fails (3 in favor, 16 opposed).

Motion to Substitute

Motion to substitute to approve under 3.1 Issue 1 Option 3 to set the coastwide cap at 518,281 pounds. Motion made by Ms. Madsen and seconded by Mr. McKiernan. Motion passes (12 in favor, 6 opposed).

Main Motion as Substituted

Move to approve under 3.1 Issue 1 Option 3 to set the coastwide cap at 518,281 pounds.

Motion to Substitute

Move to substitute to approve under 3.1 Issue 1 Option 5 to set the coastwide cap at 716,497 pounds. Motion made by Ms. Fegley and seconded by Mr. Train. Motion fails (7 in favor, 12 opposed).

Main Motion as Substituted

Move to approve under 3.1 Issue 1 Option 3 to set the coastwide cap at 518,281 pounds. Motion passes (15 in favor, 4 opposed).

Move to approve: For Section 3.1, Issue 2, Option 1 [Status Quo, >1% coast-wide landings] For section 3.5, Option 2 (3-year landings average for de minimis). Motion made by Ms. Fegley and seconded by Mr. Clark. Motion passes (15 in favor, 2 opposed, 2 abstentions).

Move to approve for Section 3.2, Option 1 (three years coastwide cap duration)

Motion made by Ms. Madsen and seconded by Mr. Clark. Motion passes 18 in favor, 1 abstention).

Main Motion

Move to approve: For Section 3.3, Option 1 (Status Quo); For Section 3.4, Option 1 (mandatory CPUE data collection). Motion by made Mr. Kaelin and seconded by Ms. Fegley.

Motion to Amend

Move to amend to replace Option 1 with Option 2 for section 3.3. Motion made by Mr. Clark and seconded by Mr. Grout. Motion passes (16 in favor, 2 opposed, 1 abstention).

Main Motion as Amended

Move to approve: For Section 3.3, Option 1 (Status Quo); For Section 3.4, Option 1 (mandatory CPUE data collection) Motion passes (18 in favor, 1 opposed).

Move to approve Addendum VII to the American Eel FMP, as modified

today. Motion made by Mr. Hasbrouck and seconded by Mr. Miller. Motion passes by consent.

Move to approve an implementation date of January 1, 2025. Motion made by Mr. Clark and seconded by Mr. Cimino. Motion passes (18 in favor, 1 opposed).

Move to elect Jesse Hornstein as Vice-Chair. Motion made by Mr. Cimino and seconded by Ms. Fegley. Motion passes by consent.

COASTAL SHARKS MANAGEMENT BOARD

Coastal Sharks Board Sets Possession Limits to Zero for Oceanic Whitetip Sharks

The Commission's Coastal Sharks Management Board established a zero possession limit for oceanic whitetip sharks for recreational and commercial fisheries. States will begin rulemaking to implement the new possession limit, effective immediately.

NOAA Fisheries issued a final rule in January prohibiting the retention and possession of oceanic whitetip sharks in US waters of the Atlantic Ocean, which became effective February 2, 2024. This rule responds to the 2018 determination that oceanic whitetip sharks warranted listing as a threatened species under the Endangered Species Act throughout its range, and a 2020 Biological Opinion that encouraged the inclusion of the species on the Highly Migratory Species (HMS) list of prohibited sharks for recreational and commercial HMS fisheries.

The Board action closes a potential loophole allowing take of oceanic whitetip in state waters. The Board also indicated it will consider moving oceanic whitetip sharks from the pelagic species group to the prohibited species group as part of the next addendum or amendment action, as a complementary measure to the NOAA final rule.

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

Meeting Summary

In addition to taking action on oceanic whitetip possession limits, the Board received updates on several ongoing and future actions for NOAA Fisheries Division of Highly Migratory Species (HMS). A final rule on Amendment 15 the 2006 Consolidated HMS FMP is expected in the summer of 2024. Amendment 15 extends the boundary of the Mid-Atlantic shark closed area and shifts the timing of the closed seasons to November 1 - May 31. Last year, NOAA accepted public comments on an advance notice of proposed rulemaking to modify or expand electronic reporting requirements for HMS, and a proposed rule on this action is expected later this year. In May 2023, NOAA released a scoping document for Amendment 16. Amendment 16 could result in substantial changes to the entire commercial and recreational shark fishery, and is necessary to implement the revised framework for establishing quotas and related management measures for Atlantic shark fisheries, as set forth in Amendment 14. Comments were received through mid-August 2023, and the development of Draft Amendment 16 is dependent upon the completion of the SEDAR 77 hammerhead stock assessment, expected end of 2024.

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

Motions

Move to set the state waters commercial and recreational possession limit for oceanic whitetip sharks to zero, effective immediately. Motion made by Mr. Miller and seconded by Mr. Batsavage. Motion approved by unanimous consent.

Main Motion

Move to initiate an addendum to change the species group for oceanic whitetip sharks to the prohibited species group.

Motion made by Mr. Batsavage and seconded by Dr. McNamee.

Motion to Substitute

Move to substitute to move to include oceanic whitetip on the prohibited species group in the next addendum or amendment action. Motion made by Mr. Clark and seconded by Ms. Meserve. Motion carries

by unanimous consent.

Main Motion as Substituted

Move to include oceanic whitetip on the prohibited species group in the next addendum or amendment action.

Motion carries by unanimous consent.

SPINY DOGFISH MANAGEMENT BOARD

Meeting Summary

The Spiny Dogfish Management Board met to review the preferred alternatives recommended to NOAA Fisheries by the Mid-Atlantic and New England Fishery Management Councils in Spiny Dogfish Framework 6 to reduce sturgeon bycatch in the spiny dogfish fishery and consider complementary action.

The Board reviewed the recommended alternatives and discussed the inconsistency between the Interstate Fishery Management Plan for Spiny Dogfish and Spiny Dogfish Framework 6 if it is implemented by NOAA Fisheries. Framework 6 proposes prohibiting overnight soaks for federal spiny dogfish permit holders on gillnets with 5"-10" mesh in November and May for a certain area of state and federal waters off of New Jersey, as well as for gillnets of 5.25"-10" mesh in November through March in specified areas off of Delaware, Maryland, and Virginia.

The Board discussed initiating an addendum to consider maintaining consistency by establishing matching restrictions in state waters for harvesters that possess state spiny dogfish permits but do not have a federal spiny dogfish permit. However, the Board postponed the decision to initiate an addendum until the Commission Summer Meeting after staff can compile more information on the potential impacts on state fisheries, particularly states that issue multispecies gillnet permits vs. a directed dogfish permit similar to the federal permit.

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

Motions

Main Motion

Move to initiate an addendum to maintain consistency between the Spiny Dogfish FMP and the recommended alternatives of Spiny Dogfish Framework Adjustment 6. Motion made by Ms. Meserve and seconded by Mr. Hasbrouck.

Motion to Postpone

Move to postpone until the next meeting of the Spiny Dogfish Board. Motion made by Mr. Clark and seconded by Dr. Davis. Motion carries by consent.

INTERSTATE FISHERIES MANAGEMENT PROGRAM POLICY BOARD

Meeting Summary

The ISFMP Policy Board met to review the 2024 State of the Ecosystem Reports; receive an update from the Northeast Trawl Advisory Panel on an industry-based survey pilot project; consider approval of the revised *Guidelines for Resource Managers on the Enforceability of Fishery Management Measures*; receive a summary of the Law Enforcement Committee activities (see LEC meeting summary); receive an update on the sturgeon and river herring benchmark stock assessments; and consider two letters from the American Lobster Board.

Dr. Sarah Gaichas (Northeast Fisheries Science Center) presented key findings from the 2024 Mid-Atlantic and New England State of the Ecosystem reports. The reports provide information on the status and trends of relevant ecological, environmental, economic, and social components of the Mid-Atlantic and New England ecosystems. The reports evaluate the performance of different ecosystem indicators relative to management objectives and the potential climate and ecosystem risks to meeting those management objectives.

Highlights from the 2024 reports include: Commercial seafood landings and total revenue in the Mid-Atlantic were near historic lows driven by declining landings and price of ocean quahog, Atlantic surf clam, and scallops. Commercial landings within New England show no long-term trend for Georges Bank, and a long-term decline in the Gulf of Maine. Recreational harvest remains below the long-term average, but recreational effort (in number of trips) is above the long-term average. Overall, recreational harvest has also de-

clined in New England; however, harvest has rebounded somewhat from the historical low level in 2020. Many fish stocks and protected species distributions are changing in the Mid-Atlantic due to increasing temperature, changing oceanographic features, the spatial distribution of suitable habitat, and the availability of prey. In New England, adult fish diversity indices are stable while zooplankton diversity is increasing, indicating potential instability. Several climate and oceanography metrics are changing and should be monitored as warning signs for a potential regime shift or ecosystem restructuring. 2023 sea surface temperatures in the North Atlantic were the warmest on record and were linked, along with low oxygen and acidification, to fish and shellfish die-offs off New Jersey and the Elephant Trunk region. However, Northeast US continental shelf temperatures were more variable, with near record highs in winter and near average in other seasons. Northward shifts of the Gulf Stream, including a prolonged shift in the fall, resulted in unusually warm and salty surface waters in the southern Mid-Atlantic. This shift severely constricted the waters between the shelf break and Gulf Stream and inhibited warm core rings.

The Policy Board received an update on the development of an industry-based survey pilot project by the Northeast Trawl Advisory Panel. The goal of the project is to test the viability of an industry-based survey as described in the white paper titled "Draft Proposed Plan for a Novel Industry Based Multispecies Bottom Trawl Survey on the Northeast U.S. Continental Shelf." The Northeast Trawl Advisory Panel (NTAP) met on February 8, 2024, and the NTAP Bigelow Contingency Plan Working Group met on February 29, 2024, to continue their discussions of the pilot project and develop recommendations for Council consideration. Although the NTAP and NTAP Working Group have made substantial progress, there are still a number of details that need to be further developed at future meetings. The Policy Board continued to emphasize the importance of this project and its continued development.

The Law Enforcement Committee (LEC) presented the updated the *Guidelines for Resource Managers on the Enforceability of Fishery Management Measures* document. The document covers a variety of management strategies that are employed in Commission FMPs. It is intended to help managers to take into account the enforceability of all management regulations that are developed. The Guidelines are intended to support and strengthen the effectiveness of Commission efforts to conserve fisheries resources.

The Board approved two letters recommended by the American Lobster Management Board (see American Lobster Board meeting summary). The first letter is to the New England Fishery Management Council highlighting key points of the Lobster Technical Committee report on the conduct of the lobster fishery on the Northern Edge of Georges Bank. The second letter is to Fisheries and Oceans Canada and Canadian industry associations, encouraging Canada to raise its lobster minimum size limit to match the upcoming changes in the United States to address potential trade concerns.

Lastly, under other business, the Board approved a letter to the US Ambassador in Canada to encourage Canada to swiftly implement rules and laws to ensure the protection of the American eel resource. The Board was presented with information indicating Canada is becoming a center for the illegal, unregulated, and unreported trafficking of glass eel. This illegal activity could potentially have negative impacts to the resource which is depleted. In addition, there are possible negative impact on eel value in the US, thus causing a loss of revenue to the highly regulated US fishing industry.

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

Motions

Move to approve the Revised Guidelines for Resource Managers on the Enforceability of Fishery Management Measures. Motion made by Mr. Keliher and seconded by Mr. Clark.

Motion passes by consent

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Boat And Ship Yard News



This is SEA FOAM, a Barlow design, sitting on the east side of Boothbay Harbor and getting ready for the water.



John Albaum's Wound Up Marine in the industrial park in Boothbay. They concentrate on small boats up to 32 feet in length.

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too far behind this spring.

Now it is time to get the storage customers ready for the upcoming season. They store mostly wooden boats and that means a little more attention needs to be paid them.

As for engine sales, they are moving a lot of Honda outboards.

This year had some exceptional storms, with very high storm surges. Strout's Point has decided to slowly raise the surface of the marina by about two feet. To start, they are going to go up 6 or 8 inches. Prock Marine of Rockland came in and redid the travelift slip last June and then they added all new docks.

Wound Up Marine Services Boothbay, Maine

In the Industrial Park there is a small shop surrounded by a number of runabouts that specializes in storage and repair of outboard powered boats.

In the shop there was a Padebco 21, which was having an issue with its voltage regulator. Next to her was a Duffy 26 finished off at AJ Enterprises in Winter Harbor. She was in for buff and wax and bottom paint. John Albaum added, "That was actually my boat. I had it a couple of years and then I sold it. It always stays in the family. I bought it from George Warren and his sister bought the boat from me. The boat had been here for about 10 years in storage and never used. I bought and repowered it. We buffed

and waxed, cleaned it all up and that goes in on Thursday."

Just behind these two boats was an Albin 28, which was being repowered with a 370-hp Cummins. When this is finished they need to ready the other 40 boats and have many of them in the water before Memorial Day.

Wound Up Marine sits on five acres with the biggest boats stored being a 30-foot Mainship and a 32-foot Carver. He said that he purchased the company from George Warren, who ran it for 20 years, in May 2022. John is not looking for bigger boats. It is easier to just keep everything small, and manageable. John went to Maine Maritime Academy and graduated from there in 2005. He added, "I sailed deep-sea until 2012. I

was in the oil fields in the Gulf of Mexico for 10 years. Then I was on a tugboat out of New Jersey for a year. There are some days I'd like to go back, but I enjoy being home. My kids are younger, 4 and 6, and my wife, with her mom, own a business in Damariscotta. This lets her work a little bit more. It works out for everybody."

John added a full-time employee and with a couple of part-timers they can get everything done in a timely fashion. He does plan to make some changes to the building to make it more efficient. He also said that he might add a few more storage customers. In the summer John goes on the road doing mechanic work. This keeps him very busy through the summer months.

When Tuna Wasn't Wicked: Bob & Lee Yeomans with Deb Lesynski

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crazy winter jobs. Then I went and worked for the co-op, Tri-Coastal. I worked for them for, I think, two winters and a summer. That was a great job. Then I got real job. I worked for Craig Hudson when he started a computer business, Computer Emporium. I processed parking tickets and ended up being the office manager. I did that until '86 and then I went to Virginia as a live-in companion for a woman on a horse farm. Then I came back and I started working for the Yeomans."

Lee added that they had a gift shop in downtown Newburyport for a time and Deb worked there. She could do that when she was not fishing. Lee then had a part-time job at a doctor's office. She left and then the doctor called and asked if she could come in to help out for a couple of months. She did that for a year and then went back to the boat.

In the meantime, Deb had gone to Florida and when she came back for Christmas, Lee called her and asked if she could help at the doctor's office for a couple of weeks. She ended up there all spring, but the boat was calling. The doctor said that she could go this summer, but had to promise to stay on full-time after that. She found it hard to do a full-time job year around and not be on the boat.

To even out the season and make a little bit more money, the Yeomans decided to start a kids camp on the water in 1989. Lee explained, "We needed to do something else with the boat other than fishing, because fishing was not paying off. Well, I kept waking up with the idea of a camp type thing for kids. I sat Bob and our son, Rob down and I think Erica might have been there, and I said 'What do you think about this and they are like 'Yeah, we can do this.' Then we had to come up with a name. We sat around for days trying to come up with a name and we finally decided on Coastal Discoveries. Then, we're like how do we do this? What are we going to do? So, we set up a regular curriculum. Now, how do we get kids, so I said 'let's run a contest.' We ran a contest in schools and if you are interested in doing this tell us what you would like to spend a week aboard a boat doing. We got some great letters. Beth Abbott Bishop was one of the winners and she was eight years old. She stayed on that boat forever. We started on the ERICA LEE, then we had the ERICA LEE II. She started in the camp and then she became a camp counselor, now she owns the ERICA LEE II. So, she never left camp. When we started talking about giving up the camp she was crying. 'You can't stop doing this, I never want to stop doing this.' 'Well, buy the boat.'" She and her husband still run Coastal Discoveries."

They ran the camp for 26 years. They would have 24 kids on the boat five days a

week, Monday through Friday. Some weeks were teens only. "The very first week we were like oh my god, this is really happening," said Lee. "There were kids coming down the ramp getting on the boat, what are we going to do? There was something to be learned from every activity that we did. We started out the day with a little talk at the dock, say we were going to pull lobster traps that day, so you would talk about lobsters, what they ate, the regulations so forth. Then as we were heading out the mouth of the Merrimack River, we made sure that they all knew the name of the river and where it started. They learned so much. We were teaching environmental issues way before it was anything to be talked about. Our son Rob does another boat camp, called Boat Camp and he is already filled for this summer."

Bob built three 18-foot dories for the camp, based on the lines of the Lowell dories. The kids loved rowing the dories around the Isle of Shoals. Then Lee said, "Deb and I were out on Smuttynose and we would tell the story about the murder that took place out there. Remember the night that we were there and all of the kids got freaked out? The girls are in one cottage and the boys are out on the boat. Once you put those little lamps out it was all blackness except for the lighthouse. So, we were in the cottage and this young girl says, 'I want to go home,' and we are like 'Oh no, there is no way. Bob is out on the boat. Tell you what, you stay beside me on the floor. So anyway, we're laying there and this girl freaks out and she throws up. There is no running water. There is an outhouse somewhere outback in the dark. We get things cleaned up and she is laying back down and the girls won't shut up. All of a sudden it is very quiet, and one of them had brought her boombox and it turns on. It is way up on a shelf, 'Who did that?' I said, 'It is probably a timer.' I said, 'Just get up

there and shut it off.' She gets back down and it happens again and now they are really freaking out. I said, 'Bring that to me and I start taking the batteries out.'

"Then everything quiets down again," continued Lee. "But the wind picked up and we heard the screeching on the rooftop, just like eeeek and the girls wake up, 'What is that?' 'That is just the wind.' There is a weathervane up there and it squeaks when the wind blows. Then the squeaking got worse and they're still freaking out. So, Deb and I get up in the morning and we are out on the rock having our morning coffee because we really hadn't slept very much and we were both sitting at this picnic table and we look up and there is no weathervane on the house. What are you going to tell them now? Well, I am sitting at a meeting, we became stewards of Smuttynose Island, and some guy gets up to talk and he goes, 'Well, before we begin today's meeting, I thought I would finally divulge what goes on out at Aunt Moses cottage on Smuttynose Island. When you hear some weird screeching at night.' This is like 15 years has gone by and he goes, 'The wind is blowing out there and the seagulls get blown right off the roof and they are holding on with their talons and it screeches right down that roof.'

"Then we stayed out on the other island," said Lee. "Prudence Crandle Randall owned an island out there and I had rowed a dory over and I was just talking to her one day and she goes, 'What are you doing out here with all of the kids?' I said, 'We did in overnight over here.' 'Well, if you ever want to spend an overnight on my island.' It was beautiful. It had a beach, had all this flat land and she had a big house there. The following year, we did. We are on the ERICA LEE and just as soon as we come around the island the sky got so black and this thunderstorm

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ASMF

SPRING MEETING

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On behalf of the American Lobster Management Board move the Commission to send a letter to Canada DFO and relevant Canadian industry associations as identified by the board chair and the executive director. This letter would request Canada increase the minimum size for lobster on the same schedule as ASMFC or soon as possible as captured in Addendum XXVII. Motion made by Mr. Keliher. Motion approved by consent.

Move to send a letter to the US Ambassador in Canada encouraging Canada to implement rules and laws as quickly as possible to ensure the protection of the American eel resource. Motion made by Mr. Keliher and seconded by Ms. Patterson. Motion approved by consent.

News from the Department of Marine Resources

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for some types of private infrastructure upgrades with significant community benefits, such as working waterfronts.

The Maine Business Resilience and Recovery Fund, a new fund that needs to be operationalized, will provide grants for businesses and organizations, including nonprofit organizations, that have been affected by severe weather-related events. Projects receiving grants may include a recovery component for damage sustained and must include efforts to increase business resilience to future storms and other climate conditions.

Because the \$60 million in storm relief, which was introduced by the Governor in February, was approved by the Legislature with a majority vote early this morning as part of the budget, it will become available 90 days following the adjournment of the Legislature.

Biden Administration Announces \$10.5 Million to Improve Climate Resilience and Protect Fish and Wildlife Habitat in York, Cumberland, and Washington Counties

April 22, 2024

Grants awarded through the Bipartisan Infrastructure Law to support critical marsh preservation in Scarborough and Wells and culvert replacements to improve water flows and fish passage in Brunswick and Perry

The Biden and Mills Administrations announced today, Earth Day, that the State has been awarded \$10.5 million through the Bipartisan Infrastructure Law and Inflation Reduction Act to support four critical climate resilience and wildlife protection projects in York, Cumberland, and Washington Counties.

The funded projects include \$1.4 million for the resilient restoration of Scarborough Marsh to protect the marsh and improve public access; \$4.49 million to replace aging infrastructure culverts in Brunswick and Perry to improve water flows and fish passage; and \$2.87 million to construct a new bridge and restore and conserve

18 acres of vulnerable coastal marshland in Wells.

An additional \$1,775,000 has been awarded to Maine in non-competitive funding.

The awards to the State were part of \$123 million awarded today to 30 projects by the National Oceanic and Atmospheric Association (NOAA) through the Bipartisan Infrastructure Law and Inflation Reduction Act. To announce the national awards, senior officials from the White House Office of Science and Technology Policy and NOAA, and U.S. Representative Chellie Pingree, joined state and local officials in Scarborough to announce the marsh restoration project.

“America’s coastal communities are on the frontlines of climate change—and we can tap into the power of nature to deal with sea level rise, storms, and erosion,” said Assistant to the President for Science and Technology and Director of the White House office of Science and Technology Policy Arati Prabhakar. “Through President Biden’s Investing in America Agenda, we are taking historic action to meet the climate crisis and build a more resilient future for all.”

“These transformational projects will not only bolster community resilience, but also ensure that innovations are fairly and broadly accessible,” said Jainey K. Bavishi, assistant secretary of commerce for oceans and atmosphere and deputy NOAA administrator. “This significant increase in resources from NOAA will be essential in helping to build local infrastructure that is climate resilient, while providing essential benefits to businesses.”

“The recent severe storms have been a wake-up call about how vulnerable Maine communities are to effects of climate change, and how critical investments in resiliency are needed to protect our vulnerable areas, especially along the coast,” said Hannah Pingree, Director of the Governor’s Office of Policy Innovation and the Future and co-chair of the Maine Climate Council. “These awards through the Bipartisan Infrastructure Law will help protect vulner-

able coastal areas in four Maine communities and improve their resilience to climate impacts like extreme storms and sea level rise. We deeply appreciate the efforts of the Biden Administration and NOAA to support these vital projects.”

“This funding from the Bipartisan Infrastructure Law is a much-needed investment in the resiliency of Maine’s sea-run fisheries and critically important coastal habitat, both of which are especially susceptible to the impacts of a changing climate,” said Maine Department of Marine Resources Commissioner Patrick Keliher. “I’m grateful to the Biden Administration and NOAA for helping Maine take important steps to protect these valuable natural resources.”

“Scarborough Marsh is one of Maine’s most significant coastal ecosystems. It is crucial habitat for several endangered or threatened animal and plant species, it acts as a nursery for many species of fish and shellfish making it economically important, and its tributaries are vital water sources feeding the Marsh and Saco Bay,” said Andrew Mackie, Executive Director, Scarborough Land Trust. “Unfortunately, climate-linked sea level rise and flooding are presenting an urgent threat to life in and around the Marsh, as well as property and infrastructure. We are proud to lead this innovative partnership of 15 government offices and non-profit organizations focused on establishing a framework of information and projects to solve complex problems like these—here in Scarborough and perhaps beyond.”

“The Town of Perry is pleased and excited with the passage of funding for the Corbett Brook culvert replacement project,” said Ann Bellefleur, Chair of the Perry Board of Selectmen. “The funding will improve access to habitats for sea-run fish and help improve our aging culvert infrastructure that is a burden on our municipal budget. We look forward to working with the State of Maine on this valuable project.”

“The Town of Brunswick is pleased to partner with state and federal allies in upgrading the town’s undersized tidal inlet road culverts,” said Daniel Devereaux,

Brunswick Coastal Resources Manager. “In doing so we bolster transportation resilience and unlock vital ecological benefits. NOAA funded projects like the Coombs Road culvert replacement not only prevent flood-water backup and spill over onto private property, but also restore dynamic marine habitats and help to increase migration paths crucial for a range of different marine species. We look forward to the work ahead of us.”

“The Drakes Island project represents the best of what the Bipartisan Infrastructure Law has to offer Maine and the nation: It will construct a new bridge that will withstand future rising seas and storms, develop a plan to restore tidal habitats for a range of wildlife species, and protect a beautiful keystone parcel that connects to a landscape of conservation lands in one of Maine’s fastest growing communities,” said Paul Dest, Executive Director of the Wells Reserve.

In April 2022, Governor Mills signed an executive order directing her Administration to coordinate BIL implementation among the State, cities, towns, tribal governments, and other entities in Maine to maximize opportunities for Maine.

To date, over \$2.2 billion from the Bipartisan Infrastructure Law (BIL) has been awarded to support more than 300 specific projects in Maine. To view an interactive map of BIL projects across Maine, please visit <https://www.maine.gov/bil/home>

Message from DMR Commissioner Regarding Addendum XXVII

May 1, 2024

At yesterday’s Atlantic States Marine Fisheries Commission (ASMFC) Lobster Management Board meeting, there was a significant amount of comment from harvesters, processors, dealers, and members of the public expressing concerns about Addendum XXVII and raising issues that may not have thoroughly considered.

As a reminder, the Addendum is intended as a proactive measure to support resiliency in the lobster resource by providing

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When Tuna Wasn't Wicked: Bob & Lee Yeomans with Deb Lesynski

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came roaring in while we were still trying to transport the kids onto the island. They had tents, we dressed the kids in trash bags and they’re freaking out because of the thunder and lightning. I am trying to make light of it, going around and pretending that I am a news reporter and ‘Tell me what you think of all of this. Let’s hear your side of the story.’ They got the tents up and things sort of calmed down. Then another storm crops up and every tent blew off. We’re standing there and ‘Like oh my God.’ Prudence came to the door and she goes, ‘I am really concerned, you can come in here. It will be safer. So, I got all of these teenage boys. She says, ‘We only flush the toilet once a day.’ Well, they were killing themselves laughing. She then goes ‘Let’s gather around in the living room and I am going to read a story to you, I have been writing a story of my life out here.’ She starts reading and all of the boys are laying all over the floor and things started out okay for about a minute and then it wasn’t okay. She is serious reading her story and she is flailing her arms and she is talking about her first years out there and I could hear the giggles. I am like, ‘Stop it.’ They are like ‘We can’t help it, it is too funny.’ They stopped and she is still trying to read and finally they are trying to stuff pillows down each other’s throats so they wouldn’t laugh. She has read

for an hour and I am thinking, she is at the point when she was 8 and now she is 80. There is no way that we are going to read about her life on this island tonight. I said, ‘It is so nice of you to have us in here but, you go on up to bed, we will all go to sleep and I said, but leave your story here and I will read it. I am reading by flashlight and all of a sudden the boys are out of control. I go, ‘You have got to stop this. We can’t be doing this. That poor woman invited us into her home and she is trying to sleep up there.’ ‘We can’t help it this is the funniest thing we have ever been through.’

Bob is out on the boat with the girls and he is trying to get to sleep on the bench. Then he says, ‘They were all giggling and going nuts and ‘Hey, do you think he is asleep yet?’ ‘Maybe.’ So, then they really start telling jokes and I am going man, oh man.”

Getting back to the fishing, one time they had on board a group of kids and they were out catching bluefish, when all of a sudden a pod of tuna shows up. Bob calls his mate up into the tower and says, ‘There is a pod of fish right there. Just come up on them nice and slow and when you see that pole leave my hands, take it out of gear.’ Bap, the line goes sailing out and the kids don’t even know what is going on until the flag goes by.”

Lee added, “Capt. Bob just harpooned a fish. I am flipping out. We had this woman

working with us that summer and she was one of those holier than thou people and she goes, ‘Let’s all take a moment and pray. We are going to be real quiet for Bob and we’re going to pray that he is able to get that fish.’ The kids are all sitting there and they are looking at me and I’m like, the parents are going to love this.”

Bob was able to get a hold of his father and told him that they were going to be late by an hour or two because they had caught a tuna. So, his father went down to the dock to tell the parents that all was fine, but they would be a couple hours late because they had caught a tuna.

Lee added, “I am flipping out because all I know is parents have schedules. First of all, they had to get this fish into the boat and it was just him, Dennis, myself and Hail Mary.”

Bob turned around and there was a big kid standing there and he helped them get the fish on board. Lee was real worried about the reception they might get at the dock, but when they arrived the parents were all cheering. The boy, who had helped get the tuna on board went with them to Tri-Coastal to pose for photographs with the tuna.

“The last year with CINDY LEE,” said Bob, “I am up on the dock and the boat is being loaded up with kids and this couple is standing beside me. ‘Hey Bob, you don’t remember us but we did camp and that is

where I met my wife. Now, we have a kid going to this camp.”

Lee added, “I am thinking were you one of the ones we were chasing around Thacher’s Island when you’re in the wrong tent.”

Deb said, “Monday mornings when they are all sheepish looking around because they don’t know anybody and they’re going to be stuck on a boat. By the end of the week, they are buddies, exchanging numbers, they’re going to come back next year and they want to be on the same week.”

Lee responded, “Those we called repeat offenders.” She then said, “Did you hear when Beth took one of those worms and put it between a couple slices of bread and ate it in front of the kids. We were dying.”

Deb added, “When I worked on the CAPT. RED I used to make fish chowder on the way. Rocky, he was a little red head, he was a mate who had just started. I took a codfish eyeball and I put it in his cup of chowder. He’s eating along and he came up with that eyeball and he lost it. It was bad, but I couldn’t help it.”

After two hours of recording a good snap shot had been captured of a type of fishing that is no longer, handlining for tuna. It shows that this was not an easy life, but those that did it, did it because they loved it. And if they had to do over again, they would not change a thing, well maybe just...

MARITIME NEWS FROM THE PAST - Republican Journal - 1850

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SHIP NEWS.

Arrived at Philadelphia 22d, MONTEPELIER, Colby, Camden; KEOKA, Carver, Newport, (and cleared for Boston) arrived 23d, SEA BIRD, Curtis, Boston; FORESTER, Grover, New York, (and cleared for Bath;) FLORA, Pettengil, Calais; AGNES, Lord, Ellsworth; CALISTA, Lubec; cleared REBECCA FOGG, Boston; arrived 29th, CARYE, Wade, Eastport; T P PERKINS, Gilkey, Boston, (and cleared for Salem;) ALHAMBRA, Blanchard, Boston, (and cleared for do;) NORTHERN LIGHT, Nickerson, do; RIO, Herrick, Blue Hill; LYDIA FARNUM, McIntyre, Camden; cleared LACONIA, Howes, Boston; SEA BIRD, Curtis, do; arrived 25th, NASHUA, Clifford, and SELAH, Atkins, Boston; J. H. COUNCE, Gilchrist; RICHMOND, Hupper, Calais.

Arrived at Baltimore, 23d, H. MARIA, Howes, Boston; cleared CANOVA, Killman, Charleston; PRES Z. TAYLOR,

Staples, and FRANK, Coombs, Savannah; arrived 29th, ZION, Reynolds, Boston.

Arrived at Norfolk 18th, DEL NORTE, Stinson, Warenham; A. S. ELLIS, Sweetland, Camden; arrived 23d, ADELAIDE, Brown, Thomaston.

Sailed from Sag Harbor 20th, MAINE, Pendleton, Bangor.

Arrived at Wilmington 18th, ORLANDO, Richardson, New York; arrived 20th, M. BIRD, Smith, Savannah, cleared 22d, GEN. MARSHALL, Holmes, Rio de Janeiro.

Arrived at Charleston 22d, CHOCTAW, Kendrick, Boston; EMILY, Nickels, New York; LILY, Monroe, Camden.

Arrived at Savannah 18th, CAPT TOM, from New York; arrived 21st, G. E. PRESCOTT, Gilkey, Camden, Maine; cleared VERSAILLES, Pendleton, New York.

Cleared from New Orleans 15th, MAINE, Freeman, Liverpool; GULNARE, Ellms, Charleston; cleared 16th, LAPLAND, Simpson, Liverpool; 17th, TORONTO, Parker, New York.

At Galveston 10th, MONTAUK, Gates,

from New York, disg; sailed 8th, MARY, Fowler, for do.

Spoken – August 23, LILIUS, Pendleton, (lat 40 54, lon 68) from Cronstadt for New York.

The bark WASHINGTON, of South Thomaston, from New York for California, foundered at sea, no date given, lat 1 ½ S. The captain and crew arrived at Pernambuco on the 1st of July. The WASHINGTON has a miscellaneous cargo, which was insured in New York.

Barque PROSPECT, loading at Havana for Boston, had been delayed by yellow fever. Capt. Dow was in the hospital, recovering. Two or three of his crew had died.

The Sedgwick schooner reported adrift in Barnstable Bay, was the PRIMUS. She was towed ashore by Capt. P. Gibbs of Sandwich, who freed her from water, landed the remainder of her cargo and took her to West Sandwich. She has apparently been long abandoned, and most everything of value had been taken or washed away.

FOREIGN PORTS.

At Mayaguez 7th inst., BEUGALA, Hichborn, just arrived, disg.

At Matanzas 9th, EMMA WATTS, Watts, New York, 2 days.

Sailed from St. Johns, N. F., 3d inst, bark E. CHURCHILL, Hichborn, for Labrador, to load for Messina.

Valparaiso, 14th ult – sailed previous to 4th, CALIFORNIA PACKET, Kimball, from Boston for California. [We have received several communications from our correspondent on board from which our readers will hear next week.]

6 September

Page 1.

A Visit to the Island of Juan Fernandez By Benjamin P. Hazeltine*

Never, in all the thousand fancies of boyhood, in the wildest imaginings of youth, that period when we sit in the chimney corner, and, poring over some book of real or fictitious travels, long to become men, that we, too, may have our adventures, our “moving accidents by flood or field,” in those days of dreaming, never did I, by any stretch of fancy, imagine that it would fall to me to stand upon that island, and gaze upon those scenes, which (for twenty-eight years, two months and nineteen days,” are represented as having been the dwelling place of the renowned Robinson Crusoe! Nevertheless, the thing has come about, in the progress of time, which alone can reveal

“The different lots our stars accord,” and I have stood upon the actual island, where Robinson, my youthful beau-ideal of the sailor, adventurer, and philosopher, was “monarch of all he surveyed.”

There are two of the islands of Juan Fernandez lying one each side of the longitudinal line of 80° west from Greenwich, or 3° west reckoning from our observatory at Washington, and in latitude about 34° south, off the coast of Chile. The island lying farthest to the west is call Mas-a-Fuero, and the one near the continent, Mas-a-Tierra, Selkirk’s or Robinson Crusoe’s Island. It was on the morning of March 11th, (1850,) that the island (Mas-a-Tierra,) was first discoverable, a little on our larboard bow, it is cloud-capped hills and irregular outline presenting a most beautiful appearance. The sight of land, after months at sea, is always pleasant, but to me seemed peculiarly romantic and lovely this lone island, rising out of the broad expanse of waters, its mountains rising fire into the sky, their bases running to the water’s edge, to combat and throw back those long swells familiar to the Pacific. At first sight we thought the island

to be at least some twenty miles distant, but with a fair wind and all sail set, we neared it very fast, and in two hours from the time daylight would permit us to see it, we were near enough to distinguish huge fissures in the rocks, the trees, grass, and other objects. Rounding a point, we saw, grazing upon the slope of a high hill, a drove of wild horses. We passed so near them that they lifted their heads to gaze at us, and snuffed the air, and pranced about, at the sight of our vessel. It was a beautiful scene, and gazing upon those denizens of the wild place, I could but think, that the (to my mind) noblest of beasts, has been degraded by servitude to man.

Passing the next point we saw what we took to be a small cove, at the head of which we saw a white flag flying and a small hut, signs that the dominions once sacred to Alexander Selkirk, were, or had recently been inhabited. From the charts, we expected to make the only harbor on the island after passing the next point; but nothing like a harbor appeared. We saw only lofty mountains, their heads towering above the clouds, and their bases dropping to the water’s edge;

“Huge pillars, that, in middle heaven
upbear

Their weather-beaten capitals, here dark
With the thick moss of centuries, and there
Of chalky whiteness, with the thunder-bolt
Has splintered them.”

But notwithstanding the forbidding look of the place to the mariner, our captain, more familiar with the peculiarities of such places than the rest, thought the harbor must be near. A boat with four men and an officer, was sent to explore, and again we braced sharp up, and stood off. Soon after the boat left us, we discovered a sail on the weather bow, and in half an hour we made her out to be a bark. We now tacked ship and stood back again. Our boat was soon discovered on the water, and in a few minutes was alongside. They reported that no harbor was to be found, not even for a boat, and they had had hard work to save her from being stove among the rocks and currents. They gave a glowing account of the fish they saw, and brought back a few they had caught with hooks made for the occasion, and said they could have loaded the boat had they been prepared.

It was now decided that the harbor must be near the cove where we had seen the flag flying. We were to the westward of the island, with the wind coming from south, but we laid as near the wind as possible, and in a short time were opposite the harbor again. It was three or four miles to leeward, though it appeared to be not more than quarter of a mile, so deceitful is the appearance of high lands seen from the sea. Our captain thought we should hardly be able to beat in by night, and so the boat was again lowered and sent to explore. This time I was one of the fortunate number who went. We pulled near the shore and then parallel with it, till we reached the mouth of the little harbor.

Just before entering the harbor, we passed the base of the most stupendous precipice I ever beheld. It rose perpendicu-

Maine Dept. of Marine Resources

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additional protection of the spawning stock biomass. It initiates management measures when sub-legal lobster abundance, as measured by a combination of data from the Maine/New Hampshire Trawl Survey and the ventless trap survey (referred to as the recruit indices) falls below an agreed-upon trigger.

Many of you know that the Addendum trigger was hit much sooner than anticipated, resulting in a 1/16th inch minimum gauge increase that was originally set to be implemented in June of 2024. At a prior meeting I was able to delay this increase by 7 months, until January of 2025, while we worked on ensuring new gauges were ready and to continue our dialogue with Canada.

In my statement to the board yesterday, I reiterated that the goal of the Addendum was to ensure the lobster stock is resilient in the face of a changing climate and to avoid the collapse experienced in Southern New England. That said, based on comments from industry and the public, it is clear to me that the Board hasn’t fully considered the ramifications of lost revenue by US harvesters and loss of market share to Canadian harvesters, as well as lost supply and revenue by dealers.

As a result of the significant concerns heard from industry today, I urged the Board to take, and the Board agreed to take, the following steps to gather additional information to determine if we need to alter our course: The Board will take the time to fully consider the comments received yesterday. The Board will continue to engage with Canada. Fisheries and Oceans Canada (DFO) has begun extensive discussions with harvesters, dealer/processors. Canada has areas within their fishery that are considering gauge changes. A motion was put forward yesterday that calls for the Board to draft a formal letter to Canada DFO and relevant industry associations that requests that Canada increase the minimum size for lobster in the Gulf of Maine on the same schedule or as soon as possible as indicated in Addendum XXVII. I believe it is vital that we take the time to see if this happens. The Board also needs to compile the public comments for Addendum XXX, which would recommend to NOAA that the smallest minimum size for foreign imports of lobster into the US should match the smallest minimum size in effect for the US industry. The Board should better understand how that

action relates to or complicates the decision on Addendum XXVII. ASMFC’s Technical Committee should compile and combine the data for our 2023 recruit indices to see how it changes the 3-year running average. With this information we need to consider holding a special Board meeting to determine if we should modify our actions.

This is not a simple ask of the Board and I don’t want to suggest that the measures outlined in Addendum XXVII are guaranteed to be modified. As Chair of the ASMFC Lobster Management Board I firmly believe we need some kind of resiliency measures and I do not support delaying action indefinitely. However, we need to fully understand the potential consequences of this action to markets and lobster businesses. I will continue to work with the Board to ensure that we have the information we need to avoid unintended consequences of these well-intended actions.

We will keep you updated as this conversation progresses.

- Pat -

Elver Harvest Reported Through May 6, 2024

May 7, 2024

DMR

Pounds Reported - 6,829.39

Overall Quota - 7,566.00

Remaining Quota -736.61

MALISEET

Pounds Reported - 83.60

Overall Quota - 107.00

Remaining Quota - 23.40

MICMAC

Pounds Reported - 38.94

Overall Quota - 39.00

Remaining Quota - .06

PASSAMAQUODDY

Pounds Reported - 1,526.72

Overall Quota - 1,271.40

Remaining Quota - -255.32

PENOBSCOT

Pounds Reported - 615.66

Overall Quota - 620.00

Remaining Quota - 4.34

Dealers reported buying a total of 9,094,308 pounds out of 9,603,40 available pounds with a reported value of \$11,196,641 for average price per pound of \$1,231.

All 2024 data are extremely preliminary and subject to change without notice.

*All jurisdictions not listed either have no reported landings or their landings are currently confidential.

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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

larly from the water's edge, until it dwindled into a peak, towering above our heads to the height of fiithen hundred or two thousand feet. It made one dizzy to look up to it. From its appearance it would seem that it was once a part of a huge mountain which has been rent by some volcanic eruption, a part of which had been swallowed by the sea, and a part left as a monument of its past greatness.

Passing this headland we rounded the point and entered the harbor. Here we made our way but slowly on account of the squalls, which for violence I never saw equaled. We could see them coming on the water like a cloud of smoke, and when they reached us, the spray would fly the length of the boat, completely drenching us, besides carrying us to leeward, in spite of our four oarsmen.

We were now near the shore, and as I looked through the spray, I could hardly help imagining that the first sight to meet my eye would be the veritable Robinson Crusoe, with his goat-skin cap, dancing with his kids, and sporting his parrots and cats, beside the door of his cabin. But instead thereof we saw a man standing upon a small point of land, who moved his hand and pointed out the best place to land. We followed his directions, and soon came into a small creek, where our boat grounded. The man came down to the boat and greeted us with a "you have had a hard pull, gentlemen," a fact of which we were fully convinced, besides being as wet as saltwater could make us, and so we assented to his suggestion. Entering into conversation with him, he told us that there

were but twelve inhabitants upon the island. We learned that he was the chief man of the place, - of course he was a yankee, and, what is more, he is from the State of Maine.

At this moment a boat from the bark we had spoken came into the creek, and after mutual inquiries we proceeded to take a stroll. We first went to the settlement, which consisted of five thatched huts, with floors of earth, looking as comfortless as possible. The inhabitants were Chileans, with the exception of the man we saw first, and a lazier set of mortals I never saw. Their only employment seemed to be pitching coppers. A little way up the mountain were the remains of a fort, built by the Chileans at a time when they used the island as a sort of Botany Bay, transporting convicts here. Further were a number of caves dug in the sides of the mountains, once used to confined the worst convicts in, but now in ruins.

The breakwater we rounded in bringing the boat to the land was also built by the Chileans. It was about thirty feet square and five high, made of stone, and has cannon embedded upright at each corner, to moor by. We saw a number of large guns lying about destroyed by exposure. Vegetables we could not get. Peaches were very abundant, having been first introduced here by the Chileans; the trees were loaded with fruit which would have been delicious, but which was hardly ripe. Wild horses and goats they told us were numerous, but we saw none except the horses before mentioned, and a few tame goats, perhaps descendants of the old "billy goat," caught in Selkirk's pitfall.

The bark was now standing close in to the harbor with her larboard tack aboard, and so we hurried away and were soon on board. After hearing our description the captain thought the pleasure of stopping, would hardly equal the risk of getting in, so the yards were squared and we stood on our course bidding goodbye to the beautiful and interesting island of Juan Fernandez.

* - We were allowed to copy from the journal of Mr. Hazeltine, a passenger from this town to California in the bark WM. O. ALDEN, this interesting account of a visit to a place which has been made classic by Daniel Defoe, one of the finest authors of the seventeenth century, in his "Life and Adventures of Robinson Crusoe," a book familiar with all our youth.

Journal of a Passenger in the California Packet
California Packet, May 23, 1850

Latitude 50° 30' S, Longitude 63° 45' W

Dear Journal: - As I informed you in a previous letter, we sailed from Rio Janeiro on Wednesday the 23rd instant. Before I proceed to give you any account of the voyage from Rio, I will allude, briefly to some incidents which occurred while at that place, and if found to be a repetition of what I have already written you may erase the same.

The city of Rio Janeiro lies upon the left-hand side of the harbor as you enter it, and I should judge the main body, or center of the city, was about five miles from the entrance. Upon the right hand as you enter the harbor, is a fort of considerable magnitude and strength, founded upon a flat basement of high hills, which consist of solid rock, making a fine location for a castle, and is called "Fort Santa Cruz," and mounts, probably about 100 guns. I undertook to count them as we came out, but could not do so correctly. Upon the left-hand directly opposite the fort is the "sugarloaf," to which I probably alluded in my former letters, and whatever I might give you as the height of this cone (for I heard several reports of its height,) I now consider it to be 1250 feet full. It consists of solid granite, and it is said that one of our California bound yankee boys succeeded in climbing to its top and kindling a fire thereon. Every vessel that enters the harbor is hailed from the castle, and the same on coming out, when a particular "password" is given in reply by the captain, and which is obtained at the Custom House, and written on the back of the papers." I did not see the written password, and there was some speculation what it was. Some said it was Salaeratus, and some one thing and some another. I heard the word given through the trumpet, but not very distinctly, and it sounded like Salvo or Salva. This "password" either answers probably for every vessel that come out on the same day, or every vessel has a particular word for itself, which I am not able to say. The arrangement is something like this, the secrets of which I was not able to learn. Within the harbor every eligible site is fortified, and directly in front of the center of the city is an island of some magnitude, which is entirely occupied by batteries and is probably the strongest fortification in the bay. The city is probably some six miles in length by five in breadth. In a commercial point of view, the city is one of considerable magnitude I should judge, from the amount of shipping in the harbor, most of which consisted of vessels of large size. There were quite a large number of American vessels in port, most of which were bound for the land of gold. During our stay of six days in the harbor, some eight or ten American vessels came in and about as many went out, all of which, I believe were California-bound, and some of them gave us "three times three" as they passed. An English bark came in two days after we did with quite a large number of men for the "Brazilian Station," three of whom, (two Italians and one Englishman, all fine young men), deserted in the "dead hours of the night," and swam about three fourths of a mile to our ship, bringing their baggage. The watch upon our deck saw them in the water, and threw them ropes and assisted them on board, and after a little secret correspondence, our sailors hid them away in the "fore peak" and fed them there till we "put to sea." They were now with us in defiance of Johnny Bull, Don Pedro or the d-l, working their way to California. They are first-rate seamen and are not a little pleased with their liberty.

We passed the outer castle on the eighth, about five PM, and the light about nine the same evening. All the people on board were well at that time, but the next morning,



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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

May 9th, many of our company were sick, vomiting and complaining of pain in the stomach, head, and limbs. Various causes were assigned for the sickness, such as eating too much fruit, the new water obtained in port, &c. My opinion is that there were a number of causes combined to produce the sickness, viz: first, the new water, second, the large amount of fruit which many had eaten, and last, though not least, the roughness of the sea during the night; all these causes working in concert caused the sickness of the above-mentioned; so I believe. We have had pleasant weather, and a fine breeze ever since we came out (as our latitude will indicate,) up to yesterday evening, at which time the wind changed to the south, and so continues to the present time with indications of a storm. The wind is light and we are supposed to be near the Falkland Islands and the continent. Although we are at 50° South, the weather is mild and pleasant, though somewhat chilly, but much more agreeable to the most of our company than the sweltering climate of the torrid zone.

Our ship is a fast sailer, one of the very first class, I think, on that score. Without a single exception we have out sailed everything in the shape of a vessel which we have fallen in with. But as a matter of course, she cannot sail without wind, and our rather long passage to Rio Janeiro may in part be attributed to our misfortune in getting into calms, and in part to our having sailed all over creation to get there. Our "sailing master," is a Dutchman and seems to maintain an awful squinting to the eastward, so much so, that nearly our whole company are of the opinions that by keeping nearer the coast of South America, we might have avoided the calms which usually prevailed near the African coast, and by sailing much less distance, have made the passage in less time. This is inferred in part from the fact that other vessels which took such a course, made the passage from fifteen to twenty days less time than we.

I have before spoken, I believe, of the inconvenience of having so large a number of passengers in the ship, and one of the greatest troubles we have is in getting our "grub" in good order. All must see the inconvenience of cooking at sea, especially in rough weather, three comfortable meals each day for 200 persons. We are tolerably well supplied with good wholesome provisions, but in consequence of its coming to us often badly cook - and sometimes scarcely coming at all considerable complaint has been uttered by many, and our galley has been in a constant commotion. Our cooks had little experience in matter of sea cookery, and consequently found themselves very much at loss how to manage their affairs, especially in rough weather; and besides, they were very seasick on the first part of the voyage. A considerable number of the passengers have, from time to time, participated in the cookery by way of affording relief to both cooks and passengers, and particularly to the latter. At Rio Janeiro our "galley" underwent a thorough renovation. A new steward was appointed, and two "darkies" employed who had, it was said, considerable previous experience in sea-cookery, and who had been to California once before in such business, since the discovery of the gold mines. With our new steward, our "darkies," and some our old cooks who concluded to stand their hand, we are now getting along tolerably well. For the particular gratification of our good wives, daughters, and sweethearts, at home, who generally feel an interest in such matters, I will hear insert verbatim et literatim, the last "bill of fair" which has been issued by the steward, viz.: - Sunday, duff and beef; Monday, beef and dunderfunk;

Tuesday pork and beans, (baked); Wednesday, rice and beef; Thursday, duff, beef and pork; Friday, pork and beans, (boiled), Saturday, fish and rice." Such is our "bill of fare," as posted up in different parts of the ship, yet we get some things in addition such as tea, coffee or chocolate, bread, either hard or "soft tack" (new baked bread,) donuts, butter, and sometimes a little cheese. We have had potatoes, turnips, onions, beets and cucumbers, &c., but our stock of vegetables have been exhausted for some time. Our potatoes kept well and we ought to have taken more, and the turnips and beets also kept well, by the way are excellent articles to carry to sea. But the onions and cabbages soon rotted, and we were obliged to throw a large proportion of them into the sea. I might give you a more detailed account of our living, but as I have much to write, I will let the subject pass for the present at least. As I am at this moment addressing the ladies more particularly, I will allude to one other fact which, perhaps, may be interesting to them, which is, that our number of passengers has been increased by one. This morning, Mrs. Hathaway, from Machias, Maine, presented her husband, with a fine daughter, and it is said that "the mother and child are doing well." So it will be seen that our little colony upon the sea, is progressing in more senses than one.

* * * * *

Under date of "Valparaiso, June 27th," our correspondent writes: -

"Below is a list of the names and residences of all passengers in the California Packet from the County of Waldo: - Frankfort, F. D. Huntress, W. H. H. Torrey, Peter Elliot, Sanborn Johnson, A. T. Fulsome, Moses Fulsome, G. W. Michaels, Edward Fegan, Thomas Seavey, Levi Chadbourne, William Michie, Johnson Fernalds, George Kimball, (master,) Solomon Kimball, Mrs. C. M. Kimball, Miss Delia B. Kimball, Edgar H. Kimball; Lincolnville, George L. Heal, Levi Calderwood, J. Wordsworth, J. Perry, A. Young; Camden, H. Hartford, J. Merriman; Searsmont, L. Muzzy; Appleton, U. Miller, who are all well and in good spirits.

Sea Language. - The New Orleans Crescent after some remarks upon the fishing business, and observing that the culogium which Burke paid the fishermen of New England is one of the most beautiful productions of modern oratory, relates the following anecdote: -

The boys of the fishing towns learn the use of nautical phrases before they are breeched. A friend tells us that when a boy, he rode from Salem to Marblehead with his father. While lounging about the village, he saw a boy rush out of the house closely pursued by his mother, who was severely belaboring him with a broomstick. It was "a raw and gusty day," and the boy at first ran before the wind, which greatly aided the old lady in her efforts to keep up, while she administered Solomon's panacea. The boys, of course, all collected to see the sport, and their sympathies were with the oppressed. They shouted and hooted, and like liberators, did all they could for their outraged friend. At last one hit upon a lucky thought, and cried out - "Jim, try the old woman on the wind." Quick as thought, the boy tacked ship, and ran in the wind's eye. The old woman now found her sails greatly in the way. There was no reefing such canvas, and scudding under bare poles, (the ballet costume was not known in those days at Cape Ann;) the old lady labored for a while to keep up, but in vain; the substantial skirts which had carried her along as rapidly as a Chinese land boat, held too much when, and offered to honest a

resistance for her to continue the chase. It is thus, from the earliest childhood, these men learn the use of nautical terms, and begin the rudiments of their profession.

Page 2.

The Contoy Prisoners. - We have noticed in the papers lately a long statement coming from the returned Contoy prisoners, in which it is set forth that they were cheated into the expedition, - that when they left New Orleans they were not aware of their destination, - and further, that the officers of the bark GEORGIANA were leagued with the officers in deceiving them. To any person of ordinary sagacity the latter allegation bears upon its face its own refutation; and it is refuted, too, by the statement of Capt. Pendleton, whose situation was the same, or nearly the same as that of Capt. Benson. It must be apparent to anyone that the officers of the GEORGIANA could have no possible interest in the matter aside from the proceeds of the charter, which was hardly a paying one, even had they been aware of their real destination.

But notwithstanding all these facts, citizens of this country are at this moment enduring a degrading servitude in the chain gangs at Havana, and a large amount of the property of our citizens has been, without the justification of national law, confiscated by the Cuban authorities. We need not here recapitulate what we have already said upon this matter. Our present Congress [????] in the last days of its session, and there is [????] probability that that body can be urged [????] an investigation of the matter, especially now [????] all but three of the prisoners are liberated. The subject must go to another Congress, and it becomes a matter of importance to those interested in the fate of the unfortunate Benson, Graffam, and Hale, as to those whose property is in jeopardy, to know who will represent their interest in the next Congress. It seems to us a fortunate circumstance that these important matters may fall to the care of Mr. Smart, but if by any possibility his opponent should succeed, his political life for the past few years is but to indicative of what his actions would be.

TO SHIP MASTERS, SHIP-OWNERS, MASTER MARINERS AND SEAMEN.

There is a scheme on foot, to resort to direct taxation, and take from the north all protection to her interests. MR. THEOPHILUS CUSHING DECLARES THAT HE IS READY FOR FREE TRADE AND DIRECT TAXATION AS SOON AS OTHER NATIONS ADOPTED IT.

He is ready to abolish our navigation laws, and to permit British and other foreign vessels to coast along our shores! He is ready to introduce British vessels into our country and to monopolize our carrying trade. His doctrines would be if carried out, destructive to navigation in Maine. The northern man Cushing, in this matter is an ally of ultra southern men. On this extremes have met.

We copy from a correspondent of the New York Herald, on account of the new movement, which is to have the support of Cushing, and the ultras of the other end of the Union. Our vessels are to be dismantled, and it is supposed that we will submit like lambs. But read from the Herald.

We understand if California is admitted as she stands, at this session of Congress, it is the intention of a southern whig to introduce a bill proposing a reduction of the tariff to the mean duty of twenty-five percent, including the free list of articles entering into northern manufacturers; and proposing, further, a total abolition of the navigation laws, so as to open the coasting trade to ships of any

nation that will carry freights the cheapest.

The South have made the discovery that under the navigation laws, immense revenues are pocketed by the northern shipping interest; and that under a repeal of those laws, and with a perfect freedom to ships of every flag to engage in the coasting trade, an immense savings in the expenses of transportation would be secured to the south and to the bulky agricultural products of the Mississippi Valley.

This is rather an important question; but between a twenty-five percent tariff, with a coasting trade free to all nations, and a southern Confederacy, no northern man, we presume will hesitate to choose. Such is the love of the north for the Union, that it is not likely they will regard it with less affection, if, under a law of Congress, there coasting trade should be turned over to England and Holland, and their manufacturers wholly superseded by those of foreign nations.

There are one hundred whigs in Frankfort who know that Cushing is a "FREE-TRADER." Will the readers of the Journal show this to their Whig neighbors as their Whig party cannot now be heard through the Signal.

A Whig.

Page 3.

The schooner rigged yacht MERMAID, of Boston, G. Taylor, Esq. master and owner, visited our harbor on Tuesday, with a party of gentlemen on an excursion for pleasure, and bound up the Kennebec.

Accident. - We learn that Mr. Robert Patterson, 5th, met with a serious accident, at the launching of his vessel on Wednesday. A large stick of timber, which was used for a lever under the fore-foot of the vessel, fell across his shoulders. He was taken up insensible, but has in a measure recovered, and at last accounts was considered out of actual danger.

Foreign News. - The steamer ATLANTIC arrived at New York 1st instant at 2 o'clock PM, having left Liverpool at half past 11 o'clock on the 21st ultimo. She brings upwards of 180 passengers, and, as was expected, among them is Jenny Lind. The excitement when she came on shore was immense and the enthusiasm very great. "The Nightingale" bowed repeatedly to the crowd, and seemed highly delighted. She is in excellent spirits.

Jules Benedict and Sig. Belletti are among the passengers. At Liverpool they had great difficulty in getting Jenny Lind on board - the excitement was so great to take a farewell of her - and a special steamer had to be engaged.

MARRIED

In this town September 4th, by Rev. Mr. Ricker, Mr. Lewis B. West of Boston, to Miss Maria E. Ames of Belfast. [We are happy to state that the printer was not forgotten.]

In Prospect, by Z. F. Shute, Esq., Mr. Thomas Boardman, of Frankfort, to Miss Mary Stinson, of Prospect.

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