

Maine Coastal News

Volume 37 Issue 12

December 2024

FREE

ATLANTIC STATES MARINE FISHERIES - ANNUAL MEETING



This is the newest State of Maine's Marine Patrol boat SENTINEL II, a Calvin Beal 42, finished by Farrin's Boat Shop in Walpole, running off South Bristol in mid-October.

ATLANTIC HERRING MANAGEMENT BOARD

Meeting Summary

The Atlantic Herring Management Board met to consider setting specifications for the 2025-2027 fishing years and to set quota periods for the 2025 Area 1A fishery.

In September 2024, the New England Fishery Management Council (NEFMC) voted on a 2025-2027 specifications package to be submitted to NOAA Fisheries for review and approval. NEFMC's recommended specifications are based on the 2024 Atlantic herring stock assessment and use the Atlantic herring biomass-based control rule. NEFMC noted these specifications are very low, and the 2025 Annual Catch Limit (ACL) would be the lowest in the history of the FMP. In addition to the specifications package, NEFMC also put forward two requests to NOAA Fisheries. First, the Council requested an in-season adjustment to reduce the default 2025 specifications (currently in place) to the new, lower specifications before the 2025 fishing year begins. Second, NEFMC also requested nullification of the quota carryover from 2023 to 2025 given concern about the magnitude of those carryover amounts relative to the very low quotas for 2025. The Board adopted the 2025-2027 specifications package as recommended by NEFMC, contingent on the final rule being published by NOAA Fisheries.

The Board considered quota periods for the 2025 Area 1A fishery. Per Amendment 3

to the Interstate Fishery Management Plan for Atlantic Herring, quota periods shall be determined annually for Area 1A. The Board can consider distributing the Area 1A sub-ACL using bi-monthly, trimester, or seasonal quota periods. The Board can also decide whether quota from January through May will be allocated later in the fishing season, and underages may be rolled from one period to the next within the same year. For the 2025 Area 1A fishery, the Board adopted a seasonal quota approach with 72.8% available June- September and 27.2% available October-December with underages from June through September rolled into the October through December period, if applicable. These 2025 quota periods are the same as the quota periods implemented for the last five fishing years.

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

Motions

Move to adopt the following specifications for the 2025-2027 fishing years for Atlantic herring as recommended by the New England Fishery Management Council, contingent on the final rule being published by NOAA Fisheries:

For 2025: Annual Catch Limit (ACL) / Domestic Annual Harvest = 2,710 mt; Area 1A Sub-ACL = 783 mt; Area 1B Sub-ACL = 117 mt; Area 2 Sub-ACL = 753 mt; and Area 3 Sub-ACL = 1,057 mt.

For 2026 and 2027: Annual Catch Limit (ACL) / Domestic Annual Harvest = 6,854 mt; Area 1A Sub-ACL = 1,981 mt; Area 1B Sub-ACL = 295 mt; Area 2 Sub-ACL = 1,905 mt; Area 3 Sub-ACL = 2,673 mt.

For all three years: Border Transfer = 0 mt each year; Fixed Gear Set-Aside = 30 mt each year; Research Set-Aside as a Percentage of Sub-ACLs = 0% each year.

Motion made by Ms. Patterson and seconded by Mr Hasbrouck. Motion passes (7 in favor, 1 opposed). Roll Call: In favor – ME, NH, MA, RI, NY, NJ, NOAA Fisheries; Opposed – CT.

Move to implement seasonal distribution of quota for the 2025 Area 1A sub-ACL with 72.8% available from June through September and 27.2% allocated from October through December, with no landings prior to June 1, and for underages to be rolled over into the next quota period. The fishery will close when 92% of the seasonal period's quota has been projected to be harvested. Motion made by Ms. Patterson and seconded by Mr Kaelin. Motion carries with one abstention (NOAA Fisheries).

AMERICAN LOBSTER MANAGEMENT BOARD

American Lobster Board Approves Addendum XXXI to Postpone Implementation of Addendum XXVII Measures

The Commission's American Lobster Management Board approved Addendum

XXXI to Amendment 3 to the Interstate Fishery Management Plan for American Lobster. The Addendum postpones the implementation of certain measures from Addendum XXVII to July 1, 2025 to allow Canada more time to consider implementing complementary management measures, as well as reduce potential impacts to the US and Canadian lobster industries.


In October 2023, a series of changes to the current gauge and escape vent sizes in Lobster Conservation Management Areas (LCMAs) 1 (Gulf of Maine), 3 (federal waters), and Outer Cape Cod (OCC) were triggered based on observed changes in recruit abundance indices. Initially, these measures were to be implemented in June 2024. However, in response to concerns raised by industry and the State of Maine, the Board extended the implementation date to January 1, 2025 to allow the Gulf of Maine states the opportunity to coordinate with Canada regarding possible trade implications, and give the industry and gauge makers additional time to prepare for these changes.

In June 2024, US and Canadian lobster fishery managers and industry members met to discuss the management structures and stock assessments of the two countries. Based on these discussions, the Board determined that postponing implementation for an additional six months would allow further

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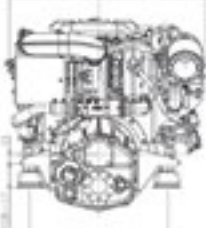



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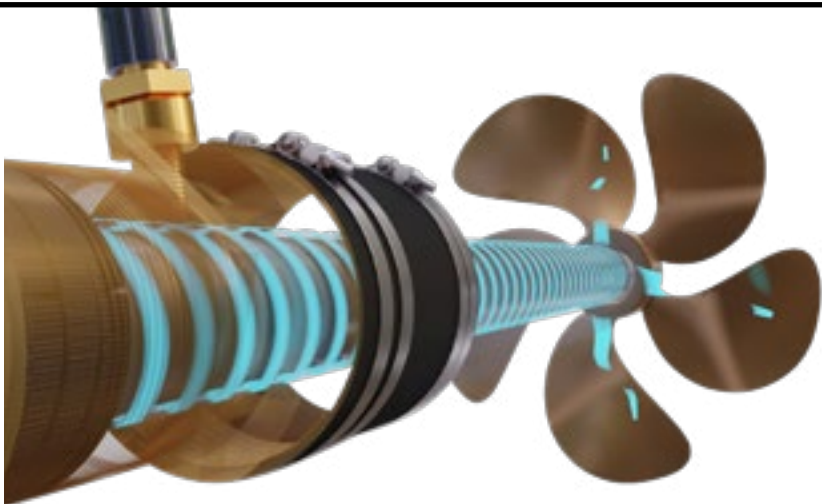
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Advertising Deadlines: The deadline for the January issue is November 29.
The deadline for the February issue is January 3.

Publisher's Note

Another month that disappeared quickly. The last big weekend of the season for me was the Maine Lobster Boat Racing Association's Annual Banquet and Awards ceremony, which took place on 19 October. Ann and I enjoy spending time in Boothbay Harbor and I had booked the Tugboat Inn for Friday and Saturday night. This year I could not leave early on Friday as I had a board meeting at the Penobscot Marine Museum. Being on this board is important as it is saving all aspects of Maine's maritime history. We wrestle with all kinds of issues and the biggest was how the road construction affected us. Fortunately, that is behind us and we are hoping for a normal year beginning next spring. One item that many may want to check out is the new collections website that has taken a year to get ready to go live. There are thousands of photographs up online and I know a number of people who love just scanning through them. The new software is also supposed to allow to order photographs much easier. I have thousands of photographs that I have shot and thousands more that I have purchased over the years that will be included on this site in the next several years. I am curious to see if the ones from away, like the collection of New York Harbor with all sorts of vessels and the skyline, are of interest. Another item that will be of interest is that the Museum will be headlining the sardine industry for the next two years. If you have something that you think might be of interest please let us know.

Two hours later Ann and I were on the road heading for Boothbay Harbor. I was surprised to see the town was still full of tourists, which was no surprise as the weather had been unseasonably warm.

Well, after 17 years as president of the Maine Lobster Boat Racing Association I have stepped down. I thought of some great headlines like "Johansen and Otis Ousted as MLBRA Officials" or "Johansen and Otis Finally Voted Out." It was with mixed emotions, but it was time for someone else to take over the management of the races. When Ann and I arrived at the Annual Meeting and Banquet I was informed that I was not to leave there as president. She was correct in making this statement, but would someone step up to take my place? If I was asked to put money on the chance of finding someone to step up, I would not have given you very good odds. The next to last item on the meeting's agenda was the election of officers and I asked for a new slate of officers. There was silence and then Dana Beal, who was sitting next to me, said he would do it. A cheer went up and a vote was quickly taken, before he could reconsider, making him president. Then I asked for a vice president and David Johnston said he would do that. Another quick vote was taken and he was in. Then I asked for a treasurer, and Amy Tierney stepped up and was elected. No one offered to be secretary, but since I am writing these events up for the newspaper, the meeting notes would be done. I am still going to score the events, but that will come to an end in several years. Some think that this takes a great mind, but I have been telling them for years a glorified monkey could do it. My final duties as out-going president will be to write up what needs to be done and I will include a simple version of scoring just in case something unfortunate happens to me. I have made scoring somewhat complicated, but remember I was looking for more information than just what I needed for a boat to race, I wanted its history. So, it can be easily simplified.

I do want to thank Travis Otis for all his help as vice president for all those 17 years. He likes staying in the back ground, but when anything came up the two of us,

sometimes with input from Travis' father Keith, we would determine an answer. I can come up with some very off-the-wall ideas that they, at times, would find legitimate issues with. All in all, it was certainly a great 17 years.

Now with more time, I will be at the Shipyard more often. The weekend after the MLBRA banquet Alonzo Alley and I worked in Bert Frost's old shop. He was working on a table extension for the table saw and I was fitting deck frames in the bow of Isaac Beal's CHRISTOPHER. We need to make her stable enough to move her into the main shop so work can continue. This means that the deck framing needs to be in, as well as the sharp-risers (floor frames) and ribs. We were hoping to have her stable enough to move the end of October, but there was a lot of outside work needing to be done. By mid-October we had all the storage boats from last year hauled up and we had a number of new customers come in to be stored for the winter. I was fortunate that Alonzo foresaw this and had more storage area created. We will be making a big push to get CHRISTOPHER done and moved before 1 December as it is getting too cold for Isaac and the crew to work in the old shop.

Columbus Day

Many of us grew up celebrating Columbus Day. Yes, this was one of the things that we were taught in school that was not true, Columbus did not discover America, close but no cigar. The more you read about Columbus the more interesting the story becomes. So, why have the powers to be added Indigenous Day on the same day? There is no question that the Native Americans should have a day of celebration, but it should not be the same day as Columbus'. My suspicion is that those that want the change say Columbus was not the first to discover America or they blame him for introducing the diseases that nearly wiped out the entire population of Native Americans. There is no way that Columbus knew that he would cause so many deaths. He came from Europe, which has been termed a Petrie dish due to all the diseases that had run their course there. This built up a very robust immune system in those people and that is why so many of European decent have good immune systems, which is still true today. They both should have their own holiday and maybe the Native Americans deserve even a month of celebration.

SS UNITED STATES

Over the past couple of months there has been stories in the news regarding the ocean liner SS UNITED STATES. Unfortunately, the news was not good. The SS UNITED STATES has been sitting at a dock in Philadelphia hoping to find enough funds so she could be rebuilt to her once splendor. Money was coming in, but her needs were immense and those funds were only a fraction of what was needed. An issue with the cost of berthing her in Philadelphia arose and the landlords asked her to leave. There are not many places that one can dock a ship of this size and after a long legal battle, she came out on the losing end. The last news received was that she would be towed out of Philadelphia and head south to become an artificial reef. This is far from a dignified end for such a historic vessel. Saving any vessel, whether it is a 15-foot classic sail or power boat or a 990-foot liner, is difficult to accomplish. There was a book that came out a number of years ago, "A Man and His Ships, America's Greatest Naval Architect and His Quest to Build the S. S. UNITED STATES," by Steven Ujjifusa, which told the story about her designer William Francis

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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 & Curiosities
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

NOVEMBER

10 Vendee Globe start
France

2025

FEBRUARY

27- 1 March Maine Fisherman's Forum
Samoset Resort
Rockport
Info: mainefishermensforum.org

JUNE

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

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

Eben Wilson - More Than Just a Fisherman

EAST BOOTHBAY - There are very few people who opt to juggle several very different marine activities. How many lobster fish full time, can build sails for a traditional sailing vessel or a high-tech racer, and go sailing and or racing on a traditional or high-tech racer anywhere in the world? This does not include redoing several boats, whether they were wood or fiberglass, or rebuilding a fine home built by the boatbuilders of Hodgdon Brothers in East Boothbay. Eben Wilson has been doing this for years and seems to have mastered the balance and done so at a very high level of success.

On the morning of the Annual Meeting and Awards Banquet for the Maine Lobster Boat Racing Association on 19 October I was walking around Boothbay Harbor and met up with Eben, once while he was on his way to the dock and then when he was docking his 44-foot wooden Scilly Island pilot cutter HESPER at Bristol Marine. HESPER was built by Luke Powell of Cornwall, England in 2004. Eben said that Powell had built about nine of these classic vessels, which were used for fishing and coastal trade around the English Channel in the 1800s. Two of these found their way to the United States, but the other one has since returned to her builder in England.

HESPER is 44-feet on deck, 60-foot length overall, a mast 70-feet tall with a topmast and displaces about 25 tons. She has an opepe backbone, with double-sawn oak frames, carvel planked with larch and oak, oak finished bright on deck as well as her interior. She is fastened with bronze. A cutter is defined as a decked over vessel, with a single mast rigged with a gaff mainsail, topsail, two headsails, and a straight running bowsprit that can be run in. This is also a term used for small boats used on older ships-of-war. She has four berths up forward, a pilot berth in the salon, which is up high and out of the way behind the settees, and then there is a quarter berth tucked up underneath the counter. Eben added, "It is a bit of a pain to get into, but boy, is it comfortable when you get in there."

Eben purchased her in February and opened a charter business, but unfortunately it did not go quite as planned. He has thought about selling her, but he really likes the boat and it makes a great cruising boat for he, his wife and their two girls. Eben is already planning to go cruising on her next year. He said, "The girls really like being on the boat. We did the Eggemoggin Reach Race this year and we are going to cruise some next year. Hopefully, we can do several more weeks than we did this year if I don't decide to do something stupid and sell it."

Eben has lived in East Boothbay a majority of his with the exception of ten years

in Nobleboro and a year out of the country in Europe and the Caribbean. So, what was it like growing up in this small town? Eben explained, "It was great. Back then Goudy & Stephens was still running, which is now Ocean Point Marina. They were the last few guys of the older generation of shipbuilders that came up building wooden boats and then moved to steel and then to fiberglass. Hodgdon was running down on Murray Hill Road. I remember Sonny. I remember seeing him in the shop. He passed away when I was about 12. Jake and Joel Stephens were running Goudy & Stephens when I was a kid. I worked there a couple of years cutting up all the old boats and burning cradles. Basically, I grew up in a shipyard. I worked with my father building sails and then went to work for the Carter's down on Murray Hill Road. That is where I started lobstering.

"Bob Norwood sold me my first 8 four-foot wooden Anderson traps," continued Eben. "I found later on that they were a lot of work to haul. That is when I started in a dory lobstering when I was about 11. I started working for Ralph (Carter) over at Murray Hill and stayed with them until I was like 18."

When asked why he went lobster fishing Eben said, "I don't know, I just thought it looked like fun."

Eben's father is Nat Wilson of Nathaniel S. Wilson, a very well-known sailmaker all over the world. Eben did not work with his father until after high school. "I didn't have the temperament until I got out of high school to be able to be in the loft with him," added Eben. "He is an incredible person, but sometimes father and sons working together doesn't always work. I grew up around it and I was always up there so when it finally came to setting out to do it, I already knew the basic principles. Then getting to a point where I was confident doing it on my own, took some years. Sometimes you are building a sail from the 1600s that did not have any metal in it, all hand-laid grommets and becketts built out of synthetic material. It was all built as it would have been. Then the next day you would be building a motor or cruising sail. I have worked with him for 20-plus years, mostly in the winter. I did four years full-time when I wasn't fishing. It was pretty hard watching the lobster boats go by outside on a hot summer day sitting there in the sail loft."

Eben's father was not ready to retire and he wanted to do something else. "I started commuting down the river by skiff and that is how I wound up in South Bristol. Living in Nobleboro I had a V-bottom skiff, a Murphy skiff, with a 40-hp Tohatsu. I said, "Maybe I will set a few traps. I still had my license. I needed to get bait, fuel and sell my lobsters



Eben Wilson of East Boothbay docking his Scilly Isles pilot cutter at Bristol Marine in Boothbay Harbor.

so I asked Andy House, Reggie House's son, if I could go to the co-op and at least sell what I caught and get bait and fuel. He said, "Sure, of course you can." So, I got in over there and that started with the skiff and 20 traps. Then I bought a 31-foot BHM with 800 traps off of Dustin Delano along with a federal permit. That was in 2011."

I remembered back when I first met Eben, he had a Fred Lenfesty wooden lobster boat. He said that she was built in 1965. Eben explained, "Mark and Ralph Carter bought it off of somebody that Craig Sproul had sold it to and they rebuilt it. Ralph when he got out of the Navy came back and he built himself a boat, MILDRED A. which was built by Everett Barlow. Mark went into the Navy and did four years. He came out and Ralph got him started lobstering again. That's when they rebuilt my boat, the Fred Lenfesty boat. He named her PATRIOT,

which is what he ran in the trap hauling races for years. He put in a whole bunch of 350 Chevys and a 454 at one point. Eben said, "The 454 wasn't a great engine, so it never really went any better. The 350 with a good cam, an intake manifold and a four barrel carburetor and that thing would slide along pretty nice. I bought it off Mark after he built his 34 South Shore. I ran that for several years, did a lot of work to it, put new floor timbers in, a new floor and a new engine. I sold that a few years after I got it and moved up to a 35 Young Brothers, which I bought from Randy Shepard down at Billings in Stonington. That got me started at Billings Diesel. Harlan (Billings) came along side in his truck and I was standing there looking at the boat. He rolled down his window and looked at me and goes, "I know that engine

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Eben Wilson - More Than Just a Fisherman

Continued from Page 5

(300-hp Cummins) has got a lot of hours on it, but I will put my name on it, that thing will be just fine for you. I fished that motor for 3 years, sold it to Scott Brewer, Rusty Brewer's brother, and he fished with that motor. It had 14 or 15,000 hours on it when I took it out and I think Scott fished it for another six years. I had that right up until I got out of the lobster fishing business."

Eben's father helped Eben's older brother Nat get onboard the three-masted schooner ADIX as a crew member. Eben remembers her when she came to be rebuilt at Goudy & Stevens. Nat joined her in New Zealand and then sailed in her across the Pacific, through the Panama Canal, through the Caribbean, up to Newport, Rhode Island then over to the UK. He then got on board the schooner ELEONORA, a replica of Herreshoff's WESTWARD. Eben was looking to get out of town so his brother told him to pack a bag, buy a one-way ticket, and meet him in Antigua. He ended up working in a sail loft there. "I met Andrew Dove in the grocery store," added Eben. "I heard him talking to somebody saying he was looking for another person to work in the sail loft. I was kind of on my last dollar and trying to figure out what I was going to do. Andrew ran the North Loft down there, which was originally Antigua Sails. Graham Knight had previously run it for years down there. A beautiful shop, canvas shop upstairs and sail loft downstairs. We pretty much just worked on super yacht sails and a few cruising boat sails."

Eben turned and told Andrew that he was a sailmaker from Maine and that he was interested in the job. He was invited to the loft and met Andrew's partner. They talked it over and Eben had a job. They not only built sails, but they also crewed on race boats. That winter he did his first Super Yacht Regatta, followed later by the St. Barts Bucket,

Antigua Race Week and the Fife Regatta. He raced on board ADIX, the William Fife schooner ALTAIR, ELEONORA and the Gloucester fishing schooner COLUMBIA.

It was during this time that he met his wife, who tried to get him to slow down some. Eben did get a job on shore with Doyle Sails in Salem. He said, "The irony of that was I did get an apartment, but I was never there because Robbie (Doyle) knew that I had done a lot of repair work on large super yacht sails. He said, 'Well, you are my new traveling sailmaker.' I don't think I was there more than a month and Robbie said 'We have an issue with a sail in Turkey, so, here's a kit to put the sail back together and you are flying out tomorrow. I will see you in a couple of weeks.'"

Eben worked there for a year and a half before moving back to East Boothbay in 2011 and going back to work with his father and lobster fishing. This did not stop the jumping on a jet and heading out to a race anywhere in the world. One classic yacht that he got involved with was the Herreshoff New York 50 named SPARTAN. Eben had assisted building her sails in his father's shop, and then got involved with rigging her after her total rebuild. Eben was part of the crew that took her over to the Mediterranean Sea to compete in a number of regattas there.

When he returned he purchased the BHM 31 with 800s traps, to which he added a federal permit. He said, "That kind of catapulted me right back into all of this. I was rolling pennies trying to get back going again. That is also when we had our first daughter Elise. Lettie was born a couple of years later."

Eben was in the BHM 31 for about three years when he realized that this boat was too small for where he wanted to fish. He heard from Arnie Gamage that Gene Drinkwater of Spruce Head was getting out of the lobster fishing business and was selling his 40-foot John's Bay Boat, which had been built in

1997. As soon as he purchased her he had her taken to Samoset Boat Works in Boothbay to have her gone over. The 300-hp John Deere was removed and rebuilt, made some minor repairs and painted her. After several years Eben realized once again that she was too small. One of the big problems was that she had just a 110-gallon fuel tank. This really came to light when he was coming in during a storm, taking a beating, and when he got in he had just ten gallons in the tank. Had he run out, that would not have been good and could have been life-threatening. Eben began looking around and learned that Micah Philbrook of Owl's Head was selling his Young Brothers 45. This boat was originally built at Little River Boat Shop in Cutler in 2004, for the shop's owner, Norbert Lemieux. This boat had been well taken care of and was still powered with the 650-hp Volvo. Eben ran her for several years and then brought her to Samoset Boat Works for a total going over. The engine was removed and replaced with an 800-hp MAN, replaced the wiring and hydraulics, all new windows, added a winter back and did a full paint job from top to bottom. When she came out, she looked like a new boat. Eben said the only mistake he made in the rebuilding was where he put the windshield wiper switch. He has to get up and turn it on when if he had located them closer to the helm he could turn it on with his foot.

Why the need of a big boat? Eben fishes 25 to 30 miles below the islands and the Young Brothers 45 is fine for that. "I will always have days that I wish I had something bigger," continued Eben, "and then you get inside and the 45 feels like too big a boat up inside the islands. I pretty much just keep two guys on year-round now. All summer we just hauled two-days a week. It was great. We hauled 600 traps, Tuesdays and Fridays. I am actually up over last year. We had quite a good winter offshore and the price was up. I am actually making more money because I am hauling more gear. My per trap average has been about the same and around here it is always pretty steady.

"If you can hang on to a two pound per trap average all summer you are doing well," continued Eben. "There is a lot of shifting, a lot of searching to find little spots. We spent a lot of time looking, but other than that it has been a pretty normal year. I get pretty sick of going four days a week, especially with some of my sailing, because I still do that. I do like my time off, my kids are 9 and 12 and they are only young once."

What about the future of the lobster industry? Eben said, "The industry is shrinking. It is aging, especially aging around here.

I mean a number of guys have aged out or just got out in the last few years. The new reporting, especially the trackers and federal permits, has shrunk the industry. It has forced guys that don't want trackers to sell their permits. I don't have that much connection with Downeast, but the few guys I talk to they are definitely off. They are down to what we would consider a good year around here. What is scary for me around here is the fact that the only time we really make money is between December and March, but it is the worst time of the year beating your head against the wall trying to find good weather days. That is what has forced me to be more efficient. Make the boat faster, take two guys, haul more gear per day, because your weather windows are so short. I do not want to be out there in 30 knots nor do I really have to if I can get out and haul everything in 18 hours. You can play your weather windows and you can get more and do better. There is a huge savings on fuel, 40 to 60 gallons a day. You are doubling up on your gear, so for every time that somebody else goes out and hauls 300, you go haul 600. This has been really good for me. You just have to play the numbers game."

Eben thought that we would see more trap limits and that fishermen should buy up the federal permits. He feels that the price of the permits could increase in value, especially if they allow stacking, the value could go through the roof. A lot will depend on how the regulators deal with the inshore fishery as far as diversity is concerned. With the cost of living, the cost of property, the cost of everything inshore the costs continue to go up and if catches continue to drop up inside and unless the price keeps climbing, you are going to see the inshore fishery change. That is your diversity and these are those fishing out of skiffs and smaller boats.

When one looks around the docks, how many young people are entering the lobster fishing industry? Eben pointed out that there are not many younger people getting into the industry in South Bristol. He did say that there were a few younger fishermen going out of Boothbay. This is a very expensive business to get into. You can start with a small boat, second hand traps, and with a lot of hard work, you can move up to a bigger boat.

"What lobstering has been to me," said Eben, "is I love the business and I love the work. For me it is a means to live my life the way that I want to. I like my sailing, I like the sailmaking, I like the rigging, I like doing all these other things and that is what I do it."

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Publisher's Note

Continued from Page 4.

Gibbs. His life is fascinating as he began as a self-taught designer and designed some of the most notable vessels in the world. He designed the Mahan Class of Destroyers, two of which were built at Bath Iron Works (BIW), Gleaves Class of destroyers, eight by BIW; and the Oliver Hazard Perry Class frigates, several of which was built at BIW. In 1950-1 the SS UNITED STATES was built, the only liner completely built in the United States. She was 53,300-tons, with dimensions of 990 x 101.5 x 32.5, with 12 decks and room for 900 crew members and 1,928 passengers. The design was well-noted for safety, both for fire and the egress of water due to grounding or collision. To decrease weight, her design called for aluminum in certain places. She was powered by eight boilers, four steam turbines, which

produced 240,000 hp. Her top speed was 38.32 knots, but she cruised at 35 knots or just about 40 mph. She set the record for crossing the Atlantic Ocean, winning the Blue Ribband, both ways, which has never been beaten. Unfortunately, ocean travel by liners was impacted by jet travel and the SS UNITED STATES ended her transatlantic crossings in 1969. Over the years she has had various owners, some of whom pilfered her interior, making rebuilding very expensive. With no one stepping up to save this great vessel she is heading to become an artificial reef off of Destin-Fort Walton Beach, FL. When she slips beneath the waves a huge piece of American maritime history goes with her.



U. S. COAST GUARD NEWS

WWII Veteran Story: Coast Guard SPAR Dollie Bossler

When reflecting upon World War II history, the names of soldiers who fought on the frontlines are immortalized in monuments and memorials across our nation. Yet, there were contributions made by countless others, who served with equal dedication and courage in supporting roles that are often overlooked.

One such unsung hero is Dollie Bossler, a Yeoman First Class in the United States Coast Guard during World War II. Her story is a testament to the vital role women played in the war effort and their relentless determination to serve their country in whatever capacity they could when they were called to action.

Bossler was just like many young women of her generation who were full of ambition, hopes, and a fierce sense of patriotism to serve their country. With the world encompassed in one of the largest conflicts in human history, she felt a strong pull to do her part.

In 1942, President Franklin D. Roosevelt signed the law that created the Women's Reserve of the U.S. Coast Guard, known as the SPARS (derived from the Coast Guard motto "Semper Paratus," meaning "Always Ready"). This initiative opened up unprecedented opportunities for women to serve in non-combat roles within the military across the United States of America.

Like many women at the time, Bossler faced societal expectations that discouraged women from pursuing military service. With both of her brothers serving in the Navy, she knew her contribution could make a difference, so she attended bootcamp in 1943 and trained to become a yeoman—a clerical position that was crucial in maintaining the efficiency of military operations.

As a yeoman, her responsibilities were far from glamorous but indispensable to the service.

Her official duties revolved around handling classified information, maintaining service records, processing reports, and managing administrative tasks essential to the functioning of the Coast Guard. These tasks ensured that the U.S. military machine continued to operate efficiently and smoothly. In many ways, the yeomen were the backbone of the administrative side of the war effort.

She recalled on numerous occasions that after completing her official tasks, she would go to other Coast Guard service members in her free time and make sure to get their letters sent back home to their families. She remembers sending notes off to mothers, wives, family members, and friends of other Coast Guard members that were thousands of miles away from their home state.

Bossler's meticulous attention to detail and dedication amongst her peers earned her respect among those who worked alongside her and her superiors.

The war was a busy time for everyone involved, and the sheer volume of paperwork, orders, and coordination that had to flow through the military's ranks required precision and efficiency by those handling such important paperwork. Every decision made on the battlefield often depended on the hard work of service members like Dollie Bossler who ensured that essential information was accurate and delivered on time.

Dollie Bossler's career with the Coast Guard is a reminder of the countless women who answered their country's call to serve, breaking through barriers and redefining women's roles in the military. Though Bossler, like many of her fellow peers during this time, was not hailed as a war hero, her service as a yeoman placed her on the

frontline of the war effort in a different yet vital way. Her service as part of the SPARS helped pave the way for future generations of women in the military.

Today's female service members stand on the shoulders of pioneers like Bossler and her story is one of quiet heroism that highlights not only her dedication to duty but her dedication to serve her country in a time of need that went beyond the battlefield.

Eighty-one years after Bossler's enlistment into the Coast Guard, a group of active-duty Coast Guard women from District 5 had the honor of meeting and speaking with her. During the visit, Bossler was presented with commemorative coins, patches, and a blanket as a symbol of appreciation for her service, not only from those in attendance but on behalf of all women in service. The gathering was filled with shared memories, laughter, and heartfelt moments that will ensure Bossler's legacy endures for years to come.

Maritime navigation's new look

By: Petty Officer 3rd Class Christine Bills

The safety of all mariners is a top priority for the Coast Guard. As technology continues to advance, the service strives to utilize these advancements to improve their aids to navigation data management and dissemination capabilities.

One of the many ways the Coast Guard aspires to accomplish this is through the modernization of Local Notice to Mariners (LNM) and Light Lists.

The LNM is the primary method of communicating information about aids to navigation, hazards or safety concerns, and any additional information relevant to the maritime community.

Light Lists contain detailed information about all lights, buoys, beacons, and additional aids that are located along U.S. coastal regions, the Great Lakes, and the Mississippi River System.

The Coast Guard Navigation Center (NAVCEN) has a goal to enhance maritime safety, improve accessibility, and increase efficiency through frequent updates, geospatial visualization and enhanced digital access.

The legacy system is a standalone, PDF-style format that is updated on a weekly basis and can be downloaded, printed and used alongside paper nautical charts.

As part of an effort to modernize and improve the overall user experience for all mariners, NAVCEN is scheduled to transition to a new digital, interactive user interface for LNM and Light Lists beginning Oct. 21, 2024.

"Information in the modernized LNM will be updated on a daily basis, Monday through Friday, at a minimum," said Capt. Matthew Meskun, chief of prevention with the Coast Guard Fifth District. "This system is designed to enhance efficiency and improve safety during route planning and transits, giving mariners more up-to-date information than ever before."

This new format will allow mariners to access current information on an interactive map and chart with the option to use a fillable form to select a specific waterway and generate a LNM or Light List for that area.

The legacy versions of LNMs and Light Lists will no longer be updated after Oct. 31, 2024, but will remain accessible for download indefinitely. All new updates will be available solely through the new digital interface.

To learn more, please visit the NAVCEN website at <https://navcen.uscg.gov>.

Coast Guard commissions second Pacific Northwest-based Fast Response

Cutter

SEATTLE — The Coast Guard commissioned its 57th Fast Response Cutter during a ceremony held at Coast Guard Base Seattle, Thursday.

Coast Guard Cutter Florence Finch (WPC-1157) is the second of three planned Fast Response Cutter's (FRC) to be homeported in Astoria.

The ceremony was presided by Coast Guard Rear. Adm. Charles Fosse, 13th District Commander. Members of the Finch family were also in attendance, including the cutter's sponsor and Mrs. Finch's daughter, Mrs. Betty Murphy.

The cutter's namesake, Florence Ebersole Smith Finch, was a Filipino-American and a member of the World War II resistance against the Japanese occupation of the Philippines. During the war, she assisted the movement by diverting fuel destined for enemy use, falsifying documents for resistance members to obtain supplies, and using her position to facilitate acts of sabotage. In 1944, she was discovered and arrested, tortured, tried, and sentenced to three years of imprisonment. She remained in captivity until early 1945, when American forces liberated the Philippines.

Finch moved back to America following the war and joined the U.S. Coast Guard Reserves. Finch was awarded the Medal of Freedom in 1947 and was also awarded the Asiatic-Pacific Campaign Ribbon, the first woman to be so decorated.

During the ceremony, Florence Finch was posthumously awarded the Congressional Gold Medal, which was presented to Finch's family by retired Army Maj. Gen. Antonio Taguba, chairman of the Filipino Veterans Recognition and Education Project (FilVetREP). The Congressional Gold Medal is the highest civilian award given by the United States Congress.

"Florence Finch is a true Coast Guard and Filipino hero, and we couldn't be prouder to honor her legacy," said Coast Guard Vice Adm. Andrew Tiongson, Pacific Area Commander. "The cutter is now the only currently active ship in the United States military named after a Filipino-American."

The crew of the Florence Finch will primarily operate in the Pacific Ocean, Puget Sound, Strait of Juan de Fuca, and the

Columbia River. The Sentinel-class FRC is designed for multiple missions, including search and rescue; fishery patrols; drug and migrant interdiction; ports, waterways and coastal security; and national defense.

The Coast Guard has ordered a total of 67 FRCs to replace the 1980s-era Island-class 110-foot patrol boats. The FRCs feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment; over-the-horizon cutter boat deployment to reach vessels of interest; and improved habitability and seakeeping.

The commissioning ceremony is one of the most important traditional milestones in the life of a cutter, as it represents the readiness of the cutter to conduct Coast Guard operations and marks her entry into active service.

Coast Guard establishes first Junior ROTC unit in New England area

BOSTON — The Coast Guard and Barnstable High School conducted a commissioning ceremony for the first Coast Guard Junior Reserve Officer Training Corps (JROTC) in the New England area, Friday morning.

The Coast Guard JROTC is a youth outreach program that instills the values of citizenship, service to the country, personal responsibility and a sense of accomplishment in students.

During the event, Rear Adm. Will Watson, Coast Guard Director of Governmental and Public Affairs, talked about the program's objectives, curriculum and the benefits it will offer to develop service-minded citizens of character.

"The Coast Guard looks forward to this valuable partnership with Barnstable High School," said Rear Adm. Will Watson. "We are eager to watch cadets grow from personal discipline and self-confidence to leadership and teamwork. The school's unique values and strengths will elevate the heights to which the program and its cadets will climb."

In 1992, the Coast Guard established its first JROTC unit in Miami. Recent legislation mandated the Coast Guard to establish and maintain one JROTC unit in every Coast Guard District by 2025.



A view ending into Moosabec Reach from the east.

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U. S. NAVY NEWS



The future littoral combat ship USS Beloit (LCS 29) is photographed underway heading out to sea. (U.S. Navy photo)

Site for National Museum of the United States Navy formally announced

From Courtesy Story

21 October 2024

WASHINGTON – Secretary of the Navy Carlos Del Toro formally announced the site for the new National Museum of the United States Navy, Oct. 18, during a ceremony at the new museum location.

The new NMUSN site is just outside of the historic Washington Navy Yard, at Tingey Street and M Street, and will give the public unfettered access to U.S. Navy history and heritage.

“This ceremony marks a significant step forward in our journey to reimagine the Navy Museum,” said Secretary of the Navy Carlos Del Toro. “This is a testament to our unwavering commitment to preserving and honoring the rich history of our Navy, and to ensuring that its legacy continues to inspire and educate future generations.”

The new NMUSN will act as an en-

during memorial to honor the service of American Sailors, inspire selfless service, and enhance public understanding of the Navy’s history and heritage.

“The new National Museum of the U.S. Navy will provide a dramatically improved opportunity for the American public to be inspired by the long history of valor and sacrifice of American sailors in the defense of our country, and to learn the vital importance of Seapower to our way of life,” said NHHC Director Samuel J. Cox, U.S. Navy rear admiral (retired). “It will showcase not only the legacy of the past, but also the global operations of the Navy today, upholding the freedom of the seas, upon which our freedom depends.”

The vision for the new Navy Museum expands the traditional museum concept to a campus layout that combines the Navy Museum, a high-tech conference center, and retail space with dining options. It is intended to be a self-funded tourist destina-

tion that aims to intrigue, inform and inspire generations of visitors.

The Navy has partnered with the Navy Museum Development Foundation (NMDF), a non-profit organization that seeks to help preserve, commemorate and share the history of the U.S. Navy. The Foundation will support the museum construction efforts and, once complete, its ongoing operation.

During the ceremony, Vice Chief of Naval Operations Adm. James W. Kilby; Congresswoman Eleanor Holmes Norton; former Secretary of the Navy, Kenneth J. Braithwaite; and Deputy Mayor for Planning and Economic Development, DC, Nina Albert provided remarks.

NHHC, located at the Washington Navy Yard, is responsible for preserving, analyzing, and disseminating U.S. naval history and heritage. It provides the knowledge foundation for the Navy by maintaining historically relevant resources and products that reflect the Navy’s unique and enduring contributions through our nation’s history and supports the fleet by assisting with and delivering professional research, analysis, and interpretive services. NHHC comprises many activities, including the Navy Department Library, the Navy Operational Archives, the Navy art and artifact collections, underwater archeology, Navy histories, ten museums, USS Constitution repair facility, and the historic ship Nautilus.

Navy Announces Commissioning Ceremony for the Future USS Beloit

From Karli Yeager

22 October 2024

MILWAUKEE, WI - The U.S. Navy will commission the future USS Beloit (LCS 29), a Freedom-variant littoral combat ship, on

Nov. 23, 2024, in Milwaukee, Wisconsin.

LCS 29 will be the first commissioned ship in naval service bearing the name of Beloit, Wisconsin.

The naming of LCS 29 honors the contributions the people of Beloit have made to the U.S. Navy, such as the Fairbanks Morse plant, which built engines that power many of the Navy’s ships and submarines, including USS Beloit.

As the ship’s sponsor, retired Army Maj. Gen. Marcia M. Anderson will lead the time-honored Navy tradition of giving the order during the ceremony to “Man our ship and bring her to life!” At that moment, the commissioning pennant is hoisted, and the Beloit becomes a proud ship of the fleet.

Following its commissioning, the Beloit will depart Milwaukee for its homeport assignment of Naval Station Mayport in Jacksonville, Florida.

The future USS Beloit (LCS 29) commissioning ceremony will be livestreamed at www.dvidshub.net/webcast/35146. The webcast will begin at 9:45 a.m. CST and the ceremony begins at 10 a.m. CST, Nov. 23.

LCS 29 is a fast, optimally manned, mission-tailored surface combatant that operates in near-shore and open-ocean environments, winning against 21st-century coastal threats. Littoral Combat Ships integrate with joint, combined, manned, and unmanned teams to support forward presence, maritime security, sea control, and deterrence missions around the globe.

The mission of CNSP is to man, train, and equip the Surface Force to provide fleet commanders with credible naval power to control the sea and project power ashore.

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U. S. NAVY NEWS

SECNAV Del Toro Names Future Nuclear-Powered Attack Submarine USS Atlanta (SSN 813)

23 October 2024

ATLANTA (Oct 23, 2024) – Secretary of the Navy Carlos Del Toro announced that the future Virginia-class Nuclear-Powered Attack Submarine SSN 813 will be named USS Atlanta. Del Toro made the announcement during a ship naming ceremony at the Jimmy Carter Presidential Library and Museum, in Atlanta, on Oct. 23.

The future USS Atlanta honors the city of Atlanta, and the crews of the five previous Navy vessels named Atlanta.

The naming selection of the future USS Atlanta (SSN 813) continues the trend of naming Virginia-class submarines after cities. Secretary Del Toro previously named USS Long Island (SSN 809), USS San Francisco (SSN 810), USS Miami (SSN 811), and USS Baltimore (SSN 812).

“The city of Atlanta shares a storied and historic relationship with our Navy. Since the founding of our great nation, Atlantans from all walks of life have answered the call to service, including President Jimmy Carter, who helped advance our nuclear submarine program alongside Admiral Rickover, “the Father of the Nuclear Navy,” said Del Toro. “It has been 25 years since the Navy has had a ship named after the proud legacy of the city of Atlanta. Today, it is my honor and privilege to name the next Virginia-class submarine, SSN 813, USS Atlanta.”

Congresswoman Nikema Williams, from Georgia’s 5th Congressional District joined Secretary Del Toro for the ceremony honoring Atlanta.

“The naming of this ship is a testament to Atlanta’s history as the cradle of the civil rights movement,” said Williams. “As this vessel sails across the globe, it will carry with it the legacy of civil and human rights leaders like Congressman John Lewis and President Jimmy Carter, embodying Atlanta’s unbreakable spirit and the fight for justice that continues today.”

Atlanta Mayor Andre Dickens also served as a guest in the official party and highlighted the honor and meaning behind the naming of the Navy’s newest submarine.

“Thank you, Secretary Del Toro for allowing Atlanta to take its place among the great American cities with namesake vessels,” said Dickens. “We envision the future USS Atlanta sailing and submerging as a testament to some of the same values that this city holds...protecting this nation with courage and strength.

Secretary Del Toro also named the ship sponsor at the ceremony, former Atlanta Mayor Keisha Lance Bottoms.

“The ship’s sponsor fills a vital role

throughout the life of a warship, serving as the bond between the ship, her crew, and the nation they serve,” said Del Toro. “I am honored that Mayor Bottoms accepted the invitation to serve as ship sponsor. As a leader and champion for the people of Atlanta, she represents the best of our nation, and I thank her for her lifelong commitment to our Navy, to our service men and women, and to the United States of America.”

The city of Atlanta has strong ties to American history. Founded in 1836, the city (originally named Terminus) was incorporated as Atlanta in 1847. Following its destruction in the Civil War, Atlanta rapidly rebuilt, became the state capital in 1868, and is now an important center of industry, finance, and transportation. The greater Atlanta region was home to Naval Air Station Atlanta (1943-2009) and hosted squadrons from Reserve Carrier Air Wing 20, and Marine Aircraft Group 42.

The first *Atlanta*, a screw gunboat (1858-1859) was renamed *Sumpter* after commissioning. The second, a protected cruiser (1886-1912) primarily served in the Atlantic Ocean and Gulf of Mexico and as a barracks ship. The third *Atlanta* (CL-51), a light cruiser (1941-1942), screened Task Force 16 carriers *Enterprise* and *Hornet* during the Battle of Midway, supported the Guadalcanal campaign in July and August, and defended *Enterprise* at the Battle of the Eastern Solomons on 24 August 1942. From 12-13 November 1942, *Atlanta* took part in the Naval Battle of Guadalcanal, during which she helped sink the Japanese destroy *Akatsuki*, and later received the Presidential Unit Citation and the embarked Flag Officer, Rear Admiral Norman Scott, was awarded a posthumous Medal of Honor. Suffering extensive torpedo damage, she was scuttled. The fourth *Atlanta* (CL-104), a light cruiser (1944-1970) served off Japan with the Fast Carrier Task Force where she conducted shore bombardment missions. The fifth *Atlanta* (SSN-712), a nuclear fast attack submarine (1982-1999), homeported in Norfolk, VA, completed multiple deployments and fleet readiness exercises during the Cold War before being decommissioned.

Attack submarines are designed to seek and destroy enemy submarines and surface ships; project power ashore with Tomahawk cruise missiles and Special Operation Forces (SOF); carry out Intelligence, Surveillance and Reconnaissance (ISR) missions; support battle group operations; and engage in mine warfare.

General Counsel of the Navy Recognized for Port Chicago Sailor Exoneration Efforts

25 October 2024

WASHINGTON – The Honorable John P. (“Sean”) Coffey, General Counsel of the Navy, received the “Port Chicago Exoneration Champion Award” on October 24 in recognition of his pivotal role in the full exoneration of the remaining 256 defendants from the 1944 Port Chicago general and summary courts-martial.

In the aftermath of the 1944 explosion at the Port Chicago Naval Magazine in California, white officers were granted leave while African-American Sailors were compelled to return to work. When 258 Sailors refused to handle ammunition, they were subsequently convicted in a summary and general courts-martial.

A comprehensive examination of both trials revealed significant legal errors in the proceedings that compromised the fairness of the trials, which include the defendants being improperly tried together despite conflicting interests and being denied a meaningful right to counsel. Additionally, the courts-martial took place before the Navy’s Court of Inquiry finalized its report on the explosion.

Following the Navy’s review, Secretary Del Toro officially exonerated the remaining 256 defendants from the 1944 courts-martial. General Counsel Coffey led the legal review efforts and was honored with the “Port Chicago Exoneration Champion Award” from Contra Costa Justice for All for

his instrumental contribution to the Sailors’ exoneration.

General Counsel Coffey’s dedication and expertise were crucial in uncovering that the conduct of the Port Chicago courts-martial were fundamentally unfair and did not result in just outcomes for the defendants or the Navy. This decision demonstrates the Department of the Navy’s commitment to correcting historical injustices and ensuring all service members are treated fairly and equitably.


If any family members of the defendants of the 1944 Port Chicago general and summary courts-martial would like to reach out to the Department of the Navy for future notifications on the topic or more information, please reach out to PortChicago@us.navy.mil, or 703-697-5342.

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There Are So Many Things That We're Unaware of

By Sheila Dassatt

As I write this article, this is election day in our country. We have a lot at stake as a fishing industry and the outcome will be known as soon as you receive this publication. Our coastal communities have people that have been hired to look to the future and "save us" so to speak. How many people will listen to these folks and believe what they are saying about our fishing communities?

I have really struggled with this month's article because there is so much going on that we are not totally aware of. For one, we have always sustained our heritage and families with our fishing. Yes, we are all small businesses, each and every one of us and it has always been that way. We are proud of our accomplishments, as stewards of the ocean, being able to support ourselves and help each other when in need. We are even proud of our boats and show that as we get them ready for a new season each year. Some of us have an opportunity to "show them off" at the boat races that happen in the summer. This is all part of our heritage and darn proud of it.

So now we have the experts saying that our "blue economy" is predicted to fail in another ten to twenty years. How encouraging is that?!

According to Charlie Colgan, a former state economist and director of research for the Center of the Blue Economy at Middlebury Institute of International Studies, "It

isn't going to happen tomorrow, but it is going to happen." per Working Waterfront Publication.

What is being looked at for the future involves Fishing, *tourism and recreation*. We are looking at aquaculture and creating technology from the ocean such as pharmaceuticals and energy (wind power, electric fishing boats and ferries). This is what we are looking at according to the predictions of our future on the Maine Coast. Now the question is, will we fail or do "they want us to fail?"

I happen to believe that we are stronger than all of this as long as we don't give in to all of these predictions and refuse to give up the battle. Just look at the Maine economy and how the lobster and fishing industry has such a strong economic impact on our state? This doesn't just go away overnight. There is a lot of call for our lobsters and Maine is one of the last ones up the line of the Atlantic Coast that can say that we have the sweetest lobsters of all of the different types of breeds that are out there.

Halloween just passed, but I heard some pretty sad statements from our local folks about it. At one time, all of the kids were able to travel the neighborhoods and have a great time trick or treating. Now, most of the neighborhoods are "dark" and the locals either have a party in one place or travel the one or two neighborhoods that still have local folks living in them. If people were

living in them year round, they would be here to help the local economy, which takes in the grocery stores, the restaurants and the stores that we so depend on, like the hardware stores and parts stores. We would also know if a water pipe is leaking and wasting gallons of water. This is what is happening...

I have also researched that folks are being taxed out of their property. Now, if the towns confiscate the property, it can't go up for bid any more, which would enable the families to possibly pool together and purchase it back from the town. Now, the legislature has a new law that says that these properties need to be sold by a real estate company. Did you know that? Someone in our legislative branch had to have created a bill to enable this to pass in Augusta. Please correct me if I'm wrong. I plan to find out.

With this being said, the local folks don't stand a chance and the property can be advertised outside of Maine and it can become a mecca for the out of staters to come in and purchase the properties. After Covid, there are so many that have moved in because with today's technology, they can work right from their picturesque porch. There is hardly any waterfront property for the locals to have their dock frontage for storing their traps and landing their boats. How much longer can we allow this to happen? Is there possibly a zoning issue or something in place to help us out with our working waterfront?

So what we are looking at is tourism and recreation is going to save our year round communities. Do you think so? After the leaf season, half of Main St. is closed up solid and the one thing that gives us any relief at all is the fact that they're not walking down the middle of the street any more with their ice cream. How much ice cream can you buy to help sustain a year round community? I'm

sorry, I don't mean to be sarcastic, but this is the black and the white of it. How many Main Streets look like this in the winter months along the Coast of Maine?

The property taxes are going up a huge margin each year and most of these places say aquaculture is the answer, but how does that work when they chase them all out? Where are the Norwegians now with their salmon farm in Belfast? Remember Nordic Aquafarms? Is there one in Bucksport or Jonesport? I don't think so. So there isn't much there any more to help the tax base of these towns. There is the absence of manufacturing in these communities now.

How about the folks that all want wind power but absolutely do not want it on Sears Island? But Mack Point is OK. Wait a minute, if this goes through, all of the meetings that we had years ago to protect the fishery in Penobscot Bay will be wiped out due to the dredging that they will have to do to accommodate all of this "progress." Do you realize that the decision not to dredge had a lot to do with leaving well enough alone? There is mercury out there and in time, it will be buried under sediment and become very deep under the ocean floor.

We know because we were there at the time and fought to protect all of the terrain in the Penobscot Bay area. Let's not open up a lying "can of worms."

Most folks are not even aware of the progress that we made years ago, but we have been around long enough to speak for the well-being of our waterfront and fishery.

Please, ask questions about what is going on around you. I understand that you can't believe everything that is posted in social media these days, but I am speaking the truth to you now. Please believe it and pay close attention to what is going on around you before it is way too late.

MAINE DMR NEWS

Marine Patrol and Knox County Sheriff's Office Investigating Death in Cushing

October 19, 2024

CUSHING - The Maine Marine Patrol and Knox County Sheriff's Office are investigating the death of Donald McBeth, 83, a resident of Vero Beach, Florida and a seasonal resident of Cushing, whose body was discovered yesterday on the shore

near Gaunt Neck Road in Cushing. Marine Patrol was notified of the missing man at approximately 7:00 pm yesterday after he failed to attend a family gathering. Marine Patrol joined members of the Knox County Sheriff's Office, the Maine Warden Service, and other emergency response personnel in the search. His body was located by local fire and EMS personnel at approximately 8:00 pm and he was pronounced deceased at the scene. Mr. McBeth's body has been transported to the Office of Chief Medical Examiner.

Maine Coastal Program Updates 5-year Plan, Seeks Public Input

October 22, 2024

Maine's coastline stretches for thousands of miles. Within that expanse are many intersecting and often competing activities and values. Mainers are deeply connected to the coast through livelihoods, cultural identities, family legacies, and deep appreciation for nature, wildlife, and wild spaces. But sometimes those connections to the coast can clash.

How does Maine adapt its coastal infrastructure to hazards while maintaining access, identity, and heritage? How does Maine develop its coast in a way that also protects the integrity of our coastal habitats? How does Maine preserve working waterfront while also preparing for sea level rise?

Maine Coastal Program works to answer these questions and is inviting Mainers to help.

Maine Coastal Program (MCP) was established in 1978 to help balance the demands of conservation and development

Continued on Page 24

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

From the Director -

As I write this report, we are just days away from a major election, involving so much at stake. We will already know who the winners are by the time that you read this report. All I can say about that is I hope you do get out and vote and look at all of the issues that are on the table. A lot of folks outside the coastal perimeter know nothing about what our fishing industry is up against. We need to get our concerns out there and reach out beyond our coast. All of the states need to have a good idea of what we are all facing.

In my last report, we went over the wind, whales, gauge increase and VMS. At this point, we are in the hands of "others" for such decisions. As it was said last month, when it comes to the Atlantic States Commission, states that have basically lost their fisheries have a vote on the outcome of our fate. Somehow, this doesn't seem fair, but what is fair nowadays? One thing that I can confidently say, we are all involved with these "fights" and have been since the beginning. I am so sorry to see so many For Sale signs on our fishing boats and gear. The last thing that we want to do is simply give up.

So many folks are throwing in the towel, but believe me, if we can work together we have a much bigger voice in this industry. As time goes on, our members are either passing away, retiring or simply dropping out due to frustration. Let's join together and make this work once again!

We have had a lot of concentration on the Downeast sector most recently. There is a reason for this. The further east that we go, the more we are dependent on the fishing industry. There are either fishermen, bait dealers, boat builders and ship and boat yards. I also see a lot of firewood and marine chandlery stores. Other than that, there's a few grocery stores but very few places to sit

down and enjoy a meal out in a restaurant.

So you tell me, what will happen if our fishing industry is decimated due to all of this so called progress? This is a major concern!

I have a list of happenings that are coming up in the near future for our industry. On November 6th at 1:00 p.m., is the DMR Advisory Council meeting. This will already have happened when you read this, but it is still important to list this.

Another point of interest is the Atlantic Halibut notice. There is a delay of the 2025 Halibut licenses and tags until the New England Management Council takes final action on the 2025 halibut quota. Typically, they can be issued November 1st for the following year. In December, the NEFMC will take final action on FY 2025-2027 quotas for several ground fish stocks, including halibut. This is all due to the uncertainties in the appropriate level of quota needed to account for the Canadian catch. This has been quite variable for the past five years. So due to this, Maine has decided to wait until December to make a decision. Here we go again...

DMR will be accepting lobster license renewals for the following year on November 1st.

The Lobster trap auction begins Monday, November 4th. The site for this is GovDeals.com for the online auction website. You must register with GovDeals.com before you can bid. There will be no other types of bids taken. Onsite viewing may be done by appointment between 8:00-3:00 pm Monday - Friday 11/4/24 to 11/8/2024. Please contact Marine Patrol Sergeant Matt Wyman to schedule a viewing...207-542-0033.

Maine Coastal Program was established in 1978 to help balance the demands of conservation and development in Maine's Coastal Zone. They are currently writing its next five year strategy for the 2026-2030

Strategic Outlook. From October 22, 2024 until Friday, January 3, 2025 MCP will keep open a public opinion survey as one way to obtain public input. Maine's climate plan, Maine Won't Wait, will also be included. This effort is sponsored by the University of Maine's Mitchell Center for Sustainability Solutions and a summary of findings can be found here. Any plan of this nature in Maine is needed to be rooted in what is good for Mainers.

As you know, the Addendum XXXI has been changed to Addendum XXVII to postpone the lobster gauge from January 1, 2025 to July 1, 2025. Hopefully, this will

give us the extra time that we need for the science behind this. We definitely need more scientific research submitted before this is implemented. For those of us involved, this all represents at least a 10% reduction in our income. This is definitely something to consider.

Here is most of our updated news for our industry. I hope that I have covered any questions that you may have. Contact me at any time for questions. Please consider joining the rest of us in these challenges that we are facing. We need our next generation more than ever!

Take care, Sheila



An early photograph of Watson's General Store in Cundy's Harbor.



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ATLANTIC STATES MARINE FISHERIES - ANNUAL MEETING

Continued from Page 1

consideration of complementary measures by Canada, as well as offset potential impacts to the lobster industry that imports smaller lobster in the early part of the year.

Based on Addendum XXXI, the following measures will be implemented starting July 1, 2025: Measures under Section 3.1 of Addendum XXVII to create a common size limit and v-notch definition for state-only and federal permit holders fishing in OCC; Increases in the LCMA 1 minimum gauge and vent sizes, and decrease to the maximum gauge size for LCMA 3 and OCC under Section 3.2 of Addendum XXVII.

Addendum XXXI does not postpone regulations prohibiting the issuance of 10% additional trap tags in Areas 1 and 3 above the trap limit or allocation; this provision will become effective January 1, 2025. Addendum XXXI will be available on the Commission website, www.asmf.org, on the American lobster webpage by next week. For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at cstarks@asmf.org or 703.842.0740.

Meeting Summary

In addition to approving Addendum XXXI, the Board received a stock assessment progress update, a data update of American lobster stock indices, a report on the Fishery Management Plan (FMP) Review for the 2023 Fishing Year, and discussed Addendum XXIX vessel tracking requirements.

The ongoing benchmark stock assessment is expected to be completed and presented to the Board in October 2025. Two workshops have been held to review available data and discuss modeling methods. An assessment workshop will be held in February to finalize the assessment models.

The Board reviewed the annual Data Update for American lobster stock indices, as recommended by the 2020 stock assessment. The Data Update provides the Board with the most recent indices of exploitable lobster stock abundance conditions so it can monitor changes in stock abundance between assessments. Young-of-year (YOY) settlement indicators, trawl survey indicators, and ventless trap survey abundance indices were updated with 2023 data, and compared to the stock assessment time series. Since the last year of assessment data (2018), Gulf of Maine indicators for recruits and adults continue to show declines from time series highs observed during the stock assessment, but YOY indicators show some improvement. Georges Bank indicators show slight improvement since the stock assessment, while Southern New England indicators show continued

unfavorable conditions, with most updated indicators at or near time series lows.

The Board approved the FMP Review and state compliance reports for American lobster and Jonah crab for the 2023 fishing year, as well as de minimis status for Delaware, Maryland, and Virginia. Additionally, it discussed the requirement of Addendum XXIX for federally-permitted vessels to use tracking devices for the collection of spatial fishing effort data at all times. The Board acknowledges privacy concerns from fishermen about tracking data being collected during personal non-fishing trips, and is also considering law enforcement concerns about the difficulty of enforcing the regulations if the devices could be turned on and off manually. The Board will continue to explore possible modifications to the approved tracking devices and rules that could address these concerns while minimizing data losses and enforcement challenges.

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

Motions

Move to adopt Option B and approve Addendum XXXI, as modified today, to be effective immediately.

Motion made by Mr. McKiernan and seconded by Mr. Grout. Motion passes with one objection. Roll Call: In favor – ME, NH, MA, RI, CT, NY, NJ, DE, MD, VA; Opposed – NOAA.

Move to approve the Lobster and Jonah Crab FMP Reviews for the 2023 fishing year, state compliance reports, and de minimis status for DE, MD, and VA.

Motion made by Mr. Luisi and seconded by Mr. Train. Motion passes without opposition.

ATLANTIC COASTAL FISH HABITAT PARTNERSHIP STEERING COMMITTEE

Meeting Summary

The ACFHP Steering Committee approved several key items, including the New England Fishery Management Council membership application and the FY26 Project Funding Application. The Committee also discussed an operations budget increase from \$85,000 to \$125,000, with an additional \$40,000 in coordination funding under consideration. Updates on Science & Data initiatives included plans to inform guidance for seed-based submerged aquatic vegetation (i.e., eelgrass) restoration techniques and develop related workshops. Two new work groups were created to engage with the Federal Energy Regulatory Commission relicensing process for hydropower projects

and updates to State Wildlife Action Plans. Additionally, the Committee began developing the next 2025-2026 ACFHP action plan to guide upcoming priorities. Guest speakers Jason Olive (USFWS), Alex McOwen (NOAA), and Daniel Wierich (USGS) contributed updates on National Fish Habitat Partnership (NFHP) activities and insights on national habitat initiatives and opportunities for collaboration.

Project updates included progress on FY24 restoration efforts, such as the Maryland Coastal Bays Salt Marsh Restoration project, which recently expanded its scope from 39 to 114 acres of wetland restoration across two private properties, and the design and permitting for the Upper E.R. Collins Dam Removal, opening 3 miles of the Pequest River in New Jersey. For FY25, ACFHP retained top-tier funding status, securing approximately \$300,000 for three projects: Cedar Grove Dam and No Name Dam removals on the Pequest River, which will restore 57 miles of river habitat as part of a larger dam removal initiative that includes the Upper and Lower E.R. Dams; and the Matanzas River Oyster Reef Restoration in Florida, which will create 500 feet of living shoreline using innovative oyster arches. The meeting also highlighted the new NFHP Project Accomplishment Map, now live on the NFHP website (fishhabitat.org), which showcases project successes and active initiatives across the 20 regional fish habitat partnerships (FHPs).

For more information, please contact Simen Kaalstad, ACFHP Director, at skaalstad@asmf.org.

ATLANTIC COASTAL COOPERATIVE STATISTICS PROGRAM COORDINATING COUNCIL

Meeting Summary

The ACCSP Coordinating Council met to consider the FY2025 Partner and administrative proposals. The Council approved the ACCSP administrative grant and all three (3) maintenance proposals for FY2025 ranked and recommended by the Advisory and Operations Committees. The Council also voted to fully support the top four ranked new proposals, with the additional support for the Maine halibut sampling if funding allows. The Council noted appreciation to the Operations and Advisors on the work done to rank proposals and provide thoughtful recommendations to utilize available funding.

The Council was presented an update of

ACCSP program activities, including software development timelines, status of 2024 action plan items, planning for 2025 ASMFC Action Plan, and the need for more Advisors to be appointed by Council members.

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

Motions

Move to approve the ACCSP Administrative Proposal. Motion made by Ms. Salmon and seconded by Mr. Gary. Motion passes by unanimous approval.

Move to approve the three (3) Maintenance Proposals as recommended by the Operations and Advisory Committees. Motion made by Ms. Kennedy and seconded by Mr. Dyar. Motion passes by unanimous approval.

Move to approve the top four (4) ranking New Proposals, through the Maine Black Sea Bass project. Motion made by Mr. Carmichael and seconded by Mr. Owens. Motion passes by unanimous consent.

Move that the Maine halibut proposal remain above the line to be funded if additional funding become available. Motion made by Mr. Keliher and seconded by Ms. Burgess. Motion approved by consent.

Move to approve Rene Zobel as Vice-chair of the ACCSP Coordinating Council Motion made by Mr. Beal and seconded by Mr. McKiernan. Motion passes by consent.

HORSESHOE CRAB MANAGEMENT BOARD

Horseshoe Crab Board Sets 2025 Specifications for Horseshoe Crabs of Delaware Bay- Origin and Initiates Draft Addendum IX to Consider Multi-Year Specifications

The Commission's Horseshoe Crab Management Board approved harvest specifications for horseshoe crabs of Delaware Bay-origin. Taking into consideration the output of the Adaptive Resource Management (ARM) Framework, the Board set a harvest limit of 500,000 male horseshoe crabs and zero female Delaware Bay-origin horseshoe crabs for the 2025 season.

The Board elected to maintain zero female horseshoe crab harvest for the 2025 season as a conservative measure, considering continued public concern about the status of the red knot population in the Delaware Bay. To make up for the lost harvest of larger female crabs, the Board agreed to increase Maryland and Virginia's male harvest quotas with an offset ratio of 2:1 males to females.

The Board also initiated Draft Adden-

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dum IX, which will consider adding an additional specifications tool that would allow for male-only harvest for multiple years. The Draft Addendum responds to recommendations from the Horseshoe Crab Management Objectives Workshop held in July 2024. The Workshop convened a small group of stakeholders to explore management objectives for the Delaware Bay-origin horseshoe crab fishery. The workshop participants recommended the Board establish an interim solution to maintain male-only harvest while changes to the ARM Framework are explored to better align the model with stakeholder values.

The Board will consider Draft Addendum IX for public comment in February 2025. For more information, please contact Caitlin Starks, Senior Fishery Management Coordinator, at cstarks@asmfc.org or 703.842.0740.

Meeting Summary

In addition to setting Delaware Bay harvest specifications and initiating Draft Addendum IX, the Board also considered a report on the outcomes of the July Management Objectives Workshop, and the FMP Review for the 2023 fishing year.

In July, a workshop was held with stakeholders interested in Delaware Bay region horseshoe crab management. Workshop participants represented harvesters and dealers, biomedical industry, environmental NGOs, shorebird and horseshoe crab scientists, and resource managers. The workshop aimed to identify stakeholders' values and concerns regarding the ARM Framework, as well as common ground for management. The Board considered several potential next steps based on the consensus recommendations developed at the workshop. In addition to considering the ability set multi-year specifications for male-only harvest through Draft Addendum IX, the Board supported recommendations to begin a dialogue with key stakeholders to better understand essential concerns for management, explore changes to the reward and utility functions of the ARM model with stakeholder input, evaluate the Advisory Panel membership to ensure adequate representation of various stakeholder groups, and improve science communication about the ARM and channels for public participation.

The Board approved the FMP Review and state compliance reports for horseshoe crab for the 2023 fishing year, as well as de minimis status for South Carolina, Georgia, and Florida. The Plan Review Team recommended the Board evaluate the season start date for commercial bait harvest in the Delaware Bay region; a common season start date for Delaware, Maryland, and Virginia to protect crabs during the spawning season will be considered in Draft Addendum IX.

Lastly, Eric Reid from Rhode Island was elected Vice-Chair to the Horseshoe Crab Board. For more information, please contact Caitlin Starks, Senior Fishery Management Coordinator, at cstarks@asmfc.org.

Motions

Move to initiate an addendum to consider the ability to set multi-year specifications for male-only horseshoe crab harvest of Delaware Bay-origin Horseshoe Crab based on the ARM Framework or an alternative male-only harvest specification setting method.

Motion made by Mr. Clark and seconded by Mr. McKiernan. Motion approved by consent with 3 abstentions (South Carolina, Georgia, and Florida).

Move to accept the 2025 Adaptive Resource Management harvest specifications with 500,000 males and no female harvest of Delaware Bay-origin crabs. In addition, the 2:1 offset will be added to MD's and VA's allocations due to no female harvest.

Motion made by Mr. Cimino and seconded by Mr. Clark. Motion approved by consent

with 3 abstentions (South Carolina, Georgia, and Florida)

Move that the draft addendum initiated today also consider establishing a season start date of June 8 for the Delaware Bay region.

Motion made by Mr. Clark and seconded by Mr. Kane. Motion passes with abstentions from South Carolina, Georgia, and Florida.

Move to approve the Horseshoe Crab FMP Review for the 2023 fishing year, state compliance reports, and de minimis status for South Carolina, Georgia, and Florida.

Motion made by Mr. Luisi and seconded by Mr. Geer. Motion passes by unanimous consent.

Move to nominate Eric Reid as Vice-Chair of the Horseshoe Crab Board.

Motion made by Mr. McKiernan and seconded by Mr. Luisi. Motion passes.

SCIAENIDS MANAGEMENT BOARD

Red Drum Benchmark Stock Assessment Finds Mixed Results for the Northern and Southern Stocks

The 2024 Red Drum Benchmark Stock Assessment and Peer Review Report indicates the northern stock of red drum (New Jersey through North Carolina) is not overfished and not experiencing overfishing, while the southern stock (South Carolina through the east coast of Florida) is overfished and experiencing overfishing.

The two stocks were assessed separately, using different methods. The southern stock was assessed using the Stock Synthesis (SS) assessment model. Stock status is based on the latest three-year (2019-2021 September-August fishing years) averages of population measures. The three-year average spawning potential ratio (SPR) is less than the 30% SPR threshold, indicating the stock is experiencing overfishing. Spawning potential ratio is a measure of spawning biomass expected under current fishing mortality levels compared to spawning stock biomass expected if no fishing mortality were occurring. The three-year average female spawning stock biomass (SSB) was 8,737 metric tons (19.27 million pounds), less than the SSB threshold of 9,917 metric tons (21.87 million pounds), indicating the stock is overfished.

A robust, technically-sound SS model could not be developed for the northern stock, so the stock was assessed using a traffic light analysis (TLA). The TLA assigns a color (red, yellow or green) to categorize relative levels of metrics that reflect the condition of red drum adult abundance and fishery performance (i.e., fishing mortality). Although these metrics were not red in the last three years of the assessment, indicating the stock was not overfished nor experiencing overfishing, consistent yellow fishery performance metrics indicated increasing fishing mortality in recent years. Continued monitoring of the northern stock and the increasing trend in fishing mortality is recommended in future years through updates to the TLA.

Red drum fisheries are predominately recreational. Removals (harvest + dead discards) increased to relatively high levels at the end of the assessment time series for both stocks. In the northern stock, removals have increased to time series highs. In the southern stock, they have increased to levels similar to time series highs observed in the early 1980s.

Commercial landings currently only occur in the northern stock, but are a small proportion of total removals and have fluctuated without trend.

The Commission's Sciaenids Management Board accepted the benchmark stock assessment and peer review reports for management use and tasked the Red Drum Technical Committee with additional analyses to evaluate possible paths forward for red drum management.

A more detailed description of the stock assessment results, as well as the Benchmark

Stock Assessment and Peer Review Reports, will be available on the Commission website at <https://asmfc.org/species/red-drum> under Stock Assessment Reports.

or more information on the stock assessment, please contact Jeff Kipp, Senior Stock Assessment Scientist, at jkipp@asmfc.org; and for more information on red drum management, please contact Tracey Bauer, Fishery Management Plan Coordinator, at tbauer@asmfc.org.

Meeting Summary

In addition to considering the 2024 Red Drum Benchmark Stock Assessment and Peer Review Reports, the Sciaenids Management Board (Board) met to consider several items: discussion of the Risk and Uncertainty Tool inputs for red drum; update of the black

drum indicators; and Fishery Management Plan Reviews and state compliance reports for black drum and spotted seatrout.

The Board received a progress update on the Commission's Risk and Uncertainty Tool (Tool) for red drum, as previously introduced to the Board at its October 3, 2024 meeting. Briefly, the Tool uses information on stock status, model uncertainty, management uncertainty, ecosystem considerations, and socioeconomic factors to recommend the probability of success that management actions should strive to achieve. The Board reviewed preliminary input values to the Tool as recommended by the Red Drum Technical Committee and Committee of Economics

Continued on Page 19



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Boat And Ship Yard News



A close up view of the cockpit of the Bunker & Ellis power boat being restored at Ellis Boat Company in Manset.



This is a bow view of the repairs made on the fore deck of the Bunker & Ellis power boat being restored at the Ellis Boat Company in Manset.

Ellis Boat Co. Manset, Maine

The Bunker & Ellis, built for sport-fishing in 1968 or 1969, they have been rebuilding since last year has received her new engines. She was originally powered with twin gasoline Volvos and these have been replaced with twin 250-hp Yanmars. Shane Ellis, who oversees all operations, said, "They fit barely. We did all of the drawings, but we were maybe an inch and a half off. So, headroom is going to be a little tight, but it will be fine."

The hull has all been sistered, refastened and bunged. They have just a little more to do and that is finished. One of the carpenters said the cotton needs to be redone so they are probably going to recaulk her. They have been getting some help from Richard Helmke of Bass Harbor Boat in Bernard. He comes over and gives them advice on what needs to be done. Shane added, "He has been a great resource. I think he chuckles that we are actually tackling this. So far, we have been all right."

There were a couple of places in the deck where water had snuck in. They removed the forward deck from the stem head back to the forward part of the trunk cabin. They have the deck beams replaced and are now getting ready to put down the deck. They also redid the aft deck. They removed the fish tanks and made the aft deck slightly smaller.

As for the interior it is still original and Shane said, "We haven't even thought about

what we are going to do yet."

They hope to splash her next year as there are just so many other projects that need to be done first. The owner's son is getting his captain's license and may do six-pack day charters.

Two Ellis 36s will be coming in for some restoration work this winter. One of these will be going into Ellis' charter fleet. This boat was recently for sale, but Shane knew that she had been sold to a customer from Northeast Harbor, who said that he would charter her. So, before she goes into the charter fleet, she will be made to look brand new. They will make sure that all the systems are working properly and she will get a new suite of updated electronics.

The other Ellis 36 was in the charter fleet about 10 years ago. She will be getting a number of systems replaced as well as a full array of electronics.

Both of these boats were built in the late 1990s and one of the best charter boats is one that was built in 1999, DOWNEASTER.

Another project in the shop is converting an Ellis 24 to a 26. Most of the 24s were built with inboard gasoline engines, but this one had a Volvo diesel stern drive. They are aging out and need to have their engines upgraded, which is done by adding a two-foot extension and powered with a 250-hp Suzuki outboard.

The charter business was good this year, but it really fell off in September even though the weather was very nice. Shane said that last September was good even though a hur-



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Boat And Ship Yard News



John's Bay Boat Co. in South Bristol has many of their boats return for their annual maintenance or a major upgrade.



This is a 56-foot sailboat under construction at Brooklin Boat Yard in Brooklin. She has a cold-moulded hull, which was built upside down. Now that she is upright, they are now working on her interior.

ricane came through. He wondered if people thought another hurricane might strike again and did not opt to charter.

They have 12 boats in the charter fleet and each one of them will be coming in for their annual maintenance and maybe additional repairs if needed. Most owners opt to make upgrades every year. One year they may paint the boat. Another year maybe new cushions or upgrade the electronics. When they are in the charter business they must always run well and look new. For the owner who charters, this is one way to defray the costs of owning a boat.

With all this work Shane said they would not be building a new boat this winter, even though he wanted to. He is thinking he might want to start a new boat next year during the summer.

Farrin's Boat Shop Walpole, Maine

The State of Maine has just received their newest patrol boat, a Calvin Beal 42, which will be homeported in Jonesport. This is a duplicate of the one they finished off a couple of years ago, which went to Boothbay Harbor. The one in Boothbay Harbor is being transferred to the west'ard and she will be replaced by the Wesmac 57, which is currently under construction at Wesmac in Surry.

This boat is powered with an 800-hp MAN, which as a ZF gear, 2½-inch shaft and a 33 x 38 Michigan DQX propeller with a #3 cup. She carries 400 gallons of fuel.

Down below she has a queen-sized berth, which will be used for rescued persons that might need a berth. There is a small head with a hanging locker for stowing wet gear and a galley with microwave, small refrigerator and sink. Up in the shelter there is a

settee and a bench helm seat with storage under it, mostly for electronic components. There is an outside steering station with a sliding window, which allows the outside person to communicate with the inside person. She also sports a 17-inch pot hauler supplied by Billings & Cole Hydraulics; the exhaust system was from Soundown; steering was from Marine Hydraulics and Billings & Cole; and she has a diesel fired heater. There are two heated films on the windshield to keep the frost and ice off; the electronics were furnished by Sawyer & Whitten; she has ½-inch rubber decking and the stainless work was done by Blue Water Fabrication.

Presently in the shop is MISS QUAHOG, a 45 Young Brothers. She is in for general maintenance, but mostly to apply ½-inch rubber decking. The owner has a captain's license and he's going to take out offshore tuna charters, so they will also be

installing a head and several creature comforts that they might need for chartering.

She should be finished and out by the middle of November and she will be replaced with a Northern Bay 36, which has been laid up and stretched by Chislet Marine in Dover, New Hampshire. She will be finished off as a family cruiser/sportfishermen.

In the front bay they have a Young Brothers 40, which is being finished out as a sportfisherman/utility boat for a customer in the Caribbean. One thing that is different is that she will have tankage for about 200 gallons of water, which is a scarce commodity in the islands. As for fuel, she will carry between 300 and 400 gallons. Down below she will have two V-berths, head and shower, small galley (hot plate and refrigerator). Then there will be bench seating up in the pilothouse. She is going to have drop

Continued on Page 18

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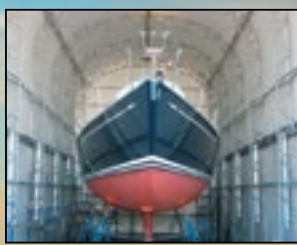
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Boat And Ship Yard News



This is a traditional runabout designed by Jesse Lowell under construction at Bamforth Marine in Brunswick.



This is the 50-foot aluminum power catamaran under construction at Lyman-Morse Fabrication in Thomaston.

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curtains on the sides and probably the rear curtain will roll-up. They will also need to add a 5-foot 6-inch fish box, fully insulated.

The owner wanted to have wooden rails. Bruce Farrin said, "For the first time since '86 I think I had to build a steam box to make the spray rails, quarter guards and toe rails. Brian remembers doing this as a younger man, but the two other guys were quite intrigued with it. We are now looking for bronze fixtures. We found some but they are quite expensive as she will be trimmed out in all bronze.

They also have two repair jobs, one of which is on a Duffy 35 lobster boat with port-side haul. Farrin had built this boat for a young fisherman from Kennebunkport and the new owner wants to give her a face-lift.

Johanson Boatworks West Rockport, Maine

One of the preeminent boat yards on the Coast of Maine is Johanson Boatworks, which began almost 40 years ago. Mary and

Peter did an incredible job making sure they had good employees that were well taken care of and did the same for their customers over all those years. Several years ago, they decided to slow up their involvement with the hope of finding a new owner that would continue the business at the same high level they had. They are extremely happy to have found Nathaniel Seekins of Searsport and Scott Lawliss of Mount Desert Island, who have the experience and drive to continue operating the yard at the same standards they did. On 1 November Peter and Mary were looking to head south to their home in the Bahamas. Peter said that he will be back in the spring to help some with the spring launches, but other than that he does not expect to return very much.

As usual the yard has a full schedule of winter's work. A Hinckley Sou'wester 42 is coming in for some deck repairs. The core is wet in places and the new owner wants this replaced and the deck and topsides Awl-gripped. He also wants some other minor work done this winter before she goes over in the spring.

A Bristol 45, an O'Day 40 and a Cal 39 will all be getting repowered this winter.

An Ensign, which is a family boat, will be coming in and be totally restored.

The paint bay is booked. Besides the Hinckley Sou'Wester 42, they have a Sabre 38, a Hinckley 50 and several other boats looking to be painted.

There is no question that the new owners and crew will be busy this winter.

Lyman Morse Fabrication Rockland, Maine

The big job currently on the floor is a 50-foot all electric aluminum catamaran, built to U. S. Coast Guard Subchapter T specs. She is essentially a research vessel, which will be operating in the Chesapeake Bay area. The owner is Upstream Alliance and they take children out on the water and do a variety of environmental studies.

This boat was started in February and had some hold-ups with the Coast Guard as she is the first of her type using lithium-ion batteries in a Sub-Chapter T vessel. The vessel was designed by Dave Gerr and will be named FIRE FLY. She is about 60 percent complete. Both hulls are done and they were getting ready to start on the deck. Once this is complete, she will be heading done to Lyman-Morse's yard in Thomaston to have her motors and batteries installed as well as everything else that is not metal fabrication. There is already another customer looking to have a sister built, but she is going to be diesel-electric and they will be bidding on that project.

Next to the 50-footer is a 32-foot aluminum V-hull pilothouse fireboat for Clinton, Connecticut, which can pump about 1,000-gallons of water a minute from a remote monitor on the pilothouse roof. There are also several other locations that they can hook up fire-fighting hoses to on the deck.

This boat will be powered with twin 350-hp outboards and controlled with joysticks in three different locations. She will also have a state-of-the-art electronics package.

Lyman-Morse Fabrication has done other fire fighting boats, but not to this level. This is the first with an engine driven 1,000-gallon a minute pump. The fireboats in the past have had mobile pumps on deck.

Just sent down to the yard in Thomaston was an aluminum 26-foot research boat for the University of Rhode Island. She has a cuddy cabin, pilothouse with a forward raking windshield. Power comes from twin 250-hp outboards. She is going to have a lot of different sonar equipment on board for doing seabed studies.

Also under construction in the shop is a 20-foot fire boat for the Town of Falmouth, Massachusetts. She is a centre console with a small pump on deck and a single outboard on the stern.

They have two boats that are in the design phase at Response Marine in Massachusetts. Once the designs are complete they will begin cutting the aluminum. One of the boats is for the City of Portland and will be the new Harbor Master's boat. She is going to be about 26 feet with a pilothouse. The other is a 33-foot landing craft for the Smithsonian in Panama. She will be used as an ambulance vessel, so this one will be fitted out with places to put gurneys in the house and on deck. She will have a ramp access and this is a very similar design to what they have built in the past for other customers with some minor changes.

This yard is gaining a great reputation for the aluminum boats they build. Beyond the ones they have already on order they have several projects they are bidding on and this could keep them busy for a number of months.

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Two lobster boats tied up at Atlantic Edge on the east side of Boothbay Harbor.

ATLANTIC STATES MARINE FISHERIES - ANNUAL MEETING

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and Social Sciences, as well as a summary of preliminary weightings for all inputs from a survey completed by Board members. The Board will continue to discuss the Tool's inputs and how they are weighted, in addition to inputs based on preliminary projections, for red drum at future meetings.

The Board received a presentation from the Chair of the Black Drum Technical Committee (TC) on the results of an update to the black drum indicators of abundance and stock and fishery characteristics developed during the 2023 benchmark stock assessment, as well as recommendations from the TC based on a prior request from the Board to reevaluate the frequency of future updates. This update incorporated one additional year of data (2023). The TC agreed that, generally, there were no concerning trends in the indicators, which continued to fall within their respective historical ranges. The TC recommended scheduling the next data update to the indicators in 2026, and moving the next black drum stock assessment from 2027 to 2028. The Board agreed with the TC's recommendations. For more information, please refer to the TC memo summarizing the results of the data update.

The Board reviewed and approved the 2023 Fishing Year FMP Reviews and state compliance reports for black drum and spotted seatrout. For spotted seatrout, de minimis status was approved for New Jersey and Delaware.

For more information, please contact Tracey Bauer, Fishery Management Plan Coordinator, at Tbauer@asmfc.org.

Motions

Move to accept the 2024 Red Drum Benchmark Stock Assessment and Peer Review Report for management use.

Motion made by Mr. Dyar and seconded by Mr. Geer. Motion approved by unanimous consent.

Motion to request the Stock Assessment Subcommittee/Technical Committee to produce the static spawning potential ratio for a range of slot size limits (between 14" and 27") associated with bag limits ranging from 0 to 5 fish per person for: (a) the southern region and/or (b) SC, GA, FL individually.

Motion made by Mr. Dyar and seconded by Mr. Woodward. Motion approved by unanimous consent.

Move to approve the Black Drum FMP Review and state compliance reports for the 2023 fishing year.

Motion made by Mr. Woodward and seconded by Mr. Rhodes. Motion carries by unanimous consent.

Move to approve the Spotted Seatrout FMP Review for the 2023 fishing year, state compliance reports, and de minimis status for New Jersey and Delaware.

Motion made by Mr. Woodward and seconded by Mr. Cimino. Motion carries by unanimous consent.

LAW ENFORCEMENT COMMITTEE Meeting Summary

The Law Enforcement Committee (LEC) conducted a hybrid meeting during the

82nd Annual meeting of the Atlantic States Marine Fisheries Commission (ASMFC) in Annapolis, Maryland. The Committee welcomed LTC. Doug Daniels as the new representative from the Pennsylvania Fish and Boat Commission.

Species Issues

Atlantic Striped Bass – Staff updated the LEC on the status of the Recreational Release Mortality Working Group findings and recommendations from a series of meetings held over this past summer. Members of the LEC participated in the work group discussions and provided comments on the enforceability of "targeting" and gear provisions. Staff also provided an update on the stock status and the potential for management changes in 2025.

Atlantic Cobia – Staff provided an update on the proposed regional recreational management measures considered under Addendum II of the Atlantic Cobia FMP.

Spiny Dogfish – Staff presented the sturgeon bycatch reduction measures of Draft Addendum VII to the Spiny Dogfish FMP. The proposed management options under Section 3 were discussed by the LEC. The LEC recognized that not all jurisdictions have like permitting of this fishery and appreciate the Boards efforts to consider enforcement of this proposal. In consideration of the proposed options, the consensus of the LEC is to support Option 2.

The LEC will continue to monitor the development of this addendum and offer guidance where appropriate.

Winter Flounder – Staff updated the LEC on the Board approval of the conservation equivalency proposal of a Consecutive Daily Trip Limit Pilot Program for the Commonwealth of Massachusetts. As presented, this proposal will allow for fishermen fishing Massachusetts state waters, north of Cape Cod, to take and possess a consecutive two-day trip limit of winter flounder, with certain program requirements. At the time of Board's consideration of this proposal, the LEC offered shared experiences with similar programs utilized in other fisheries and supported this pilot program based on the commitment of close monitoring and enforcement by the state. MA DMF has committed to providing a review of the pilot program in its annual compliance report. To enhance enforceability, the LEC wishes to reinforce the use of VMS in this type of program.

Other Business

"Guidelines" – The LEC was updated on the ISFMP Policy Board approval of the Guidelines for Resource Managers on the Enforceability of Fishery Management Mea-

asures (May 2024). The sixth edition of this document was approved at the May 2024 ISFMP Policy Board meeting. Members were encouraged to share this document with their respective commissioners as well as fishery managers in their home state.

Global Conservation Law Enforcement Network (GCLN) – Members of the National Associations of Conservation Law Enforcement Chiefs (NACLEC) presented on the GCLN. This is a new communication and information network that provides a platform for global collaboration of conservation law enforcement agencies. Users will have the ability to network and message with spe-

cific subject matter experts from participating countries.

Case Study – Members from the United States Department of Justice and NOAA Office for Law Enforcement presented on a case from "Operation One-Way Chandelier." This investigation and prosecution were part of a multi-year investigation into fisheries fraud in New York. The investigation led to an indictment of one fisher, a wholesale fish dealer, and two of its managers for conspiracy to commit mail and wire fraud and obstruction in connection with a scheme to illegally

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ATLANTIC STATES MARINE FISHERIES - ANNUAL MEETING

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overharvest at least 200,000 #’s of summer flounder and 20,000#’s of black sea bass. An estimated combined wholesale value of \$885,000. On July 11, 2024, the fisher, the last of the indicted individuals was sentenced to serve 30 months incarceration.

On Demand Fishing – The LEC discussed the topic of “on demand fishing” with the Chair of both the American Lobster Management Board and the New England Fishery Management Council NEFMC LEC. The purpose of the discussion was to highlight this topic and to ask the LEC to consider collaborating with the Council’s law enforcement advisors in future development of regulations related to on-demand trap gear.

LEC Role and Expectation – With membership turnover within the LEC over the past few years, the new Chair, Scott Pearce, asked for training on the Role and Expectations of the LEC membership. The LEC members were provided information on the ISFMP Charter, 2025 Action Plan and ASMFC resources. The travel guidelines of the Commission were also reviewed.

Website – The LEC was also briefed on the status of the ASMFC website upgrade and has provided relevant information and graphics to support the upgrade.

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, Law Enforcement Committee Coordinator, at kurt.blanchard@verizon.net.

COASTAL PELAGICS MANAGEMENT BOARD

Meeting Summary

The Coastal Pelagics Management Board met to receive an update on the Cobia Stock Assessment SEDAR 95; consider 2025-2026 cobia recreational management measures for the Northern Region; review a Cobia Technical Committee Report on the confidence interval approach for cobia recreational harvest evaluations; and receive an update on South Atlantic Fishery Management Council port meetings for king and Spanish mackerel.

A benchmark stock assessment for Atlantic migratory group cobia, SEDAR 95, is being conducted through the SouthEast Data, Assessment and Review (SEDAR) process. Assessment work began in March 2024 with an initial expected completion date of November 2025. However, the timeline has been delayed (likely by at least one year) due to staff availability for a lead assessment analyst at the NOAA Southeast Fisheries Science Center. The Board discussed the challenges of this delay, particularly regarding the next set of harvest specifications starting in 2027 with the current specifications expiring at the end of 2026. Additionally, this is a benchmark stock assessment requiring more time for analysis and peer review to consider development of a new index of abundance and new modeling approaches, if needed. If this new stock assessment is not available to inform 2027 specifications, the Board would only have information from the previous stock assessment, which had a terminal year of 2017. The Board did acknowledge that the delayed timeline would align with the antic-

ipated availability of revised MRIP data, so the new MRIP data could be incorporated into the stock assessment. The Board discussed whether assessment work could continue in some capacity before a lead assessment analyst from NOAA Fisheries is available, but the Board ultimately decided to wait for further updates from NOAA Fisheries and revisit this issue as needed over the next several months.

Cobia Addendum II established a new regional recreational allocation framework resulting in new regional harvest targets based on the current coastwide total recreational harvest quota in place through 2026. To determine 2025-2026 measures for each region, the average 2021-2023 recreational harvest for each region was compared against its regional harvest target. The Northern Region’s (Rhode Island through Virginia) average harvest was above its target, requiring a 15.9% reduction in harvest. The Southern Region’s (North Carolina through Georgia) average harvest was below its target, so states in the Southern Region will maintain status quo measures for 2025. The Cobia Technical Committee (TC) developed a suite of recreational management options for the Northern Region estimated to meet the required 15.9% reduction. Each option is comprised of three components: regionwide size limit, regionwide vessel limit, and a season for Maryland, Potomac River Fisheries Commission, and Virginia. Data are not available to calculate any reduction associated with implementing a season for Rhode Island through Delaware. The Board approved the TC’s methodology for developing recreational options to meet the Northern Region reduction. States in the Northern Region will coordinate to select a regionwide size limit, regionwide vessel limit, and season for Maryland, PRFC, and Virginia. States will then submit implementation plans for Board consideration by January 1, 2025, and must implement the new measures by April, 1, 2025. If States in the Northern Region cannot come to a consensus on which measures to implement, a virtual Board meeting will be scheduled to select measures.

The Board reviewed a Cobia TC report on the Addendum II confidence interval provision, which allows the Board to switch from the current rolling average approach using point estimates for harvest evaluations to a confidence interval approach using the 95% confidence intervals around the point estimate instead. The TC provided initial input on what the confidence interval approach might look like as applied to current data, and explored different confidence interval levels besides 95% (Note: the confidence interval level can only be changed via addendum). Overall, the TC noted that more time to consider this approach would be beneficial, including discussion by the Board of how the rolling average and confidence interval approaches would align with their management goals. The Board agreed that Board input is needed to inform further TC discussion, but the best way to gather that input is not clear at this point. Additionally, the confidence interval approach is one of several issues to consider simultaneously along with the stock assessment timeline and the challenge of setting future specifications and recreational management measures. One specific challenge the Board will have to address is how to consider 2027 regional recreational measures since there will only be one year of data available (2025 data) under the new measures being implemented in 2025. The Board will revisit these issues over the next several months as more updates on the stock assessment timeline are received and as the next specifications process approaches.

The South Atlantic Fishery Management Council is conducting a series of port meetings for king and Spanish mackerel in 2024

to gain a comprehensive understanding of those fisheries from stakeholders to inform management efforts. Port meetings have already taken place in North Carolina, New England states (virtual), New York, Georgia, South Carolina, and Florida.

Port meetings in Virginia, Maryland, and New Jersey have been scheduled for November 18-21, 2024, and staff will distribute outreach materials to Board members in those states.

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

Motions

Move to approve the Cobia Technical Committee methodology for developing recreational management options to meet the northern region reduction. States in the northern region will select a set of measures for 2025-2026 and submit implementation plans for Board consideration by January 1, 2025. States in the northern region must implement the new measures by April, 1, 2025. If states in the northern region cannot come to a consensus on which measures to implement, a virtual Board meeting will be scheduled to select measures.

Motion made by Mr. Geer and seconded by Mr. Cimino. Motion passes by consent with 3 abstentions (SC, GA, FL).

AMERICAN EEL MANAGEMENT BOARD

Meeting Summary

The American Eel Management Board met to consider information on possible future actions under the Convention on International Trade in Endangered Species (CITES) that may impact American eel fisheries, and the Fishery Management Plan (FMP) Review for the 2023 Fishing Year. The Board received a presentation on several possible actions related to American eel that are being discussed within CITES committees: listing under Appendix II or Appendix III, and a resolution on American eel. Listing under CITES Appendix II would restrict international trade of American eel with permit and certificate requirements for export. Listing under Appendix III would require exporters to provide documentation proving legal acquisition of the product. A resolution would provide non-binding guidance to the parties on how to interpret the provisions of the Convention. The Board expressed concerns that listing American eel under Appendix II or III would be detrimental to American eel fisheries, especially if live eel exports are delayed by required certification processes. The Board agreed to send a letter to the US Fish and Wildlife Service opposing an Appendix II or III listing for American eel.

The Board also considered the FMP Review for the 2023 fishing year. As recommended by the Plan Review Team, the Board tasked the Committee on Economic and Social Sciences to conduct an analysis of domestic and international market demand for American eel as food and bait. The Board approved the FMP Review and state compliance reports for the 2023 fishing year, as well as de minimis status for New Hampshire, Massachusetts, Pennsylvania, the District of Columbia, and Georgia.

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

Motions

Move to approve the American Eel FMP Review for the 2023 fishing year, state compliance reports, and de minimis status for New Hampshire, Massachusetts, Pennsylvania, DC, and Georgia.

Motion made by Ms. Patterson and seconded by Mr. Train. Motion passes by unanimous consent.

ATLANTIC MENHADEN MANAGE-

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ATLANTIC STATES MARINE FISHERIES - ANNUAL MEETING

MENT BOARD

Meeting Summary

The Atlantic Menhaden Management Board met to review an update from the Work Group on Precautionary Management in Chesapeake Bay, consider approval of the 2023 Fishery Management Plan (FMP) Review, receive a progress report on the ecological reference point (ERP) benchmark stock assessment, and elect a Vice Chair.

In August, the Board established a Work Group to gain additional information and evaluate options for further precautionary management in Chesapeake Bay. The Work Group met in September and October to discuss the Board task and establish a problem statement. In drafting a problem statement, the Work Group sought confirmation from the Board that their task is to develop potential future management measures to address the problem statement, but that it is the responsibility of the Board to evaluate the validity of the statement and decide if or when management action would be appropriate. The Work Group will continue to evaluate potential data sources and develop management solutions to provide a full report to the Board at the 2025 Spring Meeting.

The Board approved the FMP Review for the 2023 fishing year, as well as de minimis requests from Pennsylvania, South Carolina, Georgia, and Florida. The coastwide total allowable catch (TAC) for the 2023 fishing year was 233,550 mt. According to state compliance reports, total catch in 2023 including directed and episodic event set aside (EESA) landings was approximately 166,844 mt, which is approximately 71% of the TAC and a 15% decrease from 2022. For the first time since the implementation of the incidental catch/small-scale fishery (IC/SSF) provision, there were no reported IC/SSF landings.

The Board received a progress report on the ERP benchmark stock assessment. The Stock Assessment Subcommittee and

ERP Work Group will meet for a Methods Workshop in November 2024 to discuss natural mortality estimates and updates to the single-species model, as well as explore various modeling approaches to evaluate the health of the stock and inform the management of the species in an ecological context. 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. The Board also elected Joe Cimino as Vice Chair.

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

Motions

Move to approve the Fishery Management Plan Review, state compliance reports, and de minimis requests for PA, SC, GA, and FL for Atlantic menhaden for the 2023 fishing year. Motion made by Mr. Grout and seconded by Mr. Gilmore. Motion approved by consent.

EXECUTIVE COMMITTEE

Meeting Summary

The Executive Committee (Committee) met to discuss several issues, including review of the FY24 Audit, a Legislative Committee update and a future annual meeting locations update. The following action items resulted from the Committee's discussions: The FY24 Audit was reviewed by the Administrative Oversight Committee and forwarded to the Executive Committee with a recommendation for approval. The Committee approved the audit. Legislative Program Coordinator Alexander Law provided an update to the Executive Committee on the low level of productivity from Congress since his last update, future responsibilities they have for passage of appropriations bills and thanked the Commissioners for their engagement with him up on Capitol Hill. Mrs. Leach provided an update on future Annual Meeting locations. In October 2025, the Annual Meeting will be

in Delaware; in 2026, Rhode Island; in 2027, South Carolina; in 2028, Massachusetts; in 2029, Pennsylvania and in 2030, Georgia.

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

Motions

Move to accept the FY24 Audit. Motion made by Mr. McKiernan on behalf of the Administrative Oversight Committee. Motion passes by unanimous consent.

BUSINESS SESSION OF THE COMMISSION

Meeting Summary

The Business Session of the Commission met to review and consider approval of the 2025 Action Plan and re-elect the Commission Chair and Vice-Chair. The Commission approved the 2025 Action Plan, which guides the Commission's activities over the next year as they pertain to management, science, data collection, law enforcement, habitat conservation, outreach, and finance and administration. The 2025 Action Plan is available here.

The Commission unanimously affirmed the appointment of Joseph Cimino (New Jersey Department of Environmental Protection) as ASMFC Chair, and Dan McKiernan (Massachusetts Division of Marine Fisheries) as Vice-Chair for another year of service.

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

Motions

Move to accept the 2025 Action Plan as presented today.

Motion made by Mr. McKiernan on behalf of the Administrative Oversight Committee. Motion approved by consent.

Move to re-nominate Joe Cimino as Chair.

Motion by Mr. Keliher on behalf of the

Nominating Committee. Motion approved by consent.

Move to re-nominate Dan McKiernan as Vice-chair.

Motion by Mr. Keliher on behalf of the Nominating Committee. Motion approved by consent.

SHAD AND RIVER HERRING MANAGEMENT BOARD

Meeting Summary

The Shad and River Herring Management Board met to consider updates to the river herring Sustainable Fishery Management Plans (SFMPs) for New Hampshire and Maine, including a proposal from New Hampshire to reopen their river herring fishery; and to consider updates to the American shad SFMPs for Massachusetts and Connecticut.

SFMPs for American shad and river herring are required for all states and jurisdictions that have a commercial fishery under Amendment 2 (river herring) and Amendment 3 (American shad) to the Shad and River Herring FMP. Plans are updated and reviewed by the Technical Committee every five years.

The river herring SFMP update from New Hampshire included updates to instantaneous mortality rates, standard error calculations for Visual Time Counts, and an added figure of a juvenile abundance index from the state's juvenile seine survey. Along with the updated SFMP, New Hampshire submitted a proposal to reopen the river herring fishery, which was closed in 2021 due to low spawning run counts in 2019 and 2020. With new passage estimates in the Exeter River, the Great Bay indicator Stock in New Hampshire has been above the fishery-independent target escapement level of 94,598 fish for the past four years. With the

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We now have a listing of over 150,000 vessels, mostly compiled from the "List of Merchant Vessels of the United States" (MVUS) for the years 1867 to 1885. Numerous other lists have been added to this.

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

Also Shipwreck Index and Chronological listing up online!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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

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

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ATLANTIC STATES MARINE FISHERIES - ANNUAL MEETING

Continued from Page 21

exception of the Cocheco River, the proposal requested to open the state fishery for the upcoming 2025 fishing season, which is one year earlier than the recommended five-year closure, as stated in the Technical Guidance on the Implementation of Amendments 2 and 3 to the Shad and River Herring Fishery Management Plan. The proposal states that the reasons for the low spawning run counts in 2019 and 2020 were primarily driven by errors in counting, rather than true declines in river herring abundance. Specifically, New Hampshire notes that there were issues with quantifying river herring in both the Cocheco and Exeter Rivers. In the Cocheco River, equipment failure and fishway modifications led to a loss of efficiency and inaccurate electronic fish counting. In the Exeter River, the majority of river herring are utilizing restored spawning habitat between the former Great Dam and Pickpocket Dam and not accessing the habitat above Pickpocket Dam fishway, where the new electronic counting station was installed after the Great Dam removal. The Board approved the presented SFMP and proposal to reopen the fishery.

The updated Maine SFMP for river herring included the addition of five additional commercial fisheries: Sewall Pond, Wights Pond, Chemo Pond, Pennamaquan Lake, and Pushaw Lake. The plan also includes updated fishery independent surveys; a recalculated 25th percentile metric; updated Z estimates from the 2024 River Herring Benchmark Stock Assessment; and an added age range requirement, all of which are to be used as management triggers. Of the five new commercial fisheries that were requested to be opened, Sewall and Wights Pond were provisional fisheries approved from 2019-2024, Chemo Pond and Pushaw Lake were added due to significant improvements as a result of restoration efforts, and Pennamaquan Lake previously supported a fishery prior to the moratorium in 2012. The Board approved the presented SFMP.

Massachusetts and Connecticut submitted updated SFMPs for American shad. In Massachusetts, the updated plan requested continued recreational harvest in the Merrimack and Connecticut Rivers under the previously approved sustainability metrics. The plan also includes the addition of a description of stocking efforts in the Taunton River. Over five million shad larvae have been stocked each year from 2022-2024 in collaboration with the U.S. Fish and Wildlife Service. The SFMP update from Connecticut requested continued commercial and recreational harvest on the Connecticut River, in conjunction with Massachusetts, under the previously approved sustainability metrics. The Board approved both SFMPs as presented.

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

Motions

Move to approve the updated River Herring Sustainable Fishery Management Plan and proposal to reopen the fishery from New Hampshire, as presented today.

Motion made by Ms. Patterson and seconded by Mr. McKiernan. Motion approved by unanimous consent.

Move to approve the updated River Herring Sustainable Fishery Management Plan from Maine, as presented today.

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

Move to approve the updated Shad Sustainable Fishery Management Plans from Connecticut and Massachusetts, as presented today.

Motion made by Mr. McKiernan and seconded by Ms. Patterson. Motion approved

by unanimous consent.

HABITAT COMMITTEE

Meeting Summary

The Habitat Committee discussed priority topics and ongoing initiatives. The Committee reviewed content and format options for the 2024 edition of Habitat Hotline Atlantic, scheduled for release in December. The publication will feature an overview of ASMFC Habitat Committee's recent activities, including executive summaries of the Fish Habitats of Concern (FHOC) and Habitat Management Series (HMS): Acoustic Impacts documents, with a special focus on Atlantic Shell Recycling programs and state-by-state updates on recycling efforts.

The Committee also began developing the next issue of the HMS, focusing on best management practices and key elements of shell recycling initiatives along the Atlantic coast. To support this, a standardized questionnaire and survey tool for gathering information was introduced. A draft of the next HMS Shell Recycling issue is expected by May 2025 for review and approval at the ASMFC Spring Meeting. The Committee also announced new leadership roles, with Kate Wilke from The Nature Conservancy stepping into the role of Chair and Eric Schneider from Rhode Island Department of Environmental Management as Vice-Chair. Moving forward, the Committee aims to provide a thorough guidance document on Atlantic coastal shell recycling and continue expanding state-level contributions for the 2024 Habitat Hotline.

For more information, please contact Simen Kaalstad, Habitat Committee Coordinator, at skaalstad@asmfc.org.

ATLANTIC STRIPED BASS MANAGEMENT BOARD

Atlantic Striped Bass Stock Assessment Update Finds Resource Remains Overfished with a Less Than 50% Chance of Rebuilding by 2029

Board to Meet in December to Consider Changing Measures for 2025 to Increase Probability of Rebuilding the Stock

The Commission's Atlantic Striped Bass Management Board reviewed the results of the 2024 Atlantic Striped Bass Stock Assessment Update, which indicates the resource is not experiencing overfishing but remains overfished relative to the updated biological reference points. Female spawning stock biomass (SSB) in 2023 was estimated at 191 million pounds, which is below the SSB threshold of 197 million pounds and below the SSB target of 247 million pounds. Total fishing mortality in 2023 was estimated at 0.18, which is below the fishing mortality threshold of 0.21 and above the fishing mortality target of 0.17. The 2024 Assessment Update included data through 2023 and used the same model from the approved peer-reviewed 2018 Benchmark Stock Assessment. The model structure was the same as the 2022 Stock Assessment Update, which accounted for the period of low recruitment the stock is experiencing and for new management changes starting in 2020.

The Board continued to express concerns about low recruitment and the lack of strong year-classes to support the stock and the fishery. Six of the last seven year-classes since 2015 have been below average, with only the 2018 year-class being above average. The 2018 year-class is starting to grow into the slot limit for the ocean recreational fishery and will become more available to ocean harvest in 2025.

The 2024 Assessment Update also included short-term projections to determine the probability of SSB being at or above the SSB target by 2029, which is the stock rebuilding deadline. The model structure for

projections from 2024-forward was modified to explicitly account for the narrower slot limits implemented in 2023 and 2024. A range of projection scenarios were considered to explore two primary sources of uncertainty for the rebuilding trajectory through 2029: the level of fishery removals for the current, in-progress 2024 fishing year and the fishing mortality rate from 2025 through 2029.

The Board agreed with the Technical Committee and Stock Assessment Subcommittee that the most likely projection scenario is lower removals in 2024 compared to 2022 and 2023, followed by an increase in fishing mortality in 2025, and a subsequent decrease and stabilization of fishing mortality from 2026 through 2029. A decrease in removals for 2024 is projected based on preliminary low 2024 catch data, likely due to the strong 2015 year-class growing out of the current recreational ocean slot limit and the implementation of Addendum II measures to reduce fishing mortality in 2024. An increase in 2025 fishing mortality would correspond to the 2018 year-class entering the current recreational ocean slot limit, and the subsequent decrease and stabilization from 2026 through 2029 would align with the 2018 year-class growing out of the slot limit and the lack of strong year-classes behind it. In this scenario, the probability of rebuilding by 2029 is less than 50%.

Based on these projections, the Board will hold a special Board meeting in December 2024 to consider Board action to change 2025 management measures to reduce fishing mortality and increase the probability of rebuilding to at least 50%. Under Addendum II to Amendment 7, the Board can change management measures through Board action, instead of developing an addendum, if the stock assessment indicates a less than 50% probability of the stock rebuilding by 2029. Ahead of the December meeting, the Board tasked the Technical Committee with updating the projections based on additional 2024 catch data and developing recreational size limit and seasonal closure management options for consideration.

A subsequent press release will provide details on the meeting date and format (in-person or virtual), and the anticipated timeline for the availability of meeting materials and the public input process (which may differ from the standard public comment timelines to allow for the compilation and summary of public comment in advance of the meeting).

The 2024 Atlantic Striped Bass Stock Assessment Update will be available at <https://asmfc.org/species/atlantic-stripped-bass> under stock assessment reports early next week. For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at efranke@asmfc.org or 703.842.0740.

Motions

Main Motion

Move to schedule a special Striped Bass Management Board meeting in December 2024 to consider Board Action in response to the 2024 Stock Assessment Update. The Board will consider action to revise the 2025 recreational seasons and or size limits and 2025 commercial quotas to achieve a 50% probability of rebuilding by 2029 under the "low 2024 removals with F increase in 2025 only" projection.

Motion made by Ms. Meserve and seconded by Mr. Gary.

Motion to Substitute

Move to substitute to initiate an addendum to address reducing total removals (harvest and discard mortality/recreational and commercial) in the coastwide striped bass fishery using the technical committee's most likely projection scenario (F2024=Low Removals, F Increases in 2025. Only and Returns to 2024 Low Levels) and a 50% probability of achieving the spawning stock

biomass (SSB) target level by 2029. The intent of this addendum is to provide the Board with coastwide and regional alternatives for the recreational and commercial fishery for implementation on January 1, 2026.

Motion made by Mr. Luisi and seconded by Mr. Clark. Motion fails (6 in favor, 9 opposed, 1 abstention).

Main Motion

Move to schedule a special Striped Bass Management Board meeting in December 2024 to consider Board Action in response to the 2024 Stock Assessment Update. The Board will consider action to revise the 2025 recreational seasons and or size limits and 2025 commercial quotas to achieve a 50% probability of rebuilding by 2029 under the "low 2024 removals with F increase in 2025 only" projection.

Motion made by Ms. Meserve and seconded by Mr. Gary.

Motion to Substitute

Move to substitute to schedule a special Striped Bass Management Board meeting in December 2024 to consider Board Action in response to the 2024 Stock Assessment Update. The Board MAY consider action to revise the 2025 recreational seasons and/or size limits and 2026 commercial measures via board action. The Board could also consider recreational or commercial measures with an addendum for 2026 and beyond to achieve a 50% probability of rebuilding by 2029 under the low 2024 removals with F increase in 2025 only projection. Motion made by Mr. Geer and seconded by Mr. Clark. Motion fails (7 in favor, 7 opposed, 2 abstentions).

Main Motion

Move to schedule a special Striped Bass Management Board meeting in December 2024 to consider Board Action in response to the 2024 Stock Assessment Update. The Board will consider action to revise the 2025 recreational seasons and or size limits and 2025 commercial quotas to achieve a 50% probability of rebuilding by 2029 under the "low 2024 removals with F increase in 2025 only" projection.

Motion made by Ms. Meserve and seconded by Mr. Gary.

Motion to Amend

Move to amend to change "commercial quotas" to "commercial measures."

Motion made by Mr. Clark seconded by Mr. Sikorski. Motion fails for lack of majority (8 in favor, 8 opposed).

Main Motion

Move to schedule a special Striped Bass Management Board meeting in December 2024 to consider Board Action in response to the 2024 Stock Assessment Update. The Board will consider action to revise the 2025 recreational seasons and or size limits and 2025 commercial quotas to achieve a 50% probability of rebuilding by 2029 under the "low 2024 removals with F increase in 2025 only" projection.

Motion made by Ms. Meserve and seconded by Mr. Gary. Motion passes (14 in favor, 1 opposed, 1 null).

SPINY DOGFISH MANAGEMENT BOARD

Spiny Dogfish Board Approves Draft Addendum VII for Public Comment to Consider Action to Reduce Atlantic Sturgeon Bycatch

Board Revises 2024/2025 Fishing Year Commercial Quota to 10.25 Million Pounds

The Commission's Spiny Dogfish Management Board approved Draft Addendum VII to the Interstate Fishery Management Plan for Spiny Dogfish for public comment. The Draft Addendum considers potential measures to maintain consistency with the federal Fishery Management Plan in response to the proposed rule to implement Spiny Dogfish Framework Adjustment 6.

The Mid-Atlantic and New England

ATLANTIC STATES MARINE FISHERIES - ANNUAL MEETING

Fishery Management Councils developed Spiny Dogfish Framework Adjustment 6 in response to a 2021 Biological Opinion and 2022 Action Plan that called for reducing bycatch of Atlantic sturgeon in spiny dogfish gillnet fisheries. The coastwide Atlantic sturgeon population is made up of five distinct population segments, all of which are listed as threatened or endangered under the Endangered Species Act, and Atlantic sturgeon harvest has been under a coastwide moratorium in federal and state waters since 1998. The Commission's Fishery Management Plan for Atlantic sturgeon maintains the moratorium through at least 2038, and while the 2024 stock assessment update showed signs of improvement, the stock remains depleted coastwide.

The Board initiated Draft Addendum VII in August 2024 after the Councils recommended measures to NOAA Fisheries to prohibit 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 Maryland and Virginia. The options in the Draft Addendum aim to establish equivalent overnight soak restrictions for spiny dogfish harvesters in state waters that do not possess a federal spiny dogfish permit.

The Draft Addendum will be posted to the website next week at <http://www.asmfc.org/about-us/public-input>. A subsequent press release will provide details on the public hearing schedule and how to submit written comments. The Board will meet to review submitted comments and consider final action on the addendum in February at the Commission's Winter Meeting.

The Board also revised the commercial quota for the 2024/2025 fishing from 11,331,747 to 10,249,260 pounds to be consistent with the federal quota.

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

Motions

Move to approve Draft Addendum VII for Public Comment, as amended today.

Motion made by Mr. Luisi and seconded by Mr. Clark. Motion accepted by unanimous consent.

Move to amend the spiny dogfish commercial quota to 10,249,260 pounds for the 2024/2025 fishing year.

Motion made by Mr. Luisi and seconded by Ms. Meserve. Motion accepted without opposition.

INTERSTATE FISHERIES MANAGEMENT PROGRAM (ISFMP) POLICY BOARD & MID-ATLANTIC FISHERY MANAGEMENT COUNCIL Meeting Summary

The ISFMP Policy Board met to receive a report from the Executive Committee (see Executive Committee meeting summary); a progress report on the Northeast Trawl Advisory Panel (NTAP) work on an industry-based survey (IBS); review committee reports from the Law Enforcement, Habitat Committee and Atlantic Coastal Fish Habitat Partnership Steering Committee (see meeting summaries of all 3 groups); consider a letter request from the American Lobster Management Board; receive a report from Bureau of Ocean and Energy Management (BOEM) on fish kills in the wind energy area off of Virginia; and consider the Recreational Measures Setting Process Draft Addenda/Framework for public comment with the Mid-Atlantic Fishery Management Council (Council).

Northeast Trawl Advisory Panel Report

NTAP has made progress since the last update to the Commission in May. Its meetings have been focused on the IBS. The IBS

survey is not part of the contingency plan for the R/V Bigelow, instead it will be a new data source that will be able to reach areas the R/V Bigelow cannot. The R/V Bigelow contingency plan should be out within the month and will be presented by NOAA Fisheries. The IBS is still under development and had not been funded. The Senate budget had funding language but the House budget did not. Survey work would not start until a new budget year that is not part of a continuing resolution. There are three long term objectives for the IBS: (1) improve resource assessments by providing indices of abundance complementary to the bottom trawl survey, (2) sample areas that cannot be sampled by the bottom trawl survey, and (3) add resiliency to the survey data stream. The pilot survey period last two years. Phase one will begin spring 2025 and include a five-day survey to focus on standardizing procedures. It is estimated this phase will cost around \$300,000. The F/V Darana R will be used for the pilot and will occur in and around the wind energy area off of Virginia. The funding is expected to come from the Northeast Fisheries Science Center. The operation will be focused on the fishing versus the biosampling component. A draft operating procedures manual is expected by spring 2025. Phases two and three will begin in the fall of 2025 at an estimated cost of approximately \$3 million. These phases will be focusing on vessel requirements, operational feasibility of day and night sampling, and maneuvering wind areas. These phases will expand on what is learned during phase one, use multiple vessels, increase the special and temporal footprint, and test the survey design that will be drafted. If funding is acquired and the pilot is successful, a new survey would begin in 2027.

Lobster Letter

At the recommendation of the American Lobster Management Board, the Policy Board agreed to send a letter to Canada Division of Fisheries and Oceans to encourage the continued collaboration between Canada and US on lobster science, particularly as the US is working on the lobster benchmark stock assessment.

BOEM Report

Brian Hooker with BOEM provided a presentation on recent fish kills around the wind energy areas off of Virginia. The incidents began in May 2024 and mostly consist of Atlantic croaker but also include spot. BOEM has robust information of pile-driving impacts to fish in areas that are close to turbine foundations. Therefore, it is anticipated there could be fish injury or mortality events associated with construction work and is included in construction permits. The fish kills were reported by staff observing the construction work for impacts to protected species and marine mammals. Thirty-nine observations at 24 foundation locations have occurred with an average of 450 dead fish per observations. Some of the observations occurred when construction was not occurring. Double bubble curtains are put in place up to a few days before construction to mitigate the amount of sound that transfers during the piling. Fish kill observations were seen near the pile, outside the bubble curtain and between the two. There is not a definitive determination of the cause of the fish death, some fish have damaged air bladders but other fish have broken necks and vertebrae. BOEM's working hypothesis is that a combination of the piling and bubble curtains is impacting the fish. BOEM is working on potential protocols that can be undertaken to minimize these fish kills. These observations are within the mortality amounts seen in typical fisheries bycatch.

Joint Meeting of the Policy Board and Council: Recreational Measures Setting Process Draft Addenda/Framework

The Policy Board was then joined by

the Council for a joint meeting to review the range of options presented in the Recreational Measures Setting Process Draft Addenda/Framework. The draft addenda/framework consider changes to the process used by the Commission and the Council to set recreational management measures (bag, size, and season limits) for summer flounder, scup, black sea bass, and bluefish. The option that is ultimately selected by the Policy Board and Council is intended replace the currently used Percent Change Approach implemented through the Harvest Control Rule Framework/Addenda, which will sunset at the end of 2025. Key differences between the five options in the draft addenda include the information considered when setting measures and the circumstances under which measures would change.

The Policy Board approved the draft addenda for public comment, with public hearings to take place in the coming months. The Commission will distribute a press release on the draft addendum's availability and public hearing schedule once the hearing details have been finalized.

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

Motions

Board

Move to approve Draft Addendum XXXVI to the Summer Flounder, Scup, and Black Sea Bass FMP and Draft Addendum III to the Bluefish FMP for public comment as modified today.

Council

Move to approve the range of options in the Recreational Measures Setting Process Framework/Addenda as modified today.

Motions made by Mr. Gilmore and seconded by Mr. Grist. Motions approved by unanimous consent.

SUMMER FLOUNDER, SCUP AND BLACK SEA BASS MANAGEMENT BOARD & MAFMC

ASMFC and MAFMC Approve Changes to Summer Flounder Commercial Mesh Size Exemptions

The Atlantic States Marine Fisheries Commission's Summer Flounder, Scup, and Black Sea Bass Management Board (Board) and the Mid-Atlantic Fishery Management Council (Council) have jointly approved modifications to two exemptions from the summer flounder commercial minimum mesh size requirements. The Board adopted these changes through Addendum XXXV to the Summer Flounder, Scup, and Black Sea Bass Fishery Management Plan, and the Council recommended identical measures through a framework action which will be submitted to the National Marine Fisheries Service for review and implementation.

Current regulations for the summer flounder trawl fishery require a minimum mesh size of 5.5-inch diamond mesh or 6.0-inch square mesh to retain more than 200 pounds of summer flounder from November through April, or 100 pounds of summer flounder from May through October. The Small Mesh Exemption Program provides an exemption from these requirements for authorized vessels fishing in a designated area from November 1 through April 30. This exemption is designed to allow vessels to retain some bycatch of summer flounder while operating in other small-mesh fisheries. Through this action, the Board and Council agreed to expand the exemption area by moving the boundary of the northern portion of the area approximately five miles west, then connecting the western boundary to the southern scup Gear Restricted Area. While this has the appearance of notably increasing the size of the exemption area, a large portion of the area overlaps with the Frank R. Lautenberg deep sea coral zone, where bot-

tom tending gear is already prohibited. The intent of this change is to increase economic opportunities for industry while continuing to protect the summer flounder stock and prevent regulatory discards.

The Board and Council also voted to implement a tiered monitoring approach for the Small Mesh Exemption Program. Current regulations allow the Greater Atlantic Regional Fisheries Office Regional Administrator to terminate the program for the remainder of the season if vessels fishing under the exemption are discarding on average more than 10%, by weight, of their entire catch of summer flounder per trip. Under the new tiered monitoring approach, the discard trigger will be increased to 25%, and once the trigger is reached, a more detailed review of discards will be conducted to determine whether the exemption should be rescinded. The intent of this review is to allow for a more comprehensive consideration of the drivers of, and appropriate response to, discards.

Finally, the Board and Council approved a revised definition of the term "flynet" as it relates to the flynet exemption from the summer flounder commercial minimum mesh size requirements. The revised definition encompasses similar high-rise net types which have very large mesh in the wings, with mesh size decreasing through the body of the net. These nets are not designed to catch flatfish and generally catch small amounts of summer flounder.

Addendum XXXV, including the map showing the approved boundaries, will be posted at <https://asmfc.org/species/summer-flounder-under-Management-Plans-and-FMP-Reviews> once the map is finalized. Updates on the Council's framework will be posted at <https://www.mafmc.org/actions/summer-flounder-commercial-mesh-exemptions>.

For more information, please contact either Chelsea Tuohy, ASMFC Fishery Management Plan Coordinator at ctuohy@asmfc.org or Kiley Dancy, Mid-Atlantic Fishery Management Council, at kdancy@mafmc.org.

Motions

Board and Council

Move to adopt in Section 3.1, Option B Expanded Small Mesh Exemption Program Exemption Area, in Section 3.2, Option C Tiered Discard Monitoring Approach, and in Section 3.3, Option B Modified Flynet Definition.

Board motion made by Mr. Reid and seconded by Mr. Gilmore. Motion approved by unanimous consent.

Council motion made by Mr. Gilmore and seconded by Mr. Cimino. Motion approved by unanimous consent.

Board

Move to approve Addendum XXXV to the Summer Flounder, Scup, and Black Sea Bass Fishery Management Plan. The effective date of any FMP modifications would be consistent with the effective date published in the final rule in the Federal Register or November 1, 2025 whichever is sooner.

Motion made by Mr. Reid and seconded by Mr. Cimino. Motion approved by consent with one abstention. Roll Call: in favor - NC, VA, PRFC, DE, MD, NJ, NY, CT, MA; abstention - NOAA.

Council

Move to submit the Summer Flounder Commercial Mesh Size Exemptions Framework with preferred alternatives as identified today to NMFS.

Motion made by Mr. Cimino and seconded by Mr. Gilmore. Motion approved by consent with one abstention (NOAA).



MARITIME NEWS FROM THE PAST - Republican Journal - 1850

18 October
Page 2.

Editorial Correspondence

Ellsworth, a Monday Eve, October 14
(Continued from Last Issue)

THE ARRIVAL

Nothing very special marked our arrival here. The ride up town (the boat stopping two miles below,) was the most important feature. Now at Deer Isle there were three coaches, and one passenger to divide among them. Here there were four of us, and, as it happened, no coach. However, there was a sort of four-wheel vehicle, with four stakes at the corners, dragged by an old nag, which was driven by what we found to be a perfect original in his way. The old gentleman apologized for the sorry appearance of his animal, by declaring that he had dragged a hearse eight days out of the week. This put a stop to all joking, and putting on our baggage, we twined our legs around the stakes, and started. On the way the driver explained how the decimation of his animal's tail was brought about by sundry boys, also gave the creature's chronology, and expressed himself proud that he should have in charge so precious a load. He also acquiesced in a request to point out objects of interest along, and told us he was going straight by the jail, which he doubted not we would like to see! Among other things, he showed us the place where they put up the first elephant that ever came to town! We asked him if the people had had many opportunities of "seeing the elephant" since, to which he replied in the affirmative.

ELLSWORTH

It seems to us that Ellsworth presents much the same appearance as Belfast did fifteen or twenty years ago, when the people had to devote more time to business, and less to ornamenting and improving their private

residences. There is a good deal of stir and activity here, and the people seem to be what we call go ahead, business people. We notice some stores which, in their line, are fully up to any we have in Belfast. The place is principally engaged in navigation and the lumber trade, and has grown, and is growing, very rapidly. We observe a large vessel on the stocks, and a new brig just launched by the Messrs. Peters, a very superior vessel in point of finish, material and model. There is one drawback upon the enterprise of the place. The harbor is bad, – the village being situated some three miles up Union River, which is not accessible at low tide. A ride of some eight miles has given us a better impression of the agricultural resources hereabouts than we expected. By the way, thinking of the Waldo Agricultural Fair, reminds us to recommend to the farmers of Hancock the forming of an agricultural society. They would find that the bounty of the state is such as would make it a matter of little expense to them, and in the way of getting new kinds of seed, improving their stock, fruit, &c. they would be abundantly repaid for sustaining a society. On our ride we saw much land adapted to fruit growing, but we think not a single fruit tree. However, it is comparatively a new country, and these things will all come along in time.

TEACHERS' INSTITUTE

We found the County Teachers' Institute in session here, and on Saturday evening went in to hear a lecture by Mr. Fowle, of Boston. We were really surprised to look upon the audience present. There were present, we should think, from three to four hundred young ladies and gentlemen, and a more attentive, intelligent-looking audience it would be hard to find together. Really, the appearance of the teachers in Hancock, especially those of the gentler sex, speaks

well for the prospects of the rising youth of the county. The lecture of Mr. Fowle was in his usual finished, neat, and practical manner. We should have been content, under the "standing rule," to have listened to the end, but through the politeness of a gentleman, (whom may Providence remember in dispensing its bounties,) we were provided with a cushioned armchair so like the chair editorial that we felt as much at home as we should in our sanctum sanctorum. Mr. Fowle lectured on Sunday evening to a large audience, on the connection between scientific astronomy and revealed religion.

IN CONCLUSION

We are domiciled with our former townsman, Hussey, of the Ellsworth House. We should be doing injustice to our host not to speak of the quiet comfort and luxury to be found at his establishment. Our Belfast friends who occasionally taste venison, should have seen us on Saturday evening, stowing away a quantity of fresh deer provided for the occasion. An item for sportsmen this animal furnishes. We saw it when dressed, and the fore quarters weight 76, and the hindquarters over 80 pounds. It was killed a short distance out of the village. It is an ordinary thing for deer to be brought in here by mere boys, who shoot them in the woods hereabout. Today we have visited, in company with two friends, a trout stream some eight miles distant. Those who visit our Waldo streams should have seen us standing upon a small point formed by a bend of the stream, taking out in rapid succession twelve good-sized ones, retreating occasionally to transfer them from our outside coat pocket to the general string. And then at supper did not we delectate upon the same, as they came upon the table at Hussey's, cook just to the acme of perfection?

The lateness of the hour provokes sleep, and we must close. Perhaps our readers may be of a mind that this communication smacks of sleep, as the Archbishop's sermon in Gil Blas smacked of palsy. But we cannot help it.

On our ride we caught sight of the eight blue hills of Mount Desert, and are minded to go thitherward on the morrow, from which place our readers may hear from us.

G. B. M.

The Calais Advertiser says that Mr. James Porter has on the stocks in that place, a ship of 1100 tons – the largest and most thorough built vessel ever launched on that river.

Warning to Fishermen. – The crew of schooner HARP, of Rockport, Capt. Andrews, arrived at Gloucester on Sunday, and reported that their vessel with 200 barrels of mackerel was captured in Bay Chaleur by the British revenue officers, for fishing near the shore. The HARP was taken into a neighboring port, stripped of her sails, &c., and is to be sold at auction. The vessel, with what fish she had on board, was worth about \$2500. – *Post*.

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Captain Harrington, his boy, and a man, cross Lake Ontario a few days ago in a punt, a flat bottomed boat fifteen feet long and four feet wide. They had been on shore, and in returning to their schooner anchored at the mouth of Duffin's Creek, and were driven to sea by a northwester. Capt. Harrington made the man and boy lie down in the bottom of the frail craft, while he steered her before the winds and waves for 11 hours, running across the widest part of the lake, 50 miles, and landing on the American shore. He took the nearest steamer for Toronto, and the next day appeared at Duffin's to claim his

schooner, much to the astonishment of his British neighbors, who had no doubt he had perished, as they saw him borne off on the raging main. It is such enterprise as this that has made the Yankee name immortal. – *Post*.

Our mackerel fishermen, we regret to say, are doing a very slim business this year. A gentleman who has lately made a tour of the Cape, informs us that there are not at present 2,000 barrels of mackerel in the county. Two years ago, at the same season of the year, he counted over 20,000 barrels on the wharves of the Cape. A much larger fleet is now engaged in the business than at that time, and its failure this year would greatly depress our enterprising capitalists. We hope, however, that the last resort of our fishermen, the school "off Chatham," will not disappoint their reasonable expectations. – *Yarmouth Register*.

MARRIED

In Belfast, at the parsonage, October 14th by Rev. A. Foster, Benjamin Partridge, of Prospect to Miss Sarah C. Philbrook of Belfast. A generous slice of the bridal loaf elicits the warmest thanks of the printer – may bliss ever attend the happy couple.

At Goose River, 5th instant, by N. T. Talbot, Esq., Mr. John W. Hunt and Miss Mary Anna McAllister, all of Camden.

In Hope, by Josiah Hobbs, Esq. Mr. John B. Dunton, of Hope, and Miss Caroline M. Robbins, of Union.

In Camden, 9th instant, Mr. John C. Pendleton of Camden, to Miss Cornelia B. Nut, of Rockland.

In South Prospect October 7th, by C. S. Fletcher, Esq., Mr. Lincoln Blanchard to Miss Helen M. Shute, both of Prospect.

DIED

In this town 15th, William Cree, aged 52. [Portland papers please copy.]

In Belmont 14th, John Black, aged about 50.

In East Bridgewater, Massachusetts, 1st, Oakes Angier, only son of Edward S. Keith, Esq., aged 1 year.

On board Schooner GLENVIEW on passage from Savannah to New York, John Cummings of Prospect, seaman.

In Belmont, September 20th, Betsy P. Walker, aged 31 years and 6 months.

Lost overboard from schooner BRAGANZA, on the passage from Wilmington to Boston, Hushai Thomas, of Cushing, 19.

At Sacramento City, California, August 10, N. B. Chase, of Maine; 20th, Mrs. Fowler, of Maine, and 11th, on board steamer REPUBLIC, Mrs. S. A. Emerson, of Maine.

SHIP NEWS

Port of Belfast

ARRIVED – October 11th, TIPPECANOE, Brier, Lynn; F. ELLEN, Doar, Salem; 18th, A. WELD, Brier, do; GEORGIANA, Gilchrist, Boston; CATHERINE, Ryder, Lynn; POTOMAC, Smalley, Salem; 14th, D. BREED, Linnekin, Lynn; ELIZABETH, Clark, Salem; D. P., Bramhall, Boston; DIME, Gilmore, Salem; COMET, Rogers, Boston; 16th, L. JANE, Holbrook, Lynn.

SAILED – October 13th, schooners SAVANNAH, Small, Harwich; 15th, MALABAR, Cottrell, Brighton; 16th, JAVA, Trefethron, Portsmouth.

* * * * *

SEARSPORT, October 10th, – Arrived brig TELOS, Lamphere, Boston; sailed brig CHARLES HEATH, Putnam, St. Peter's, Newfoundland; arrived schooner BANGOR, Fowler, Boston do; BATAVIA, Park, do; SULTANA, Whittier, Bangor.

MAINE DMR NEWS

Continued from Page 10

in Maine's coastal zone, and is currently writing its next five-year strategy, the "2026-2030 Strategic Outlook." Updating the Strategic Outlook on this cycle helps keep pace with and adapt to emerging challenges on Maine's coast and gives regular opportunity for public input.

From October 22, 2024 until Friday, January 3, 2025 MCP will keep open a public opinion survey as one way of incorporating public input into the 2026-2030 Strategic Outlook. Insights from a statewide community engagement effort that took place in Spring 2024 as part of the update to Maine's climate plan, Maine Won't Wait, will also be included. That effort was spearheaded by the University of Maine's Mitchell Center for Sustainability Solutions.

Any plan that hopes to balance sustainable development and conservation in Maine needs to be rooted in what's good for Mainers. Only with the support of communities can projects be truly successful. Take the time to think about what coastal management issues are most important right now and help Maine Coastal Program balance priorities by taking this public opinion survey. To learn more about the Maine Coastal Program, visit www.maine.gov/dmr/programs/maine-coastal-program

2024 Maine Scallop License Lottery Winners Announced

October 25, 2024

AUGUSTA—The Maine Department of Marine Resources (DMR) has announced the latest winners of the state's scallop license lotteries. The winners include the following:

Drag Licenses: Jesse Elwell, North

Monmouth; Kyle B. Look, Columbia; Zachery E. Ladd, Brooksville; Larsen T. Foye, Eliot; Michael J. Perkins, Wells; Michael E. Bernier, Birch Harbor; Robert Jones, Jonesport; and Daniel E. Gray, Addison.

Dive Licenses: Heron J. Wagner, Hampden; Kevin T. Murray, Robbinston; Brent G. Hallissey, Machias; Justin M. Villone, Perry; and Aidan W. Rittenhouse, Addison

Each winner is responsible for applying for a license within 30 days of notification.

The new licenses are the result of a limited entry system established by the legislature and implemented through regulation in June 2018 that allows someone who did not hold a scallop license in the previous year to be eligible for one.

Under the regulation, each year two individuals will be awarded eligibility for a drag license through the lottery for every three individuals who did not renew their drag license in the previous calendar year. One person will also be awarded license eligibility for every person who held a commercial dive license but did not renew their license in the previous calendar year.

This year there were 74 entries for dive licenses and 1,095 entries for drag licenses. With \$35 of each lottery entry fee deposited into DMR's Scallop Research Fund, a total of \$40,915 was raised to support scallop research and management.

Lottery winners were chosen at random by InforME, an enterprise created in 1997 by state law to ensure access to public information through technological solutions.

Information on the scallop fishery can be found at <https://www.maine.gov/dmr/fisheries/commercial/fisheries-by-species/scallops>

MARITIME NEWS FROM THE PAST - Republican Journal - 1850

Launched. — At Searsport, October 9th, from the yard of captains Colcord & McGilvery, a fine bark of 300 tons, built by master Dutch, and to be commanded by Capt. E. Staples.

* * * * *

Arrived at Boston 9th, MONTICELLO, Thurber, Ellsworth, lost about 200 shooks off deck in gale on 7th; YARICO, Yates, Tremont; A. HAMLIN, Lansil, Bangor; MAIL, Barker, Philadelphia; OLD ZACK, Harding, Thomaston; arrived 18th, H. CLAY, Bullock, Lincolnville; cleared OAK, Ryder; MARY, Wheldon; ACORN, Howes; BENGUELA, Hichborn, Philadelphia; SUSAN, Nickerson, Albany; A. LAWRENCE, Allen, New York; A. GALE, Pattershall, Belfast; arrived 10th, SELAH, Atkins, Philadelphia; BENJAMIN, Collins, Bangor; CREOLE, Young, Ellsworth; PRESIDENT, Follett, and MARGARET, Boardman, Philadelphia; MONITOR, Lothrop, Frankfort; FAME, Lord, Ellsworth; OCEAN, Lord, Surry; cleared TORTOLA, Ludwig, Philadelphia; INVINCIBLE, Hodgdon, do; ENVOY, Loud, and EXPRESS, Parker, Bangor; REDINGTON, Clark, St. George; arrived 11th, CHINA, Studley, ALBATROSS, Cochran, Philadelphia; TUSCAN, Cousins, do, on 4th lost deck load of coal; CHALLENGE, Cousins, Philadelphia; cleared WATSON, Allen, Machias; COPIA, Sears, Richmond; arrived 12th, DEMERARA, Merithew, Pictou for Weymouth; CANTON, Crowell, Philadelphia; BRIGANZA, Young, Wilmington, North Carolina; cleared MYRA, Studley, Philadelphia; N. F. SLADE, Howes, do; CANDACE, Mathews, Baltimore; SUN, Crosby, Philadelphia; TRITON, Harriman, Bangor; arrived 14th, SOUTHERNER, Barker, Philadelphia; LIGURE, Bray, Thomaston; ALBERT, Hodgdon, Ellsworth; arrived 16th, FLORA, Dodge, Ellsworth; C. BEAL, Winchenbach, Waldoboro; JULIET, Newbit, do; arrived 15th, EAGLE, Mathews, Philadelphia; OPHIR, Spear, New York; M. MURCH, Franklin; AMERICA, Stevens, Ellsworth; HERALD, Pote, Bangor; H. MCLEOD, Stanley, Belfast; F. COPELAND, Bennett, Thomaston;

Arrived at New York 8th, MONTROSE, Storer, Machias; IRIS, Chase, Boston; L. DEAN, Ulmer, and NIAGARA, Spaulding, Rockland; LEXINGTON, Smith, Bangor; LEADER, Machias; BENNETT, Dennysville; arrived 9th, RICHMOND, Thorndike, Thomaston; cleared GENEVA, Park, Wilmington; arrived 10th, COMORO, Scudder, Newport, W.; M. FARROW, Warren, Philadelphia; AGNES, Lord, Ellsworth; CENTURION, Hatch, Philadelphia; cleared TEXAS, McNair, Savannah; arrived 11th, BAY STATE, Ryder, and EMMA, Lovell, Boston; TRUMPET, Ames, Rockland; MOPANG, Clark, Laguna, 27th ultimo; arrived 12th, PERU, Hart; IVANHOE, Simonton; MT. HOPE, Pierce, and BRIDE, Pressey, Rockland; STAR, S. Wright, CORAL, SEA LION, DELAWARE, MARBLEHEAD, M. LANGDON, NOURMAHAL, HELENA, TRADER, CLARENDON, SENATE, and TRITON, all from do; I. O. of O. F., Ellms, Thomaston; cleared B. CARVER, Carver, Neuvitas; MARCELLUS, Mayhew, do; arrived INDIAN QUEEN, Varney, Port-au-Prince. 19th ultimo; L. H. NICKERSON, Nickerson, Boston; SCIOTA, McFarland, Ellsworth; CLIO, Bray, Castine; GRANVILLE, ONTARIO, and WATCHMAN, Rockland; H. B. FOSTER, Kellar, and YANTIC, Parsons, Machias; NITOUS, Ray, Cherryfield.

Arrived at Gloucester 11th ATLANTIC, Hingham, for Bangor; sailed 8th, ZENOBIA, Carlton, from Camden for Savannah.

Arrived at Salem 11th, ELLA, Hallet, Richmond; LADY OF THE LAKE, Hinds,

do; cleared 12th, ELIZABETH, Drinkwater, Bangor.

Arrived at Fall River 10th, NORTH STAR, Maddocks, Lincolnville; 11th, CAROLINE, Bradman, Belfast; REGULATOR, SANOP, and SARAH, Buck, Bangor for Dighton.

Arrived at Providence 11th, MORO, and GENOA, Bangor; CORAL, UNION, ROSE, HEPTRIBACH and E. LELAND, do; sailed W. R. GREENE, Calais; waiting wind, G. TURK, Porter, Savannah.

Arrived at New Haven 10th, MARCUS, Pierce, Bangor; M. E. BALCH, Yates, Calais; sailed WAITSTILL, Morse, Philadelphia.

Cleared from Philadelphia 7th, NITHEROY, Perkins, Newburyport; ZULMA, Spurling, Boston; ISABELLA, Wass, do; went to sea 8th, CHINCHILLA; arrived 9th, PEARL, Atkins, EMMA, Baker, and ERIE, Ryder, Boston; cleared EAGLE, Mathews, Boston, arrived Merrimac, BANGS, Boston; PATRIOT, Gage, Bangor, (see disasters); CENTURION, Hatch, Boston, and cleared for New York; arrived 10th, VENEZUELA, Wilson, Laguna; LAFAYETTE, Clifford, New Haven, and cleared for Salem; J. CROSBY, Stowers, Boston; KENDUSKEAG, Bray, New York. Cleared 10th, NASHUA, Clifford, Boston; CARDENAS, Crocker, da; WESCOGUS, Dyer, and H. PAYSON, Baker, do; arrived 11th, E. MERITHEW, Griffin, Dighton; went to sea 10th, METTALLUC, Hallowell; WAVE, Pernambuco; arrived 12th, FRANKLIN, Cobb, Rockland; ISOLA, Lancaster, and KEOKA, Carver, Boston, and cleared for do; M. WASHINGTON, Morse, do, do; cleared GEM, Nickerson, Boston; EMPIRE, and MARY H., do.

Arrived at Baltimore 12th, MARTHA, KINSMAN, York, Portland.

Arrived at Norfolk 8th, DEL NORTE, Stinson, Camden; in port 10th, WAHSEGA, from New York for Mobile, ready for sea; arrived 9th, M. TAYLOR, Nickerson, Boston.

Arrived at Mobile 1st, CATHERINE, Watts, New York; MAINE, Perkins, do; 1st, LORETTO FISH, Robinson, do.

Arrived at Havana 23rd ultimo, R. PENNEL, Merryman, Portland, unc.

At Matanzas 30th ultimo, C. NICKELS, Nickels, from Machias, arrived 19th, for Boston, loading.

At Cardenas 30th ultimo, ABEONA, Robbins, from New York.

At Sagua 27th ultimo, WILLIAM, Fullerton, for Boston, loading; J. R. DOW, Oliver, from Havana for Boston, loading.

Arrived at Bathurst 21st ultimo, ARCTURUS, Harrington, New York.

Arrived at Pictou 17th, ultimo, E. C. HOLT and A. MILLIKEN, Wareham; 28th, DEMERARA, Merrithew, Weymouth.

At St. John's, 30th, MERCATOR, Leland, Boston.

At Jeremie 13th ultimo, HUALCO, Richards, for New York unc; CROTON, Chase, for Boston, 15 days.

Cleared from Gibraltar 12th ultimo, ABBY owner, Arey, Boston.

At Valparaiso, 5th August, RALPH CROSS, Davis, Talcahuano.

At Zante 12th ultimo, R. PATTERSON, Linnekin, for Boston in a few days.

October 10, off Point Judith, brig SEA BELLE, Harriman, from Bangor via Newport for New York; same day and place schooner F. A. HEATH, from Bangor for Stonington.

No date: latitude 31 08, longitude 72 18, brig TELEGRAPH, of Thomaston for New Orleans, 8 days out.

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Twenty four Lives Lost at Sea. — In latitude 33 39, at 2 o'clock on Friday last, steamship SOUTHERNER, from Charleston for New York, the wind blowing a gale, ran into bark ISAAC MEAD, packet from New York to Savannah, and sunk her in 5 minutes. Hearing cries of distress on all sides, the crew and passengers of the steamer launched three of Francis' life boats, and succeeded in rescuing seven of the bark's crew and two passengers. There were thirty three on board, so that twenty four persons were lost. E. A. Bradley and W. H. Stanton, passengers, were saved. Capt. Berry remained at the spot where the accident occurred, until every vestige of the bark had disappeared, and nothing could be heard but the moaning of the seas. Had it not been for Francis' life boats not one soul would have been saved; a wooden boat would have been stove to pieces in lowering or coming alongside. The SOUTHERNER carried away her cutwater, bobstay and flying jibboom, with the head rails, and had some scratches on the bow. The bark was struck by the SOUTHERNER full on the bowsprit, which was driven in like a wedge, and split the vessel opened in front. Her second mate, who was forward at the time, on the lookout, ran aft the moment the vessel struck, but was overtaken by the water before he reached the taffrail. She had all the sails set that she could bear, and was under strong headway. Capt. Berry gives great credit to Capt. J. C. Berry, Capt. Leubech, Thomas Vail, and his crew generally, for their efforts to save life. Capt. J. C. Berry had himself recently escaped the perils of the deep, having been the commander of the brig OREGON, of Somerset, Massachusetts, which foundered at sea on the 17th September. The ISAAC MEAD was built in Williamsburg in 1841, was 384 tons burthen, and was insured for \$19,500.

25 October

Page 2.

Shipbuilding at Searsport. — Yesterday we visited Searsport, in part with the intent of seeing the new ship to be christened we are told the JOHN BUNYAN, meet her native element. She is a fine and firmly built ship of 640 tons, or thereabouts, was built in the yard and under the supervision of John Carver, and is owned by the Messrs. Carver, Nichols, and others, we believe and to be commanded by Capt. Amos Nichols. There were some impediments which prevented so fine a launch as we hoped to see, but we presume they will not prove of a serious nature.

At the next wharf, just launched from the yard of Mr. Jere. Merrithew, lay a fine double decked bark, built under the supervision of master Crooker, about 440 tons burthen, and soon to sail under the command of Capt. D. S. Goodell. She is owned by the Messrs. McGilvery, Mr. Merrithew, and others. We were pleased with the arrangements on deck for the accommodation of the crew and passengers. A gentleman to whom we are indebted for information, was fitting in its place the steering apparatus recently patented by Mr. P. P. Quimby of this town. She is called the MARY ELIZABETH

While we were admiring these beautiful vessels, our attention was called to a fine bark, the J. B. THOMPSON, Capt. Everett Staples commander, just beating out of the harbor with a smacking breeze. She was launched a short time since at Searsport, is 294 tons burthen, and was built under the direction of master Marshall Dutch, and is owned by the Messrs. McGilvery, Capt. Staples and others. She made a fine appearance standing out by Brigadier's Island. Our friends at Searsport are not behind the world

in skill, enterprise, and activity in the great industrial business of Maine.

W. F. Abbott, of this town, who went to California in the WM. O. ALDEN returned yesterday. He does not give a very favorable account of the modern Ophir.

For the Republican Journal CITIZENS OF MAINE IN THE CHAINGANGS

The following articles, published in the late papers, will be interesting to the friends of Capt. Benson, of the bark GEORGIANA, his mate, Mr. Joseph A. Graffam, and the mate of the SUSAN LOUD.

Capt. Benson and Mr. Graffam belong to Camden, in this State, and their families and friends enjoy the respect and esteem of the community in which they live.

Capt. Benson has a wife and several children who looked to him wholly for their support. Mr. Graffam also has a family in Camden.

Why is it that these distressed families are not cared for by our government? Why is it that Benson and Graffam are suffered to remain in chains and slavery?

While Mr. Clayton had charge of our foreign affairs, under the lamented Taylor, he affirmed that there was a clear distinction between the invasion of Cuba, and the mere intention to do so. He peremptorily demanded that those who did not actually invade that island, should not be molested by the Spanish authorities. He patriotically declared that those who did not land should be in nowise injured. Vessels of war were dispatched to procure an immediate release of the prisoners who did not actually invade Cuba. With stronger reason than should Benson and Graffam be protected, *who were engaged in a legal commerce, and bound to Chagres, and who, it is believed, were wholly ignorant of the intended destination of those who took passage from New Orleans in the bark GEORGIANA, and who certainly never intended themselves to invade Cuba.*

But unfortunately for those poor man, that statesman whose patriotism and love of freedom is extremely morbid, was called to the chair of Secretary of State, and under the eye of Webster, the GEORGIANA and SUSAN LOUD are appropriated to the use of Spain, and their officers doomed to a degrading and miserable servitude. He looks on in silence, or rather, he forgets the sufferings of individuals and the sacrifice of property in the midst of his home labors, to corrupt and debase the spirit of the North, for the purpose of purchasing southern adulation and support. When the poor mother of Graffam called upon him at Washington, to send her out to Cuba or at the expense of the government, that she might intercede for the release of her son, Webster replied with a remark that betrayed more of the brute than the man. He said, "Graffam and Benson have cost the government enough already!" Poor Mrs. Graffam certainly could not say "O! I have seen a man." His honied remarks may be lavished upon ballad-singers; but the poor widow finds him gruff, cold, and unfeeling!

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Request for Proposal: Installation of Green Cap Rail and Side Decking on Katahdin



Issue Date: October 11, 2024

Request for Proposal INSTALLATION OF Green Cap Rail and Side Decking on Katahdin

Moosehead Marine Museum
GREENVILLE, MAINE

Moosehead Marine Museum
12 Lily Bay Road
PO Box 1151
Greenville, ME 04441
Telephone (207) 695-2716

SECTION 1

GENERAL INTRODUCTION

Moosehead Marine Museum (MMM) is located in Greenville Maine. MMM is a nonprofit whose mission is to preserve and operate the *Katahdin* as a "living museum" for the benefit of our community, region, and future generations.

Liz McKeil, Executive Director, is the main contact for this project and all questions, comments, and other correspondence will be directed to her at lmckeil@mmmk8.org or (207) 695-2716.

The deck will be cleaned prior to commencement of the work. The timeframe of the project will allow for clear and uninhibited access to the areas being repaired.

This is a time and materials job with a not to exceed cap for the scope of work as defined.

This specification covers the removal and installation of:

Caprail "green rail" (port and starboard)

Starboard 2nd level side deck and necessary deck framing forward of the stern

fantail

Bulwark planking between the main deck and 2nd level deck, both below and above the caprail (port and starboard)

Approximately 32 bulwark stanchions (frames) per side, both above and below the caprail (port and starboard)

Covering boards on the main deck (closest to the water) and any necessary adjacent decking (port and starboard)

All trim associated with the above work

SECTION 2

CONTRACTOR REQUIREMENTS

Field verify all dimensions prior to preparation of new components and removal of any existing components.

Self-perform, or subcontract, all aspects of the project including but not limited to structural, mechanical, painting, rigging, construction tools and equipment, labor, and construction supervision. Subcontractors must be approved in advance by MMM.

The Contractor will submit a plan of work with safety, other construction plans no less than one week prior to anticipated commencement of the work. NOTE: All construction plans and drawings are subject to approval by the National Park Service before construction can commence. The Contractor will provide all required personnel for construction activities.

The Contractor will be responsible for purchasing all materials for this project. All materials will meet the specifications set forth in this document and must comply with federal procurement guidelines under 2 CFR Part 200 Subpart D. Any substitutions or changes must be approved in writing prior

to making any changes.

Contractor is responsible for transporting all materials on site. This will include unloading and proper storage.

Contractor is responsible for removal of all old material and scrap to MMM designated disposal area.

Contractor is responsible for providing heat to the workspace aboard the vessel.

Contractor is responsible to adhere to all applicable OSHA laws and regulations.

Contractor will provide MMM with certificates of workers compensation insurance and liability insurance with a limit of no less than \$2 million naming MMM as an additional insured.

All invoicing to provide comprehensive breakdown of labor with rates and time as well breakdown of materials.

SECTION 3

OWNER REQUIREMENTS

Unrestricted access to the site, including reasonable space for storage and for Contractor's equipment.

Clean the area prior to commencing work.

120 volt power for regular construction tools.

Lock out/Tag out (LOTO).

Disposal of old material. A disposal area adjacent to the work area will be mutually agreed upon prior to commencement of project.

OSHA Law and Regulations.

Bathroom facilities.

SECTION 4

SCOPE OF WORK

Remove and replace caprail (green rail), bulwarks, and starboard 2nd level side decking, as defined above. This includes selected frames and covering board. Upper deck must be properly supported during this phase of the construction project.

Remove and replace 2nd level starboard side deck forward of the fantail with two layers of plywood and fiberglass cloth to match the specifications of the port side.

Remove and replace starboard side gutter (approximately 70 feet) to match port side gutter.

All decking, trim, and gutters to be pitched to shed water and not allow pooling.

Bulwark planking to be 1"x4" (finished 3 1/4") ECB/WP4 edge & center bead white pine (or similar rot resistant species) finish grade #2 or better. This will most closely match the existing material (a sample of

this material is available for review).

Wire brush and coat metal under covering boards with commercial grade rust inhibiting paint.

Each piece of wood is to be painted (by contractor) with a commercial grade oil-based primer on all 6 sides prior to installation. Each piece will have two (2) coats of primer. Primer specification is currently White Primer Pre Kote (part #INT-4279GL), substitutions may be considered. Caprail is to be white oak (or similar rot resistant species).

All other new construction material (supplied by contractor) will be old growth Douglas Fir (or similar rot resistant species) trimmed and fit to match existing materials. All painted surfaces to be finish coated on top of primer with two coats of commercial/marine grade oil base paint.

Final paint materials to match existing paint schemes. White is currently Brightside White (part # INT-4359GL), other color specifications can be provided.

All fasteners will be marine grade.

All final material choices, paints, colors and substitutions must be approved in writing.

Any single part, or parts, of the proposal may be accepted or rejected based on available funds and other factors.

SECTION 5

SCHEDULE

Project award will be contingent on approval from the U.S. Department of the Interior. The proposal submission schedule is as follows:

Issue RFP to Contractors

October 11, 2024

Mandatory Pre Bid Meeting at site

December 4, 2024 @ 0900

Bids Due

December 29., 2024

Bids unsealed in public

January 3., 2025

Bids reviewed

Starting the week of January 6

Project awarded

January 17, 2025

Pre-Construction Meeting

If Needed

Work to be complete

No later than June 1, 2027

NOTE: Work may not proceed during outage dates June 15, 2025 – October 13, 2025 or June 15, 2026 – October 15, 2026.

SECTION 6

PROPOSAL INFORMATION

Information to be provided with Proposal.

Cost estimate based on time and materials with defined scope of work as defined in this RFP and not to exceed cap. In addition to time and materials breakdown the estimate must be broken down by area of repair, for instance: 2nd level starboard deck, bulwark planking and framing, cap rail, covering board, etc. Any single area of repair (the 2nd level starboard deck for example) may be excluded from the award based on funding and other factors,

Complete information concerning the scope of work, supply, design, construction and materials proposed shall be submitted for evaluation. The level of detail in the proposal may be considered.

Assurance that contractor will comply with federal procurement requirements.

Guarantee schedule, based on outage dates provided in this Specification Section 5. Include total number of days and number of people necessary to complete the work scope. The proposal should provide enough detail to develop an overall timeline for the project. The project duration should be as

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short as possible while still providing effective use of manpower and equipment.

Name and summary of qualifications for Contractor's site supervisor scheduled to perform the work.

Company names for all sub-contractors that will be providing services.

A list of at least 3 job references with e-mail address and phone numbers of point of contacts.

Contractor Safety Manual.

Any special requirements from Contractor not listed in this specification.

Time and materials (T&M) rate sheet. The Contractor, as part of the bid, shall supply MMM with a complete list of T&M rates for all Contractor personnel and rental rates on any anticipated equipment to be charged. In the event that on site repairs are required beyond the Scope of Work in this specification, the Contractor will provide a T&M estimate for the repair work and must receive written approval prior to starting additional work. See Section 8 for more details regarding extra work.

All proposal information will be sent to Liz McKeil, Executive Director, at lmckeil@mmm8.org and John Morrell, MMM Board Member, jhmorrell.2@gmail.com by the bid due date specified in Section 5.

Letter from Surety or Certificate of Insurance

No bidder may withdraw its bid for a period of seventy-five (75) days following the day of the Bid Due Date. All Bids shall be guaranteed, in total, for a period of seventy-five (75) days following the Bid Due Date. The submission of the Bid in response to this invitation shall constitute an agreement of the Bidder to all conditions set forth in the Bidding Documents.

SECTION 7 QUALITY ASSURANCE

All work to be performed to best practice marine standards.

Design, materials, and workmanship shall comply with the requirements of the latest editions of all state and federal laws, codes, and regulations, including the Secretary of the Interior's Standards for Historic Vessel Preservation Projects.

Contractor shall suggest and accommodate inspection hold points during the course of work to facilitate proper Quality Assurance by MMM or its representative.

Inspection: The Work to be provided in accordance with this Specification shall be subject to inspection by Owner, or their representatives, at any time during the progress of the Work. Contractor shall provide access, and any labor, materials, tools, and equipment required by Owner to complete the inspection of the Work as specified herein.

SECTION 8 EXTRA WORK (Change orders)

Any charges for extra work beyond the basic scope shall be handled on a cost plus, time & material. For all extra work the Contractor must provide cost substantiation and prior approval in writing by a MMM representative prior to commencing the extra work.

The Contractor, as part of the bid, shall supply MMM with a complete list of T&M rates for all Contractor personnel and rental rates on any anticipated equipment to be charged on extra work.

SECTION 9 CONTRACTOR SAFETY POLICY

The Contractor shall abide by all OSHA and MMM Safety Rules and Regulations. All Contractor employees, including sub-contractor employees, who will be working

on site, will be required to attend a Contractor Safety Orientation meeting with an MMM representative before beginning any work at the facility. The meeting will last approximately 10 minutes.

All Contractor personnel, including subcontractors, are required to wear the minimum Personal Protective Equipment (i.e., hard hat, safety glasses with side shields, long-sleeved shirts, steel-toed work boots, and hearing protection) at all times while on site. Contract personnel that wear prescription glasses are required to use approved side shields, OSHA Approved safety glasses that fit over the prescription glasses, or mono-goggles.

It is the Contractor's responsibility to maintain the work area in a clean and safe condition at all times. All tools and equipment must be secured, unplugged at the end of each day, and be removed from the work area when no longer required. All disposable materials shall be picked up and disposed of by the end of each shift on site. The Contractor shall supply a written Safety Manual including policies and procedures to be used during this project.

MMM has a STRICT smoking/tobacco /drug policy. Smoking is allowed in the designated areas only. Smoking is absolutely prohibited aboard the vessel.

Any individual not complying with OSHA and/or MMM Rules and Regulations will be instructed to leave the premises.

SECTION 10 CONTRACTOR SITE REPRESENTATION

The Contractor is to provide a minimum of one (1) fully qualified Representative as lead Technical to interface with the designated MMM Project Manager. A copy of this individual's resume must be submitted with the bid documents. This representative shall have complete authority to act on behalf of the Contractor and to bind the Contractor in all matters pertaining to the Work under this agreement. This representative can be the labor supervision for the project as well. The Contractor shall not transfer or remove any of its supervisory or key personnel without prior written approval of MMM.

In addition prior to the start of the project, a meeting shall be held to assure the details of the work scope are all covered and by whom. A contractor representative is required to attend this meeting. During, or after this meeting, the Contractor and MMM shall perform a site and equipment walk down to identify any potential problems not previously noted elsewhere.

The Contractor, during the course of the project, shall attend a daily meeting to update the progress of the project (including costs) and to discuss any changes in the scope of work.

SECTION 11 BID RIGHTS

MMM reserves the right to delete any bid item on the Supplier's Bid Letter and/or Schedule, to reject any or all bids, to waive any irregularities, to negotiate the terms of any bid or the terms of the Contract Documents with any bidder and to select the winning bid in its sole discretion. Nothing herein shall require MMM to select the lowest dollar bid or any bid. The Bidders agree that such deletion or rejection shall be without liability on the part of MMM for any penalty brought by the Bidder because of such deletion or rejection, nor shall the Bidder seek any recourse of any kind against MMM because of such deletion or rejection.

SECTION 12 BID ESTIMATE BREAKDOWN

Bids will be evaluated on the totality of the bidder's response, including without limitation, the following:

- Project Cost with not to exceed cap
- Project Schedule with key events listed
- Overall bid estimate breakdown
- Qualifications to perform work
- Time and Material Price Sheet
- Requested bid materials

Level of detail in proposal. Any single area of repair(s) (the 2nd level starboard deck for example) may be excluded from the proposal based on funding and other factors. The bid must include sufficient details to make this determination possible.

SECTION 13 ATTACHMENTS AND PHOTOS



Port second level deck replacement.



Pine bulwark planking above and below cap-rail. Framing also visible.



Area of cap-rail to be replaced. Typical example of rotten cap-rail/side decking to be replaced



Typical example of rotten covering board to be replaced.

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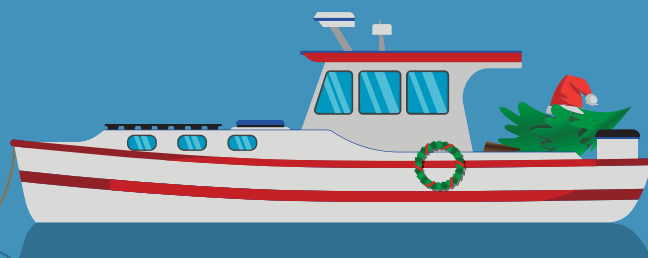
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