

Maine Coastal News

Volume 38 Issue 4

April 2025

FREE

Atlantic States Marine Fisheries Commission Winter Meetings



Lobster boats tied to their moorings in Winter Harbor last summer.

AMERICAN LOBSTER MANAGEMENT BOARD

American Lobster Board Initiates Draft Addendum XXXII to Repeal Gauge and Escape Vent Measures of Addendum XXVII

The Commission's American Lobster Management Board initiated Draft Addendum XXXII to Amendment 3 to the Interstate Fishery Management Plan for American Lobster. The Addendum will consider repealing all Addendum XXVII measures pertaining to gauge and escape vent size limits. This action responds to fervent industry concerns about the potential economic impacts of an increase to the minimum gauge size in the Gulf of Maine and uncertainty with trade issues with Canada.

"Rolling back the resiliency measures in Addendum XXVII results in increased risk to the long-term viability of the lobster fishery," states Board Chair Patrick Kelihier of Maine. "This action being considered by the Board will require the Gulf of Maine lobster industry to develop management strategies to ensure the long-term health of the resource and the coastal communities that it supports." The Gulf of Maine states also reiterated their commitment to the sustainability of the lobster fishery and working closely with the lobster industry to develop alternative conservation measures.

Addendum XXVII was approved with

the goal of providing additional protection of the Gulf of Maine/Georges Bank (GOM/GBK) spawning stock biomass through proactive conservation measures. Under Addendum XXVII, changes to the current gauge and escape vent sizes in Lobster Conservation Management Areas (LCMAs) 1, 3, and Outer Cape Cod were triggered based on observed declines in recruit abundance indices, with the original implementation date of June 1, 2024. In August 2024, the Board approved Addendum XXXI to push back the implementation date so that the series of changes to gauge and vent sizes would begin July 1, 2025. While the overall stock condition remains favorable, persistent declines in the juvenile lobster population, and now in landings, are cause for concern. Specifically, there has been a 40% decline in pre-recruits in the multiple ventless trap and trawl surveys and a 24% decline in lobster landings in Maine, New Hampshire and Massachusetts since peak landings in 2016.

The Draft Addendum will not consider repealing regulations prohibiting the issuance of 10% additional trap tags in Areas 3 and 1 above the trap limit or allocation, nor v-notch possession definitions established by Addendum XXVII. The Board will consider approval of Draft Addendum XXXII for public comment in March.

For more information, please contact Caitlin Starks, Senior Fishery Management

Plan Coordinator, at cstarks@asmfc.org or 703.842.0740.

Meeting Summary

In addition to initiating Draft Addendum XXXII, the Board received an update on the ongoing stock assessment, a data update of Jonah crab stock indices, and a report on a recent meeting of the LCMA 2 Lobster Conservation Management Team (LCMT).

A benchmark stock assessment for American lobster is underway with results expected in October 2025. The final assessment workshop is scheduled for February 11-13 in Greenland, New Hampshire, and a peer review workshop will be held later this year.

The Jonah Crab Technical Committee (TC) Chair presented a data update of indicators selected during the stock assessment for the Offshore Southern New England (OSNE) stock, including trips landing Jonah crab, lobster/crab permits landing Jonah crab, landings, catch per trip in Rhode Island, and price per pound of Jonah crab and American lobster. The TC recommended conducting annual updates of the OSNE stock, which supports the majority of coastwide landings, to identify any concerning trends between assessments. The results of the analysis indicate stock conditions are similar to those presented as part of the assessment. There are indications


market factors continue to be a dominant factor influencing fishing effort. The TC recommends identifying a process to track dealer/processor-imposed trip limits, such as state-conducted dealer interviews, that might provide context for changes in Jonah crab fishing effort or landings. The TC also recommends reevaluating the utility of Commercial Fisheries Research Foundation data from the lobster and Jonah crab research fleet as potential indicators for the next annual update.

The Area 2 LCMT (inshore Southern New England) met in January to gather input on possible alternative measures to those included in Addenda XXI and XXII. This was in response to a January 2024 Board task to the Plan Development Team to explore alternative measures to those included in Addenda XXI and XXII (i.e., trap caps) that would achieve the same goal but better align with the needs of the current fishing fleet, with consideration of recommendations from the LCMTs. The Area 2 LCMT members see no need for additional measures given the reductions in effort and landings that have occurred in LCMA 2 since Addenda XXI and XXII were implemented in 2013. They also advocated for the ability to bank additional traps with no limit on the number of federal licenses an individual can own. The Area 3

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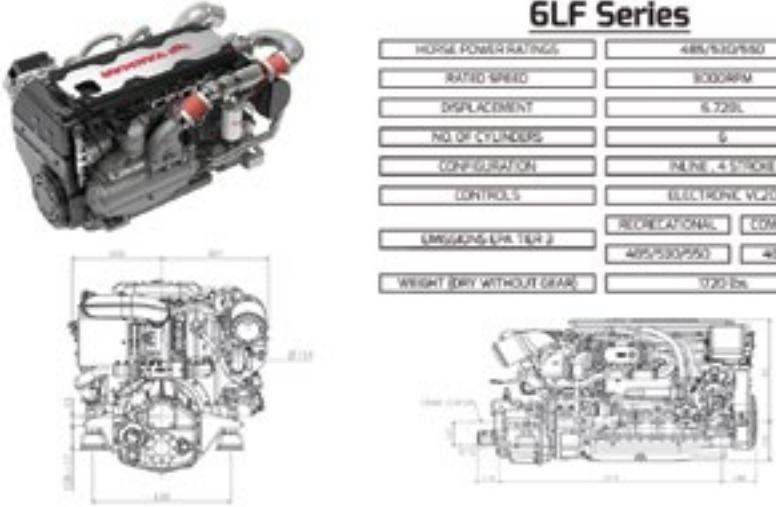


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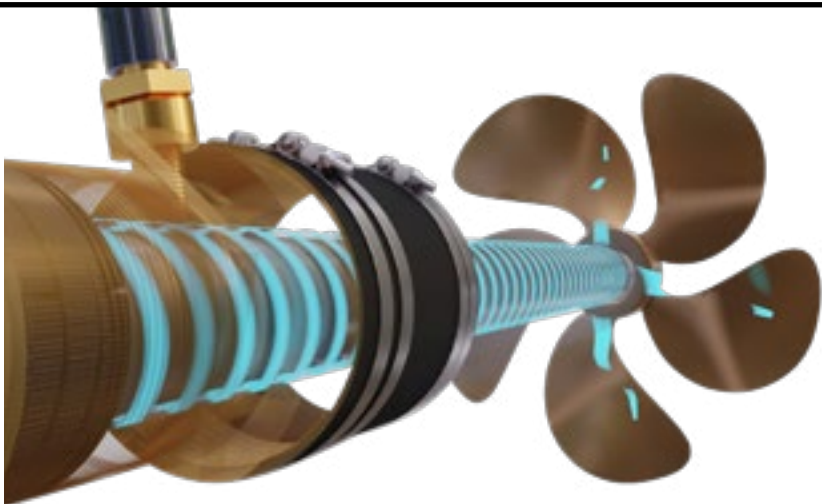
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Publisher's Note

This was the 50th year for the Maine Fishermen's Forum, held 27-28 February and 1 March, which has been at the Samoset Resort in Rockport for as long as I can remember. I am not sure when my first one was, but I am sure it was in the mid-1980s when I was working for the Bangor Daily News. I have been to a lot of the Forums over the years, but I did not always make an appearance every year, until recently as a representative for Maine Built Boats. It is like many major events I have, where you meet a lot of people and many of them you may not see any other time of the year. It is a great time to catch up with all of them and talk about the industry and tell stories.

Day 1: I like getting to certain places ahead of time, mostly to beat the rush and enjoy some time when I do not have to be anywhere else, and I am already late. This year I asked Ann if she wanted to go down the night before, but she did not. I did not need to be set up for the opening of the Forum until 1500 hrs., but there was snow coming at 1000. We left the house just before 0730 and headed for Holland Boat Shop in Belfast where I was to meet Casey Denning from Jonesport Shipyard, who was bringing down the huge half hull of the sardine carrier PAULINE, which I had donated to the Forum's auction, which raises money for scholarships for children of fishermen.

I started this half hull in 2020. I like doing bigger half hulls and thought that it would be fun to do one of PAULINE in inch to the foot scale. What I was not thinking about is what is this going to weigh. The block of pine, made up of lifts, was 84-inches by 9-inches by 15 inches and weighed about 75 pounds. That made it a real challenge to move around. Well, last summer when I had a little spare time, I finished carving and sanding her into shape. Now, she just needed to be mounted on a backboard and varnished a number of times. So, I took her to Jonesport Shipyard to finish. Alonzo Alley and Casey had found a piece of mahogany that was perfect for the back board. We planed it down to six quarters, and then Alonzo cut four pieces of oak for the back to hold a half-inch rod for mounting. The problem was that the model weighed in between 125 and 150 pounds. So, Alonzo came up with this solution saying that the rod would span five studs sixteen inches on centre. Once the four pieces were screwed in place, the half hull was mounted using over 40 screw to make sure she was secured. As she was sitting there, we decided the back board needed to have more than a plain straight edge. We obtained a nice router bit and cut in a rounded upper edge, which did make the back board look much better with the half hull in place. Then Alonzo put on several coats of varnish, which made her look great. When asked how long it took, it was probably about 40 hours total.

Ann and I arrived at the Samoset Resort just before 0900 and the first thing we did was remove the half hull and it had a lot of lookers as we brought it though the front door of the Samoset and placed it in the corner of the Forum office. I worried as to what it would bring. There was probably \$1,000 in wood and screws, not counting time, but she was generating a lot of discussion.

We then unloaded Maine Built Boat's booth and got it set up. Had lunch in the restaurant and waited for the show to open at 1500. There were a number of people wandering around, but like us they were waiting for the dinner. Thursday's night dinner draws a lot of people. They hold the dinner in the main conference room with all kinds of seafood and one needs to be careful not to indulge beyond the limits of their stomach, which is not easy to do.

Ann and I then went back to the room,

and I made notes from a book on the Shivericks of East Dennis, Massachusetts, who built clippers in the mid-1800s.

Day 2: After breakfast, it was off to the booth and hopefully a busy day. It was steady most of the day, but one can tell when the big symposiums get out as there is a flood of people everywhere. The Penobscot Marine Museum was at the Forum for the first time. Since it was the 50th anniversary, they were asked for some old photographs that could be shown on huge TV screens around the Forum. They also had a table, which I visited several times. One time Senator King walked by and said hi and even added that he had been to the Museum a number of years ago. The Museum found that this was a great venue for them and would certainly be back next year.

After the exhibits were shut down at 1700, I headed for the office where I met Tom Werner, who I had asked to help me move the half hull down to the auction. We met Marshall Spear at the stairs, and he grabbed my end saying something about me being too old. When the half hull was in place he said that he would open the bidding at \$1,000.

For the first time they had a buffet dinner, which was a little confusing. They wanted us to go right into the buffet line and then find a seat. I think it would have been better to find a seat and then get in line. I happened to find a seat for Ann and I with Phil Torrey and his group. We ate with them and Fred Backman and his wife last year and what a time it was. The stories flew and when the bidding was underway there were times when Phil was bidding against himself. Phil also added that he had already been given permission to bid on the half hull and that he was going up to \$3,500.

After dinner, the auction began with Marcy Train doing the auctioning. The first item up was a flag, which was flown over the capital and donated by Senator Collins. I believe this normally goes for a few hundred dollars, but this night it went for well over a thousand. Several items later an outline of a lobster had been cut out of a piece of metal by Nautilus Marine, which was valued at \$500. When the hammer dropped on that I believe the person had spent \$2,500. Come to find out, the person was Bill Belichick's girlfriend. It was said that she comes from a fishing family, and she was there to give back.

The half hull was the 20th item on the agenda and almost everything was going for pretty hefty prices. When they went to move it, I went up to help and almost dropped it, only saved by one of those four pieces of oak on the backside of the back board. We got her to the front and the bidding started. It opened at \$1,000 and then it climbed. It was going in increments of \$1,000 and the battle was between Phil Torrey and Katie Werner, but Phil was a little slow on the draw and Katie won with a bid of \$5,000. I was pleased and glad the kids would get the money.

Day 3: After breakfast it was back to the booth, and it was another busy day. However, the rumours were running rampant as the funding for Sea Grant had been cancelled and then there was a rumour that one or two people from NOAA had tried to use their travel credit cards, but they did not work.

The real excitement for many of us was at the Maine Lobster Boat Racing Association's meeting, but since I had stepped down as president I got to watch. I did assist the new president Dana Beal slightly, with the issue regarding the Bass Harbor races, and he was able to get them to come to an agreement and everyone seemed happy in

Continued on Page 10

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

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"
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

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

JULY

5 Moosabec Reach Lobster Boat Races
Jonesport
Info: Roy Fagonde (207) 610-4607

MAINE LOBSTER BOAT RACING ASSOC. MEETING

There was more excitement at this year's Maine Lobster Boat Racing Association's (MLBRA) meeting at the Maine Fishermen's Forum at Rockland on 1 March than we have had since I started as president 18 years ago when Galen Alley and Bruce Engert Sr. and Jr. went at it in a meeting. The yelling got so loud that security was called, but Galen ended the confrontation when he pulled out a wad of \$100 bills big enough to choke a horse and said that this was all that was needed to beat him.

The new MLBRA president, Dana Beal, knew that there was going to be a minor issue over the Bass Harbor races and that both parties would be at the meeting. Dana had a plan and when they showed up for the meeting, they were gathered together by themselves to sort it out before the regular meeting.

Wayne Rich of Bass Harbor had started these races back in 2011 as a fun event. Unlike all the other races, he did not have an entry fee, feeling that would deter some of the local boats from competing. He was getting good turnouts and then decided to make it a points race, which was agreed to by the Association. This made it easier for the Downeast boats as they could qualify by doing Bass Harbor, Moosabec and the Winter Harbor races. After several years Wayne decided to step away and his son, Colyn, took them over.

Last year, the town had put a committee together to take over the event. Tensions rose and there were several emails, between the former president Jon Johansen and the new committee. Jon felt like this was a hostile takeover and when everything went quiet, he wondered if the topic would be raised at the Annual Meeting and Banquet in October, but it was not. However, as the meeting at the Maine Fishermen's Forum neared the conflict re-ignited.

Dana sat between both parties and let them state their case. It got a little contentious, but Dana got Colyn to agree that he would be the go-to person for the races and handle all the on-water aspects of the race. The town's committee would go out and get the prizes and handle all the on-land festivities. The only thing Colyn really stood fast on was that there would be no sign-up charge to the participants. This was agreed to by the town committee and all walked away pleased, and the Bass Harbor races were back on the schedule.

This group then went into the full meeting, which really is just a gathering to discuss what happened at the Annual Meeting in October. No decisions on rules or classes are made at this meeting, but the Association can change some things which they need to do.

After an introduction of officers: Dana

Beal, president; David Johnston, vice president; and Amy Tierney, treasurer, Dana asked if Jon was the secretary, but his wife was quick to say 'no.' However, Jon said that he had to write up the report for Maine Coastal News anyway, so he would do the secretary's job, but without the title.

The next discussion was the upcoming schedule, which is:

JUNE

- 14 Boothbay Harbor Lobster Boat Races
- 15 Rockland Lobster Boat Races
- 29 Bass Harbor Lobster Boat Races

JULY

- 5 Moosabec Reach Lobster Boat Races
- 13 Stonington Lobster Boat Races
- 20 Friendship Lobster Boat Races
- 27 Harpswell Lobster Boat Races

AUGUST

- 9 Winter Harbor Lobster Boat Races
- 10 Merritt Brackett Lobster Boat Races
- 16 Long Island Lobster Boat Races
- 17 Portland Lobster Boat Races

OCTOBER

- 18 Annual Meeting & Awards Banquet

Please note that the Bass Harbor races are not the following week after Rockland. The town would like to hold them the last weekend of the month. The only concern here could be if they must be postponed due to bad weather. The local fisherman need the dock as they move their gear out to be set and that could make it difficult for them if the race date moves into July. However, it was given the okay so it will be held on the 29th.

What about a one-time payment up front for all the races? This had been thought of before and just needed the details worked out. Chris 'Buddha' Byers of Winter Harbor had a rather good system for signing people up before his race last year. There was only one problem, those that signed up this way and had not raced before there were no details of the boats so they could not be classed. This could be easily rectified. It was thought that racers could pay a one-time fee, and they could be signed up for the year. It was also thought that this would only be done by those racing the circuit, but not by those going to just one or two races.

Then there was a discussion regarding how much should be charged for the entry fee. For most of the races, it has been \$20 ever since the 1990s. There are only two, Stonington and Winter Harbor, which charged more. Stonington was \$25 and Winter Harbor \$50 since they include a T-shirt for all those that enter. After some discus-



Racing last year at Winter Harbor.

sion it was thought that \$30 would be the new entry fee for all the races, except Bass Harbor, and Stonington and Winter Harbor said that they would agree to that too. Bass Harbor will remain without any entry fee.


Next came the membership prices. This had been raised several years ago to cover the cost of the dinners at the Annual Banquet, which at the time the meal was costing the Association just over \$30. Thus, the \$50 membership covered the dinner and some of the Association's expenses. However, at October's banquet the meal price was \$65, so, the question was, should the membership fee be raised? It was suggested to go to \$65, \$75 or even \$100. When the dust settled the members agreed that they would raise the membership fee to \$100.

The budget to run the races has also climbed and the goal was to raise \$8,000 to cover all the expenses. Dana had been out talking with possible sponsors and had

received one solid yes. This is always the challenge, raising the funds needed, but when leaving the dinner that evening, it looked like a number of companies had stepped up and the racing season was already fully funded.

This season might be a little different than last years. The fastest boat last year was Jeremy Beal's MARIA'S NIGHTMARE II, but she was sold last fall. Robert Johnson of Harpswell has purchased Alfred Osgood's STARLIGHT EXPRESS and she should be ready. One that many want to see go is Tom Clemon's new boat, a Morgan Bay 43 powered with a 1,700-hp MAN, which he thinks will do 55 mph right out of the box. Another one, and hopefully ready for Boothbay, is what Steve Johnson of Long Island is going to do. We know that he has been working on another car boat, this time with a replica 1940s MG. There is no question that this year should be another great racing season.

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James Stillman Rockefeller, Jr.

James Stillman Rockefeller, Jr. (1926-2025) died at his home of seven decades on January 8, the day after his 99th birthday. Jim, also known affectionately as “Pebble,” was a writer, boatbuilder, pilot, museum founder, philanthropist, father, and husband. He was also a lover of nature and interesting characters.

Jim was born in the Manhattan apartment of his parents, Nancy Carnegie Rockefeller and James Stillman Rockefeller, Sr., and raised in Greenwich, Connecticut. He was the grandson of William G. Rockefeller, great grandson of James Stillman, and great grandnephew of both John D. Rockefeller and Andrew Carnegie. He was predeceased by his brother, Andrew Carnegie Rockefeller, and sister Georgia Rockefeller Rose.

Jim attended Greenwich Country Day School and Deerfield Academy, then served in the Army Air Corps during World War II. After graduating from Yale University, where he studied English and History, he spent several years traveling and exploring before finally settling down in Camden, Maine. In 1974, he cofounded the Owls Head Transportation Museum (the largest working transportation museum in New England) along with Tom Watson Jr. and Steve Lang and served as its chairman until 2017. For over twenty years, at Bald Mountain

Boat Works, Jim built and restored boats, vintage cars, and airplanes alongside his colleague and friend, Fred Holbrook. As a pilot he clocked more than 2,000 hours in the air, flying until the age of 90. An accomplished writer, Jim wrote three books and numerous magazine and journal articles. *Man on His Island*, which details his travels in the Pacific, was published in 1957. His second book, *Med Liv Ombord* (With Liv Onboard), recounts his journey with his first wife, Liv Heyerdahl, through the canals and rivers of France in a small Viking boat. First published in 1959 in Norwegian, it was then republished in 2017 as *Still and Rushing Water* in English. *Wayfarer*, published in 2018 and winner of the 2019 Maine Literary Award for Memoir, describes his life of adventures, deep loves and losses, and fatherhood, depicting throughout the enduring passion of his relationships and his love of nature.

At the very beginning of his seaward explorations on his boat *Mandalay*, Jim met his first love – the children’s book writer Margaret Wise Brown – on Cumberland Island, Georgia. They were engaged to be married, but she died while away in France. Margaret introduced him to the island of Vinalhaven, Maine, where he spent years after her death loving the island and its ocean. Jim later met Stella, the mother of his first child James Bennet (“Wawa”) during his travels to Tahiti. Both Stella and “Wawa” have since deceased. He married Liv Heyerdahl in 1956 in Norway, where their two children Liv Merlin and Ola Stillman Rockefeller were born. Liv Heyerdahl died when the children were still young. Jim was also predeceased by his two stepsons, Bjorn and Thor Heyerdahl Jr., children of Liv and the Kon-Tiki explorer, Thor Heyerdahl. Since 1983, Jim had been deeply in love with Marilyn Moss, the writer and former CEO of Moss Inc. They were happily married for over 41 years, enjoying sailing and flying

adventures together, along with quiet times at home watching birds in the garden and their view of Penobscot Bay.

As a philanthropist and enormously kind-hearted man, Jim contributed generously to nonprofit organizations that addressed homelessness, civil rights, education, and nature conservation, among other causes. Perhaps more significant was his impact on the lives of individuals whom he helped in countless ways, including college tuition assistance for Maine students. He had an ability to believe in people who did not yet believe in themselves, and to nurture each person’s unique talents. Jim was an extraordinary man with endless curiosity, a sharp wit, a kind demeanor, and an appreciation of life’s simple pleasures. Jim described his own life as privileged, being able to “do pretty much whatever I wanted, but hopefully giving back a small part of what I have been given.” To those who knew, cherished, and admired Jim, he gave humor and wisdom. He was known for his singular phrase that was at once advice, encouragement, a farewell, and more: “Courage.”

Jim is survived by his wife Marilyn; younger sister, Nancy McFadden Copp; his children Liv and Ola; his stepchildren Genevieve and Jeffrey; his grandchildren, great grandchildren, nieces, nephews, and many other family members and friends who loved him dearly.

A memorial service to honor Jim will be held at the Owls Head Transportation Museum in late spring or summer. In lieu of flowers, please consider a donation in Jim’s honor to Homeworthy at <https://homeworthy.org/donate>.



Arnold A. Adams, Jr.
NORTH HAVEN — Capt. Arnold A. Ad-

ams, Jr., of North Haven, passed peacefully in his sleep at home on January 7, 2025.

Arnold was born in Rockland, Maine on July 9, 1964 at Knox Hospital. He grew up on North Haven where he played little league coached by his father, Arnold Adams, Sr. Throughout his childhood he played and excelled at sports of all kinds and enjoyed hunting, fishing, the beach and caddying at the golf course.

The family moved to Thomaston in 1980, and he graduated from Georges Valley High School in 1982. At Georges Valley he was on the state championship soccer team, and he also played basketball and baseball. He played American Legion baseball after high school for the Smith-Tobin team out of Bath, Maine.

After high school he went to the University of Maine at Farmington, where he simply played.

Arnold joined the US Army in 1985 and served through 1992. He was stationed in Frankfurt, Germany where he worked in petroleum supply. In Germany, he married Robin Aylward, raising her daughter, Lindsay, as his own and later they had their first son, Zachery Alan, while stationed in Frankfurt. Upon honorable discharge from the US Army, the family settled in Lake Bay, Washington where their second son, Jesse Walker, was born.

In 1996 the family moved back to North Haven, Maine, where Arnold was a stern man for his uncle, James MacDonald, before becoming captain of his own boat, the *Jesse Walker*. He worked as a caretaker for the Ames Point families for a few years before becoming the caretaker for Mary White, working for 15 years up until his death. Arnold loved working for Mary White during which time he graduated from a maritime captain’s course.

One of Arnold’s great passions was golf. He was on the board of the North Haven Golf Club. He very much enjoyed the group trips to Myrtle Beach and other courses and tournaments along the coast. His golfing buddies on North Haven, Vinalhaven and out of state were an important part of his life. Arnold enjoyed coaching and refereeing.

Continued on Page 22

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The 2024 Vendee Globe Race - Solo Non-Stop Round the World

LES SABLES D'OLONNE, FRANCE – The Vendee Globe is a singlehanded non-stop race around the world, starting and ending at Les Sables D'Olonne, France. It is the most grueling sailboat race and of the 200 sailors who have crossed the starting line, just 114 have finished. There were 40 entrants in this year's edition and at this point there have only been six that have withdrawn.

2 February

Arnaud Boissières (La Mie Câline), was dismayed off the Cape Verde Islands on 30 January. He was hoping to find a way to finish the race. He tried a jury-rig but deemed that this was not practical. He has thus informed the Race Committee that he has withdrawn from the race. Boissières has decided to head to the West Indies, and this should take 10 to 12 days to reach.

3 February

Next came a group of eight racers, all having sailed within about one hundred miles of each other most of the way up the Atlantic. With bright sunshine and a nice breeze, the first of the group appeared on the horizon.

The fifteenth finisher was Damien Seguin (Groupe APICIL), who battled to stay ahead of three other competitors, who were just behind him. His time was 84 days, 20 hours and 31 minutes and 48 seconds.

Damien slipped back at the start of the race and then fell into light air off the Canary Islands. By the time he hit the equator he was back in seventeenth position. In the Indian Ocean he tried going further north to keep his racer in safer conditions and this cost him time. Despite trying to make sure that he could protect his racer, a chainplate was torn out of the hull. Let us add salt to the wound, while he was making repairs, he injured his knee and neck. He did gain 500 miles in the Pacific Ocean. After 54 days Seguin rounded Cape Horn and then battled his way up the South Atlantic. Some of the competitors from behind gained on him as he found areas of light air but managed to keep them behind him. Seguin covered the actual course of 29,263 miles at an average speed of 14.37 knots.

Next over was Benjamin Ferré (Monnoyeur - DUO For a JOB), who sailed across the finish line in 84 days, 23 hours, 19 minutes and 50 seconds in sixteenth place. He was the first non-foiler to cross the finish line.

Ferré sailed over the starting line first, but his race was full of challenges. He had issues with rudders, hydraulic keel ram cylinder, and two broken halyard locks. The race became a major challenge, but he

pushed on.

Sixteen minutes later Tanguy Le Turquais (Lazare) sailed over the line in the seventeenth position after 84 days, 23 hours, 35 minutes, and 29 seconds at sea. He was a tough competitor and pushed his boat trying to get everything possible out of her. He suffered from issues with sails and a bulkhead repair. Like many, the weather was not a friend. He pushed on and gained on those in front of him. When he crossed the finish line he was greeted by his partner Clarisse Cremer, who had finished a week before in the twelfth position.

Twenty minutes later, after sailing 84 days, 23 hours, 55 minutes and 48 seconds, Swiss skipper Alan Roura (HUBLLOT) in the eighteenth position. The three-time Vendee Globe competitor at just 31 years old, had the sixteenth position in hand, but Ferré crossed 37 minutes ahead and le Turquais 20 minutes before he did. Roura had purchased Alex Thomson's IMOCA racer, and he pushed to be more competitive. He did not get the start he was looking for as he watched the leaders sail off into different conditions. He was thirty-third at the equator, but did not give up and battled through the South Atlantic, Indian and Pacific Oceans. As he neared Cape Horn he did not slow for the storms, but this did not pay off as he had hoped. Then he hit an anticyclone off Brazil and all the gains he had made disappeared. He gained back some of his losses north of the Azores, which made him feel a little better.

4 February

After 85 days, 11 hours, 26 minutes and 36 seconds, Isabelle Joschke (MACSF), sailed over the finish line in nineteenth place. In the last Vendee Globe, she had done well, being in the top ten, but suffered a major issue with her keel, forcing her to retire from the race when off the Falkland Islands on her way to the finish. Again, she had issues when her starboard foil broke in the Pacific Ocean. She also had an issue with torn sails, then the loss of the foil, and an engine issue that did not allow her to charge the batteries. She crossed the equator in nineteenth place on her way down the Atlantic and passed Cape Leeuwin in the same position. She had gained on some of her nearest competition, but this slipped away when she slowed to allow a storm to pass ahead of her just before rounding Cape Horn. She hoped going closer to Brazil would pay off and she crossed the equator in fifteenth. She was fine on starboard tack but suffered from the loss of the foil when on port tack. What she had gained in the trade winds she lost when caught by a high-pressure system off the Azores. She sailed 29,600 miles with an average speed of 14.46 knots.

Just about five hours later, Jean Le Cam, known as King Jean, (Tout Commence en Finistère – Armor-lux) came over the finish line after 85 days, 15 hours, 51 minutes and 2 seconds giving him twentieth. This was La Cam's sixth time competing in the Vendee Globe. In 2004 he finished second; 2008 his boat capsized near Cape Horn, and he was forced to retire; 2012 he was fifth; 2016 sixth, and 2020 fourth.

He had a new daggerboard boat designed by David Raison and with his experience he had upper hand. Due to the light winds, he encountered he was not able to compete with the top boats. He also had to stop and climb his mast to replace a J2 forestay. None of this deterred his pleasure being back racing singlehanded round the world. Just after the start when off Madeira he found good wind and found himself in the first place. However, it was short-lived as he fell in with light air and was twenty-second when he crossed the equator. He fared better in the South Atlantic, but he was sailing near to the limits of his new racer when he set a new speed record at 32 knots. Across the Indian and Pacific Oceans, he sailed a very smart race. He rounded Cape Horn for the eighth time in the sixteenth position. He then lost his J2 forestay and had to climb the mast twice to affect repairs. He gained miles after crossing the equator, but then he suffered a broken hook and had to climb the mast again. Le Cam thinks there should be a class for the non-foilers, but did add that he really would love to have a ride on Charlie Dalin's boat.

Thirteen minutes later, Conrad Colman (MS Amlin) came across the line in twenty-first with a time of 85 days, 16 hours, 4 minutes, and 33 seconds. He had a small

budget and refitted his racer by himself with a small group. Just before the start he found rope in his propeller and could not get his crew off in time. A decision at the start of the race cost him as he saw the leaders sail off. He did not give up and pushed hard making back many of the lost miles. As he made his way down the South Atlantic, he was in the thirty-second position. When in the Indian Ocean he headed south and made it up to twenty-seventh. Being south can be hazardous as he found an iceberg, which he sent a drone up to photograph. When he rounded Cape Horn he was now in twenty-second. He weathered a storm off the Falkland Islands, and this gained him more miles. He crossed the equator in the same position and off the Azores he was battling Le Cam who slid over just ahead of him. He finished 20 days, 20 hours, 41 minutes, and 44 seconds behind first place finisher Charlie Dalin. He sailed 27,913 miles at an average speed of 13.56 knots.

Just over four hours later, Giancarlo Pedote (Prysmian) crossed with a time of 85 days, 20 hours, 32 minutes, and 1 second, giving him twenty-second. Like many, he fell behind early and then he suffered a steering issue, which was challenging. Another issue that cost him was making repairs to a FR0. He crossed the equator in twenty-seventh but kept pushing as hard as he could. He gained some of what he had lost in the South Atlantic, but the Indian Ocean was not very kind to many of the racers and he was one. He described it as being in a giant washer machine, which was always on the spin cycle. He slowed before rounding Cape Horn due to a huge storm but was now

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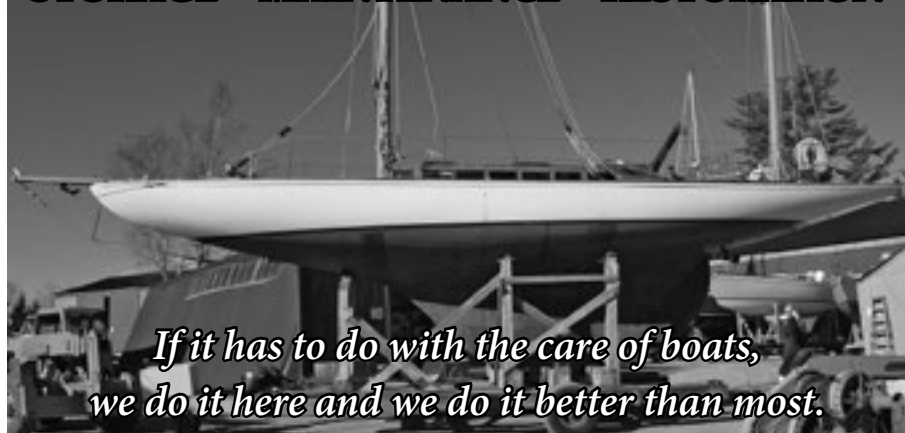
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National Transportation Safety Board News



Three Girls docked in Portland, Maine after the fire. (Source: NTSB)

Surging Water Leads to Barge Striking Algiers Lock Gate in New Orleans

WASHINGTON — Surging water from the Mississippi River led to a 2023 barge strike on a gate at Algiers Lock in New Orleans, the National Transportation Safety Board said Thursday.

The Algiers Lock connects the Mississippi River to a network of inland waterways. On July 4, 2023, the towing vessel Kitty was pushing two loaded tank barges into the Algiers Lock during low water conditions. The tow surged within the lock chamber and the lead barge struck one of the lock gates. The contact did not result in any injuries or pollution. Damage to the lock gate was estimated at \$2 million.

The NTSB found the surge was likely due to wake effects from deep draft ships transiting the Mississippi River adjacent to the Algiers Lock forebay during extremely low water conditions, which moved water

in and out of the forebay and lock chamber, causing the vessels in those areas to surge.

Before the contact, three loaded ships had transited near the lock within about 10 minutes' time. NTSB investigators determined the size and the speed of the three ships transiting near the lock within a short time span likely would have produced wakes that affected the forebay and lock chamber.

The crew of the Kitty described a 3–6-foot change in water level in the lock chamber while transiting. The NTSB studied the water-level variations in the Algiers Lock based on footage from the Kitty and found the minimum change in lock water level during the casualty to be 3.4 feet.

“The effects of water displacement from a deep draft vessel’s wake can increase when that water pushes into and recedes from narrow and/or smaller water bodies, such as shallow areas and lock chambers,” the report said.

Ineffective Voyage Planning Leads to Crane Hitting Mackinac Bridge in Michigan

2/10/2025

A captain and barge company managers not identifying the crane they were towing was too high to pass under the Mackinac Bridge near Mackinaw City, Michigan led to the crane hitting the bridge, the National Transportation Safety Board said Monday.

On May 7, 2023, the towing vessel Nickelena was transiting the Straits of Mackinac, while towing a deck barge, transporting a crawler crane, when the crane boom struck the main span of the Mackinac Bridge. The contact bent the crane boom backwards, causing the boom to eventually collapse onto the aft end of the barge. No injuries or pollution was reported. Damage to the Mackinac Bridge was estimated at \$145,000 and damage to the crane was estimated at \$665,000.

The Nickelena was transporting a crawler crane with a 160-foot-long boom and a 5-foot “rooster” sheave attachment on the deck barge to a construction project at Sault Ste. Marie, Michigan.

Before departure, managers from the towing vessel operating company visually estimated the angle of the boom to be between 50° and 60°. Using their visual estimation of the crane’s boom angle and an estimate of the crane’s boom length, both of which were incorrect, they believed that the boom was at a safe height for the transit.

Investigators determined that the actual boom angle was about 62°, corresponding to a boom height of about 162 feet above the water. Given the vertical clearance was 153 feet at the time of the contact, the crane was about 10 feet too high to transit under the bridge.

Towing vessel operations are required to have a towing safety management system, or TSMS, which is a formal, documented system for owners and operators to ensure that rules and procedures related to safe operations are in place. Voyage planning would have been included in a TSMS. The vessel owners, Basic Towing Inc., told investigators that they had a TSMS. However, there was no documentation that a navigation assessment was conducted before departure, and the captain took no additional actions to verify the tow was safe to transit the intended route after the towing company managers told him the tow was “ready to go.”

The NTSB determined the probable cause of the contact with the Mackinac Bridge was the captain’s and barge company managers’ ineffective voyage planning, which did not identify the crane being towed was too high to pass safely under the bridge.

“For vessels and tows with high air drafts, such as crane barges, bridges pose a risk of overhead contact,” the report said. “Operators should ensure they have the most accurate and objective data about the crane and bridge heights before getting underway. Appropriate navigational resources such as the US Coast Pilot or navigational charts should be consulted by owners and operators when developing voyage plans to assess navigation risks and hazards, including the air draft relative to bridge vertical clearances along the intended route.”

NTSB Determines Cause of Grounding of Cargo Vessel in Caribbean Sea

An anchor chain failure led to the grounding of a cargo vessel in the Caribbean Sea, the National Transportation Safety

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U. S. NAVY NEWS

PNSY Successfully Undocks Cheyenne

From Branden Bourque

10 February 2025

KITTERY, Maine -- The Los Angeles improved-class attack submarine USS Cheyenne (SSN 773) was successfully undocked Feb. 6, marking a significant milestone in its service life extension program at Portsmouth Naval Shipyard.

“I couldn’t be more proud of the Cheyenne crew and the men and women of Portsmouth Naval Shipyard for all the work to achieve this significant milestone,” said Cheyenne Commanding Officer Cmdr. Kyle Calton. “Undocking is one of the most meaningful events in our overhaul period, returning Cheyenne to the water where she belongs and putting a huge gust of wind in our sails as we prepare to return to sea.”

Cheyenne has undergone major repairs, structural inspections, and replacements of mechanical and electrical systems. This extensive work, led by the project team, has enhanced the submarine’s capabilities, ensuring advanced systems are delivered to warfighters at the tip of the spear. These efforts contribute to the fleet’s operational readiness and support national defense priorities.

As Cheyenne’s undocking is a significant achievement, it’s especially noteworthy considering the ongoing construction work of the multi-mission dry dock project as part of the Navy’s Shipyard Infrastructure Optimization Program. It also underscores the innovative approach of the nation’s public shipyards to meet the chief of naval operations’ goals of restoring critical infrastructure and increasing the number of combat-ready platforms available to the fleet.

“Reaching the undocking milestone is a big win during any maintenance availability. The efforts on Cheyenne are even more impressive as the team executed their highly complex work amid an active construction zone for our multi-mission dry dock,” said shipyard commander Capt. Michael Oberdorf. “It’s like cooking Thanksgiving dinner while renovating your kitchen – it requires thoughtful planning, coordination, and superb execution. Cheyenne’s undocking underscores our shipyard’s commitment to not only meet our current mission but ensures we can meet the future needs of America’s warfighting Navy to support and defend our nation.”

“I am incredibly proud of the men and women of Portsmouth Naval Shipyard and the crew of Cheyenne for all their hard work to complete the work necessary to undock on-time,” said Cheyenne project superintendent Jerry Legere. “They met every challenge head-on with tenacity and self-

lessness – they are all heroes. Through this incredible effort we have postured Cheyenne to be delivered as a fully mission capable submarine operated by a highly skilled crew ready to answer the nation’s call.”

Attack submarines are multi-mission platforms that enable five of the six core capabilities of the Navy’s maritime strategy: sea control, power projection, forward presence, maritime security, and deterrence. They are designed for excellence in anti-submarine warfare, anti-ship warfare, strike warfare, special operations, intelligence, surveillance and reconnaissance, irregular warfare, and mine warfare. Attack submarines also project power ashore through special operations forces and Tomahawk cruise missiles, playing a critical role in preventing or preparing for regional crises.

As the Navy’s leader in attack submarine maintenance and modernization, PNSY enhances critical warfighting capabilities by safely delivering first-time quality work, ensuring our undersea warfighters are battle-ready when called upon.

USS Harry S. Truman Involved in Collision at Sea

13 February 2025

MEDITERRANEAN SEA – The Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75) was involved in a collision with the merchant vessel Besiktas-M at approximately 11:46 p.m. local time, Feb. 12, while operating in the vicinity of Port Said, Egypt, in the Mediterranean Sea.

The collision did not endanger the Harry S. Truman (CVN 75) as there are no reports of flooding or injuries. The propulsion plants are unaffected and in a safe and stable condition. The incident is under investigation. More information will be released as it becomes available.

Chief of Naval Operations Visits New England Bases, Stresses Lethality and Readiness

20 February 2025

This visit underscores the Navy’s commitment to putting more ready players on the field and prioritizing training with a focus on warfighting, wargaming, and readiness.

At BIW, in Bath, Maine, Franchetti met with two dozen shipbuilders who are working on the new radar and combat suite for Pre-Commissioning Unit (PCU) Louis H. Wilson Jr. (DDG 126), BIW’s first Flight III Arleigh Burke-class destroyer. She commended them for their hard work and recognized their vital contributions to the Navy’s shipbuilding efforts.

“I’m focused on warfighting and the warfighters that do that warfighting, and they



USS CHEYENNE is undocked at Portsmouth Naval Shipyard in Kittery.


can’t do that without platforms like this,” said Franchetti to Bath Iron Works shipyard workers aboard DDG-126. “I believe in service both in uniform and out. Your service here, building this amazing warship, is also service to your nation. You’re making sure we have the most ready, capable, and lethal Navy that our Nation needs to be able to protect our national security interests all over the world. That all starts right here.”

Franchetti also met with Sailors from

the PCUs Harvey C. Barnum Jr (DDG 124) and Patrick Gallagher (DDG 127), the final DDG Flight IIA being built for the Navy.

“It’s exciting to be the plank owners of ships that are going to serve our Nation for 30 years,” said Franchetti. “At the commissioning ceremony for the first Arleigh Burke destroyer, Adm. Arleigh Burke told the crew, ‘this ship was built to fight. You better know

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The S. S. UNITED STATES - Artificial Reef

By Sheila Dassatt

Last month I wrote about the port and starboard side haul for a lobster boat and had a lot of folks mentioning how they enjoyed it. Thank you so much! I am pleased to know that people are still reading printed material and tell me that they are reading my articles. This means a lot to me because everywhere I look, people are stuck in their phones or laptops. I suppose you can read them from those devices, but after a few paragraphs, my eyes start to burn. Anyway, I hope this articles catches your interest the way it did for me.

I have been watching the progress of the S. S. United States being towed by tugboats to the Port of Mobile, which arrived today around noon. She will be there for a while to ready her for her final destination off the coast of Destin, Florida as an artificial reef.

Watching this process of her being towed, she is an awesome ship, almost overwhelming to see and her history has gotten my attention. I am fascinated with this process, partly due to my ties with tugboats and big ships. This particular ship is "larger than life" and I just don't want her to go unnoticed in her history. This obviously was not an easy tow for the tugs that assisted this vessel. It appears to have one on the hawser towing and two tugs on each side, helping to push her in the right direction. My hat is off to these tugboat captains and their excellent job of delivery of this huge vessel.

For those that have followed the Titanic and her history, this one went a little more unnoticed probably because she didn't sink like the Titanic did. I wanted to know more about this one too. The S. S. United States was a passenger liner that was built in the 1950's and was 990 feet long. The Titanic was shorter by over 100 feet. The S. S. United States is the largest passenger ship that was ever built in the United States. She was designed by William Francis Gibbs and was almost completely fireproof.

S. S. United States set the record for the fastest crossing of the Atlantic Ocean by a passenger liner. She earned the Blue Riband an unofficial accolade with the term borrowed from horse racing for the highest average speed since her maiden voyage in 1952, a title that remains uncontested. Her propulsion was 4 x Westinghouse double reduction geared steam turbines, 8 x Babcock & Wilcox Type-M Boilers at 925 psi and 975 degrees F (524 degrees C), 4 x shafts, 2 four blade props, 2-five blade. Speed: 49 mph (claimed). Her capacity was 1,972 passengers and 1,044 crew members. Quite a ship!

S. S. United States was very popular with Royalty and celebrities. The ship's famous passengers favored first class due to it prestige, priority service and spacious cabins. She had what was called the Duck Suite, which was made popular by the Duke and Duchess of Windsor and was the ship's

best known stateroom. She had a first class dining room, grand ballroom, smoking room, observation lounge, main foyer, grand staircase and promenades. As you read this, you will see that she was much like the Titanic as a luxury liner.

Tickets for the two bedroom suite started at \$930 to \$10,889 and was aimed at the wealthiest passengers. The rooms had different classes such as Cabin Class. The food, pool and theater were shared with the first class passengers. The Tourist Class was meant for those that did not want to invest much into a ticket. It was mostly booked by students and migrants. They were located in the roughest part of the ship, with rocking and rolling of the rough seas. Each room simply had a bunk bed and was simply furnished. Even the poorest conditions on United States was still better than what was offered on other vessels.

What happened? As time went on, the airlines drew customers away and in 1960, the passenger count became very low. They also stated that the Dept. of Commerce announced that she would no longer be used to carry military personnel or their families. It was also believed that the liners were "sitting ducks" for Soviet bombers. The air transport was a better option. They worked on a revamp to try to attract vacationers.

In 1968, the Atlantic liner routes were declining, leaving the United States, France and Queen Elizabeth conducting sailings. Longer voyages were offered to ports in Europe, Africa and South America. She was the most popular ship in the Atlantic.

On October 25, 1969, she returned from her 400th voyage and was ordered for an

overhaul in Newport News, Virginia. The United States was withdrawn from service on November 11th and sealed and work suddenly halted. She had changed hands of ownership many times and the plans for her never worked out. She was planned to be a hospital ship under the name USNS United States by the US Navy. After careful planning, the Navy felt the plan was too expensive and chose to take no action on the matter.

The ship was sold to Richard H. Hadley for \$7 million and hoped to have a floating condominium. After many different purchases and failed plans for the ship, Florida's Okaloosa County announced it plan to purchase her and sink her as the world's largest artificial reef off Destin-Fort Walton beach. She will be now be prepared for scuttling before arriving in Florida. Part of the money invested would be used to create a land based museum that consists of artifacts from the ship and re-created on board spaces.

After all of this background, we go back to the beginning of this article. She has arrived in Port of Mobile and will be prepared for her scuttling as the largest artificial reef and will continue to bring in revenue to tourists that dive and can safely go through the large vessel. The good news here is that she will be a reef and not just sold for scrap metal.

So here is my story, I did research on it and found an interesting history of the U.S. United States. Watching the progress of the tow on video, I felt a certain sadness for her heyday and felt there should at least be a descent story on her final rest at sea.

Godspeed S. S. United States.

Maine Dept. of Marine Resources

Statement from Commissioner Keliher Regarding ASMFC Motion to Begin Process to Repeal Gauge and Vent Size Changes

February 4, 2025

The Atlantic States Marine Fisheries Commission's American Lobster Board passed a motion that I put forward that begins a process to repeal all gauge and vent size changes included in addendum XXVII of the Lobster Fishery Management Plan.

This was a difficult decision, as I am concerned about the long-term sustainability of the lobster stock. However, the industry and their associations were adamant that a

gauge increase was the wrong approach. So now we need to start over with a blank slate. I believe that the science is clear – we're seeing declines in sub-legal lobsters that need to be addressed to protect this valuable

Continued on Page 25

Publisher's Note

Continued from Page 4

the end. The details of the meeting are on the next page.

After that meeting it was time to tear the booth down and pack it in the truck. Fortunately, the weather was still a little warm, so it was not so bad.

Then it was off to the final event of the Forum, a dinner and dance, but Ann and I left before the dancing began.

For me it was back to the room to make notes on a storm that had claimed a number of vessels in the Canadian Maritimes in 1873.

Day 4: It was off for breakfast and do a little more work as Ann wanted to go to an antique store in Rockland, but that did not open until 1000. First though, Vance Bunker had visited the booth on Friday and said that his father's old boat was sitting in the Rockland Industrial Park. She had been built in Rockland in the late 1940s, and I should go find her. It did not take long for me to locate and after a quick look she is going to need a lot of work to put her back in shape and that is going to cost a lot to do.

We made the antique store and I, as usual, was the only one to come out with something, an out-of-print book on ship models.

Then it was off to Winterport, unload the booth and start putting this issue together, as I was already two days behind schedule! Nothing like a deadline for motivation.

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Commercial Fishing News

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

From the Director -

We just completed attending the 50th Anniversary of the Maine Fishermen's Forum! This has been my 21st year on the Board of Directors for the Forum and find it always a challenge and also a pleasure to serve. This year the attendance was bigger than ever due to the popularity of the 50th Anniversary.

We had our booth in a different location this year. It was in the main lobby hallway across from the Maine Center for Coastal Fisheries and by the rest rooms. That was pretty handy! Actually, we had a lot of exposure there and want to thank each and every one that stopped to chat with us, buy our hats and t-shirts and also sign for membership. We would like to welcome new member Marshall Walker of Swans Island. It is so good to sign up a new member of our next generation. This is what will keep our fishery going for the future.

Our meeting was held on Saturday, March 1st at the Samoset Golf Club. We did not have a big attendance, but it was a very good meeting. It gave us a chance to discuss a few issues one on one with those that did attend. I'd like to thank Jason Joyce and Dustin Delano for stopping in and joining us. The key to survival in our industry is communications and working together the best that we can. We have been facing so much lately, that we need to work through a lot of negative reactions and start working in a more positive manner if we are going to have a successful outcome for our generations to come.

This also appears to be the year that a lot of leaders of the industry are stepping down and turning it over to new leadership. Commissioner Pat Kelihier is stepping down, as you already know. I have worked with him since his beginning, when he came in under Gov. Paul LePage. He's been the longest serving commissioner in the DMR

and has accomplished a lot over those years. It has always been a pleasure to work with him and he will be missed. I wish him well with his retirement from the DMR. We are still facing major challenges that won't be solved overnight. With the stopping of the gauge increase, we still need to discuss an alternative to that ruling. The next round of Zone meetings are the open door for our attendance and suggestions. Please be thinking of constructive suggestions that might be acceptable to the ASMFC Commission.

At this time, Carl Wilson has been chosen as Acting Commissioner and will need to be approved by the Marine Resources Committee and the Senate. Carl is the Governor's choice as successor. The next step is that he also needs to be willing to accept the position. Carl is a nice guy and I hope that he doesn't "regret" it. For those that don't know him very well, he has been our head scientist for the DMR and runs the Bigelow Lab in Boothbay. He has been with the DMR for a long time and knows most everyone in the associations. I have known Carl for over twenty years and he was the first one to give me advice when I first became an Executive Director. He was very kind and helpful to me and his advice was very good.

I am aware of the big Sea Grant issue of their funds being shut off by the Federal Government. This can be a shock and a challenge, but I believe that they will have things work out in the end. We need a little more cooperation in our Federal and State levels. Governor Mills isn't very popular right now due to the disagreement that she has about the girls sports. To my understanding, the Federal level has precedence over the State levels about anything. Such as, why is marijuana legal in the states but not legal on the federal level? If you have a government job or one that requires drug testing, it reigns over the state mandate and is found illegal in a drug test. You could

lose your job if you fail the drug test. This is a federal ruling. This situation really is no different. Mike and I have had our Class A driver's license for many years and have always been subject to a drug consortium. Mike and I both have complied with these rules for a long time and accept it. The same ruling goes for Merchant Marine licenses and construction jobs.

We need to simmer down with all of these issues and give them the "test of time." These issues will not change over night, none of it, but we all need to show a little more patience and not fight among us. Patience? How important is our positions in this crazy mixed up world? As an association, we are doing our best to get through all that we are facing and hope that our members have trust in our ability. This takes in all of us, working together.

As we said at the Forum to possible newcomers, we want to make sure that the Downeast sector does not disappear in time due to a fading fishing industry. We want to keep involvement, support and growth in our far eastern part of our state. We'd like to see growth through the boat building, boat yards, bait suppliers and commercial suppliers. DELA was founded in Jonesport in 1991 mostly for that reason. Yes, we have members along the entire coastline, as well as New Hampshire and Massachusetts. We even have a member in Hawaii, which I think is great! Face it, most of our sprawl is in the Southern part of our state as well as

population. There is nothing wrong with that at all, but we need to make sure that we look after those that are not as heavily populated and primarily depend on our fishing industry to survive.

Please join us and think about becoming a member. We have had a lot of interest for these reasons and really would like to recruit more Board members to help us along.

Let's keep this industry alive and well and keep rolling!

Take care, Sheila



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Commercial Fishing News

ATLANTIC STATES MARINE FISHERIES - WINTER MEETING

Continued from Page 1

LCMT (federal offshore waters) will meet to provide recommendations in the coming months. The Board will review input from both LCMTs at its next meeting and consider a management response if necessary.

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

Motions

Main Motion

Move to initiate an Addendum to repeal all gauge and vent size changes in Addendum XXVII. The other sections of Addendum XXVII will remain in effect. Motion made by Mr. Keliher and seconded by Ms. Patterson.

Motion to Amend

Move to amend to include repeal of v-notch possession measures for state only permit holders. Motion made by Mr. Kane and seconded by Ms. Patterson. Motion fails (1 in favor, 8 opposed, 2 abstentions).

Main Motion

Move to initiate an Addendum to repeal all gauge and vent size changes in Addendum XXVII. The other sections of Addendum XXVII will remain in effect. Motion made by Mr. Keliher and seconded by Ms. Patterson. Motion tabled.

Move to table this motion until we consider other motions to provide more detail on what is to come. Motion made by Mr. Hasbrouck and seconded by Mr. Kane. Motion passes with one in opposition (RI).

Move to request the Policy Board task the staff to prepare and send a letter to Commissioners from ME and NH, with cc to both state governors, expressing extreme disappointment with ME's decision to renege on the adoption of Addendum XXVII's minimum size increase, as originally proposed by the ME delegation and supported by the NH delegation. Motion made by Mr. McKiernan and seconded by Mr. Borden. Motion passes with one abstention (NOAA).

The Lobster Board suggests the letter should include the following points:

- Acknowledge Maine officials' and industry's concern for uniform rules in the Gulf of Maine with abutting Canadian lobster fishing areas, which influenced their refusal to support the Addendum.

- Provide a history of the issue, justification for the proposal, charts of indices, declines in landings, years of deliberations, postponements, and delays on behalf of Maine and the industry. Note that the Maine delegation proposed the triggers to be proac-

tive, risk-averse, and precautionary, aiming to minimize the long-term decline in the Gulf of Maine stock as occurred with the Southern New England lobster stock.

- Request Maine officials to begin scoping discussions with industry leaders, Maine's Marine Fisheries Advisory Council, Maine's Zone Councils, the Canadian government, and Canadian Lobster Fishing Area representatives to identify mutually agreeable conservation strategies and schedules for future Addenda.

- Ensure Maine entities develop consensus positions (to the degree possible) before the Board considers incorporating them in any future Addendum affecting the biological productivity of the Gulf of Maine lobster fishery.

- Request the Maine delegation to update the Commission at each quarterly meeting of its progress

Tabled Main Motion

Move to initiate an Addendum to repeal all gauge and vent size changes in Addendum XXVII. The other sections of Addendum XXVII will remain in effect. Motion made by Mr. Keliher and seconded by Ms. Patterson. Motion carries (7 in favor, 1 opposed, 3 abstentions).

SPINY DOGFISH MANAGEMENT BOARD

Spiny Dogfish Board Approves Addendum VII to Ensure Consistency with the Councils' Spiny Dogfish Framework Adjustment 6

The Commission's Spiny Dogfish Management Board approved Addendum VII to the Interstate Fishery Management Plan (FMP) for Spiny Dogfish. The Addendum implements measures to maintain consistency with the federal FMP in response to Spiny Dogfish Framework Adjustment 6.

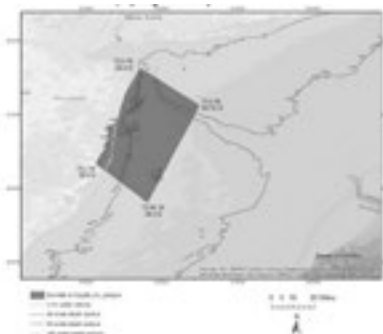


Figure 1: New Jersey Bycatch Hotspot Polygon – Monkfish and Spiny Dogfish

The Mid-Atlantic and New England 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 Framework prohibits 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 (see figure 1), as well as for gillnets of 5.25"-10" mesh in November through March in specified areas off of Maryland and Virginia (see figure 2). Addendum VII ensures consistency by applying those overnight soak restrictions for harvesters who have state spiny dogfish permits in Maryland and Virginia but do not possess a federal spiny dogfish permit. New Jersey does not issue permits by species, but due to New Jersey's permitting rules, any person or vessel selling spiny dogfish in the state is required to have a federal permit and follow the regulations in the bycatch reduction area, including state waters of the area. The Addendum's measures are effective May 1, 2025.

Addendum VII will be available on the Commission's website (<https://asmfc.org>) on the Spiny Dogfish webpage in late February. For more information, please contact James Boyle, Fishery Management Plan Coordinator at jboyle@asmfc.org.

Motions

Move to adopt Draft Addendum VII to the Spiny Dogfish management plan with Option 2: Prohibit Overnight Soaks for Specified Times and Areas for State Spiny Dogfish Permits with an implementation date effective May 1, 2025. Motion made by Mr. Luisi and seconded by Mr. Reid. Motion passes by unanimous consent.

Move to amend the spiny dogfish commercial quota to 9,338,770 pounds for the 2025/2026 fishing year consistent with that adopted by the Mid-Atlantic and New England Fishery Management Councils

pending approval by NOAA Fisheries. Motion made by Mr. Clark and seconded by Mr. Luisi. Motion passes by unanimous consent.

HORSESHOE CRAB MANAGEMENT BOARD

Horseshoe Crab Board Approves Draft Addendum IX for Public Comment to Consider Multi-Year Specifications for Male-Only Harvest

The Commission's Horseshoe Crab Management Board approved Draft Addendum IX for public comment. The Draft Addendum considers allowing the Board to set specifications for male-only harvest for multiple years. It also considers alternative methods for managing male-only harvest limits, seasonal harvest restrictions, and harvest caps for Maryland and Virginia.

Draft Addendum IX responds to recommendations from the July 2024 Horseshoe Crab Management Objectives Workshop, which convened a 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 Adaptive Resource Management (ARM) Framework are explored to better align the model with stakeholder values. Additionally, the Draft Addendum proposes an alternative method for setting maximum male harvest limits based on Delaware Bay region spawning survey data in years when the ARM Framework is not used.

Regarding seasonal closures for the Delaware Bay region states, Draft Addendum IX includes two options: to maintain the current seasonal closure of May 1 through June 7 or reestablish the longer closure from January 1 through June 7. The Board also added options to the Draft Addendum to establish a rule for applying Maryland and Virginia harvest caps included in Addenda VII and VIII.

A press release will follow with 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 at its next meeting. For more information, please contact Caitlin Starks, Senior Fishery Management Coordinator, at cstarks@asmfc.org.

Meeting Summary

Boattalk

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In addition to approving Draft Addendum IX for public comment, the Board discussed the composition of the Advisory Panel (AP). A recommendation from the July 2024 workshop was to evaluate the AP membership to determine if the various stakeholder groups with an interest in horseshoe crab management are adequately represented. Staff recommended the states review their AP appointments and provide new nominations as needed to increase participation by the end of March. At its next meeting, the Board will consider state nominations and may solicit additional membership to achieve an even stakeholder distribution.

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

Motions

Move to add a new issue to Draft Addendum IX regarding the harvest caps for Maryland and Virginia established by Addendum VIII. The issue would include the following set of proposed options:

- Option A: Status quo. There would be no change to the current harvest caps for Maryland and Virginia.
- Option B: The harvest caps for Maryland and Virginia would not apply whenever male- only harvest specifications are implemented. The caps would only apply when harvest specifications include female harvest.

Motion made by Ms. Kennedy and seconded by Mr. Geer Motion passes by unanimous consent.

Move to approve Draft Addendum IX for public comment, as modified today. Motion made by Mr. Clark and seconded by Dr. Rhodes. Motion passes by unanimous consent.

Move to elect Carrie Kennedy as Vice Chair. Motion made by Mr. Geer and seconded by Mr. Clark. Motion passes.

SCIAENIDS MANAGEMENT BOARD Meeting Summary

The Sciaenids Management Board met to review progress of the Red Drum Technical Committee (TC) on action items tasked by the Board at its October 2024 meeting. The Board had the opportunity to ask questions, as well as provide feedback and additional guidance to the TC. The progress update included an overview of methods developed by the TC to estimate catch reductions of red drum using slot size, bag, and vessel limit changes. The TC requested feedback from the Board regarding two aspects of this analysis: 1) whether noncompliance should be accounted for in the catch reduction analysis and 2) whether an additional analysis should be conducted on the potential impacts of changing fishing effort on the estimated catch reductions. In addition, the progress update included preliminary results of a catch reduction needed by southern stock states (South Carolina, Georgia, Florida) to reach the fishing mortality target, as estimated by projections from the assessment model.

Based on this information, the Board provided additional tasks to the TC. Its tasks include directing the TC to calculate the catch reductions needed by southern stock states at several different fishing mortality rates and determine the projected timeline to achieve the spawning stock biomass threshold and target under each fishing mortality scenario. The Board charged the TC with conducting catch reduction analyses with and without the consideration of noncompliance, with the direction to not conduct any

additional analyses on the potential impacts of changing effort.

The final report from the TC will be presented to the Board at its May 2025 meeting. The report will include proposed management measures from the southern stock states and how they compare to catch reductions needed to achieve each of the fishing mortality scenarios, as well as recommendations concerning next steps for the northern stock.

Additionally, the Board elected Ben Dyer of South Carolina as Vice-Chair. For more information, please contact Tracey Bauer, Fishery Management Plan Coordinator, at Tbauer@asmfc.org.

Motions

Main Motion

Direct the Technical Committee to calculate the catch reduction needed for the southern stock to fish at F30%, F35%, and F40% as well as the projected timeline to reach the threshold and target SSBs under each F scenario. These analyses should not incorporate effort trends and should not incorporate noncompliance. Motion made by Ms. Owens and seconded by Mr. Woodward. Motion amended.

Motion to Amend

Move to amend to replace “should not incorporate noncompliance with” “should include in calculations noncompliance fish as well as calculations excluding noncompliance fish.” Motion made by Mr. Dyar and

Continued on Page 20

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RIO BISBEE BAND

Boat And Ship Yard News



This is the Mussel Ridge 48 ALL OUT in her final stages of construction at Oceanville Boat Works in Sunrise.



At John's Bay Boat Co. SARI ANN I is in for some major work. The engine, a 3208 Caterpillar was removed and workers have cleaned the engine room and making a major repair on the portside washboard.

Atlantic Boat Brooklin, Maine

There are a number of boats in the main shop in for a variety of work. One is a 1989 Duffy 26, and she is in to have repairs made to her trunk cabin top, which was being crushed by the windshield. The windshield was removed, the affected area re-fiberglassed and made structurally heavier to withstand the weight of the windshield. They also removed the cupping in the teak deck and did a full cosmetic upgrade. Next to her is a 40-year-old Dyer 29, which was also in for a total refit. This included replacing the engine, redoing the electrical and fuel systems, and repairing three of the four fuel tanks. She is almost finished and will be heading to her homeport in Massachusetts in March. There is also a Northern Bay 36, and she is in for her regular annual maintenance as is a Robinhood 36 powerboat.

In another building there is a Duffy 31, which had a new 250-hp Yanmar diesel installed. This boat had been trucked all the way from Michigan, her owners saying that 'You guys built it, you should be able to put this new engine in.'

For new boats, they have a launch under construction for Mystic Water Taxi System of Mystic, Connecticut. They currently have two of these canopy launches, and with an upswing in business, they wanted to make sure that they could provide without fail the services that have been scheduled. This boat is U. S. Coast Guard certified and that means they are at the yard frequently making sure

that the boat is finished to their safety standards. This boat is about fifty percent done and they expect to have it completed and delivered to their owners in mid-spring. This boat will be named SWAMP YANKEES.

In a back work bay there is a sailboat in to be repowered and a new refrigeration system installed. She had a small Yanmar diesel that is being replaced with a Beta engine. The engine was still working well, but where the boat is homeported, Long Island, New York, they can easily get a Beta repaired. They also did a lot of cosmetic work.

As for new boats, they have done a number of quotes, but no one has signed on the dotted line yet. They felt that without a new build, they were able to get some projects done that they wanted to get finished. Another reason they are holding off a bit on new builds is the uncertainty of the possible upcoming tariffs. Most businesses will be affected if tariffs are implemented and that would cause the cost of a boat to increase significantly. They said the margins would never absorb them.

The storage is full and each one of these boats needs some degree of work before they go back over. One interesting fact is that they had a lot of boats that were for sale over the last year. Some of these owners were aging out or they just were not using the boat enough to justify the cost. They do not broker boats; this is done by someone else. However, they usually get work from the new owner, so it works out for them in the long run.



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Boat And Ship Yard News



This Dyer 29 is in the main shop at Bittersweet Landing Boat Yard in South Bristol. She has been totally refurbished, with just some minor details left to do before the season arrives.

Bittersweet Landing Boat Yard South Bristol, Maine

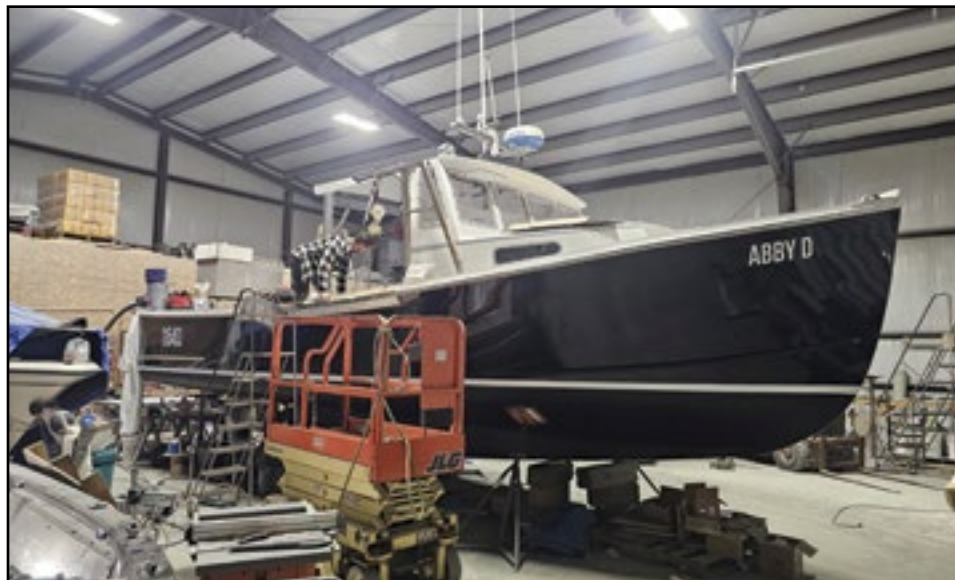
One of the most efficient yards on the coast has to be Bittersweet Landing Boat Yard. This is a husband/wife team, with a few additional employees, who work extremely well together. They will start in the spring and get the three hundred or more boats they have in storage ready for the water. Just after 4 July they go into what they term "limp mode," as they deal with breakdowns and may be a grounding or two. As the end of summer nears, they start ramping up getting the boats hauled and put away for the winter. This is full on, no slow down, until the week before Christmas. At that time, they close up the buildings and then start hauling in the docks, which also includes floats for a number of their customers. After that they may have a couple of or more boats in the main shop for some work, which keeps the crew going until it starts all

over again.

One of the boats in the shop is a 1971 Dyer bass-boat style, hull #111, which was powered with a gasoline engine that gave up the ghost and passed away. The customer wanted to repower, so they found him a used Volvo diesel, but the owner went way beyond that having them completely refurbish her. She has a new windshield, toe rails, and paint from stem to stern, top to bottom.

I am always amazed at some of the new gadgets I see from time to time, and they had one they were going to add to this boat. It was a surface mounted LED running light, which mounts right in the rub rail, made by Taco.

Next to the Dyer was a Catalina 42, which needs some deck and rail work as well as repairs made to the rudder. This boat had an aluminum extrusion with a vinyl insert around the hull, which had been damaged about 15 or 20 feet by her previous owner



The lobster boat ABBY D. was in at Friendship Boat Works in Friendship for some minor repairs and paint. Most of this was done by her owner.

leaving it on a dock during a good blow. That has been changed out, and the new owner liked the idea of bringing the white deck color down to it and making the topsides look a little smaller. That was prepped and primed in white and the owner agreed that it looked much better. As for the rudder, it had split, and water had gotten in. They drilled holes and got most of the water out but have also set some nice warm halogen lights up and are drying it out as much as possible. When they get her as dry as possible, they will seal her back up.

Then next to her is a Lord Nelson tug, which had a lot of work done on her last year. Presently, the owner is thinking of repainting her as the family members think she looks like a bathtub toy in her red and white paint scheme. The thought is she would look much better all blue. Other work on this boat includes changing the copper lines out for Sea Star hoses in the steering system.

There are also some smaller jobs that go on in the storage sheds. When they see a warmer weather window, they put a heater in the boat and get done what they need to and move on to the next. However, most of these projects can be done in the spring when it is much warmer.

Friendship Boat Works Friendship, Maine

ABBY D. is in for general maintenance. The owner purchased the boat for his kids to use lobstering and he had done a lot of the work himself. He painted the hull and made a few of the minor repairs. They helped the owner, but fortunately did not have to do much sanding.

Before this project, they had a 17-foot lapstrake boat come in, which was built in Bristol 22 years ago. The owner brought it

Continued on Page 18

It is time to think about Spring!



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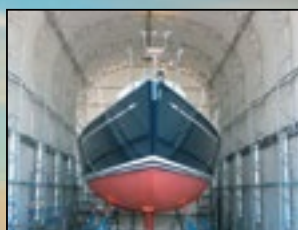
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Boat And Ship Yard News



The lobster boat ABBY D. was in at Friendship Boat Works in Friendship for some minor repairs and paint. Most of this was done by her owner.



The 1924 Chris Craft in at Woodman Boat Works in Kennebunkport has been turned over so they can put a new bottom on her.

Continued from Page 15

to them and asked if they could fix it. They brought it in and called the owner to inform him of how much work was needed. They told him the stern was gone, as was the platform. The owner said he figured that there was a lot that needed to be replaced and told them to go ahead. They ripped out the platform, a couple of lapstrakes, the seats and the console. The platform was replaced with Coosa fiberglassed inside and out. They added a centre plank to the flat bottom so that when she gets hauled up on the beach it will protect her bottom from getting scuffed up. They then gel-coated it and the owner was more than pleased at how she turned out. There was also a rowboat sitting in the shop and when the owner saw that and asked if they could build him one of them.

The rowboat in the shop was getting repaired, which they were swapping for their plowing. Neither knew who was going to come out on the better end of this deal. Until the end of February it looked like the plow guy, but it is probably even as of now.

They have a mould for rowboat, but that is much higher sided. They also have one similar to the Repco and the Young Brothers rowboats, which Jim Gergely took a mould off of. They are thinking of making a couple and setting them out by the road to see if anyone will buy them.

Next in the shop will be a Calvin Beal 34, which will be finished out as a dive/sport-fishing semi-liveaboard. Randy Young said that the interior would be simple, berths and head down below, couple of captain chairs at the bulkhead and a settee with a winter back. She will be powered with a 450-hp

Cummins. He also wanted a 400-gallon fuel tank, a pot hauler, livewell, heat and air conditioning and a swim platform to get divers on and off the boat.

Oceanville Boat Works Sunrise, Maine

Inside was a Mussel Ridge 48, which has been finished out as a lobster boat for a commercial fisherman from Boothbay Harbor and named ALL OUT. For those that follow Oceanville Boat Works on Facebook, you have watched them finish her out and already know she was launched at Billings Diesel & Marine in Stonington the end of February.

Down below there is a double berth, head with shower and plenty of storage spaces. This boat is powered with a 1,000-hp MAN. There is also a 6-kW generator, which will help charge the batteries while he is fishing.

Under the platform, in the centre, is the 725-gallon fuel and two lobster tanks, which go down each side. They each will hold 14 crates. There is also the new high-tech

steering system from R. E. Thomas, one of the first boats fitted with this. The platform was constructed using a 1-inch composite panel, glassed on both sides. When the boat was nearly completed, they added a rubber deck.

There was also a nice stainless steel bait tank on board, which was built by KB Welding of Southwest Harbor. They did all the metal work on this boat, including davit, tank hatches, trim, exhaust, and sheathing.

Next to ALL OUT was a 1958 15-foot Mercury sailboat, which was in for a facelift. They ground her down completely, removing all the cracks and crazing and then put three coats of high build and sanded that down and put three more coats on. Next comes the barrier coat, 2000 Interlux, and there will be four coats of that before Awlgripping. Next, the keel will get bolted back on and the bottom painted. The owner is happy with how she looks. He has an old Seagull outboard so she will look like a brand new classic when finished.

Next in the shop is a 40-foot lobster boat from Boothbay Harbor, which will get



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Boat And Ship Yard News



This is an Able 34 at Shop to Shore in South Bristol. She had a complete make over with changes to the windshield and house. She was now getting her varnish redone.

new fuel and lobster tanks, and a rope locker. She will be followed by the John's Bay 36-foot lobster boat WHISTLER, owned in Stonington. She will have all her windows resealed and the shelter top Awlgrippped, rubber decks, and then lots of varnish in the wheelhouse.

Following this repair work, they have an Osmond 50 coming in to be finished off as a lobster boat. This will be followed by two Wesmac 46 cruisers.

Shop to Shore South Bristol, Maine

In the shop, but not for long, was an Able 34, which over the years has had a complete makeover. The major changes included a new windshield with more rake, a house that was more streamlined and a new console. This was started when Covid hit and was finished last year. This year, they added more coats of varnish, in some cases six or eight coats. They also built a couple of boxes for two fire extinguishers, EPIRB and a handheld horn. This owner uses the

boat as much as possible, and one can see why. She has been moved out and they will finish the varnish in the spring.

Next to the Able 34 is a varnished mast from a 30-foot sailboat. The varnish was stripped, and they made a small repair at the mast step and then revarnished. Next, they will strip the hull and repaint that.

A 40-foot Consolidated cruiser needs to come in so they can remove the engines and make repairs to the hull and then re-install the engines. This boat was built in the early 1940s and has a double planked bottom. Her first layer is cedar and that was covered with mahogany. The problem is that the cedar is not in great shape, but they are hoping when she swells up, she will be good to go.

They have 22 wooden flat bottom skiffs built by McFarland of South Bristol. These have all been covered with fiberglass and they need to be ready late spring.

Out in the storage yard they have TYCONA, a 1945 Chris Craft from Sebago. They also have a Lyman runabout that they will put a new deck on the aft part.



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ATLANTIC STATES MARINE FISHERIES - WINTER MEETING

Continued from Page 13

seconded by Mr. Batsavage. Motion passes by consent.

Main Motion as Amended

Direct the Technical Committee to calculate the catch reduction needed for the southern stock to fish at F30%, F35%, and F40% as well as the projected timeline to reach the threshold and target SSBs under each F scenario. These analyses should not incorporate effort trends and should include in calculations noncompliance fish as well as calculations excluding noncompliance fish. Motion carries by unanimous consent. Move to elect Ben Dyar as Vice Chair of the Sciaenids Management Board.

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

ATLANTIC STRIPED BASS MANAGEMENT BOARD

Meeting Summary

The Atlantic Striped Bass Management Board met to review and consider the stock assessment schedule; provide guidance on the scope of Draft Addendum III for 2026 management measures; and consider an Advisory Panel nomination.

The Board reviewed the timeline for the 2027 Benchmark Stock Assessment, which is scheduled for peer review in March 2027 and will be presented to the Board in May or August 2027. Work on the benchmark stock assessment is getting underway with the Data Workshop expected this Summer 2025. The benchmark assessment will include data through 2025, including the re-calibrated

MRIP time series expected to be released in Spring 2026. A 2026 stock assessment update is also tentatively scheduled per the typical two-year schedule for striped bass. However, the Technical Committee (TC) and Stock Assessment Subcommittee (SAS) recommend not conducting a 2026 stock assessment update due to overlap with the 2027 Benchmark Assessment. This would result in TC-SAS members working on two assessments simultaneously with potentially different assessment models. Additionally, the results of a 2026 stock assessment update would quickly be replaced by the 2027 Benchmark Assessment only 6-8 months later. The Board agreed with the TC-SAS recommendation and recommended the Policy Board remove the 2026 stock assessment update from the stock assessment schedule.

The Board provided guidance to the Plan Development Team (PDT) on the scope of management options for Draft Addendum III on 2026 measures. Per the Board's motion from December 2024 initiating the addendum, the PDT will consider potential reductions based on projections incorporating preliminary estimates of 2024 removals. The Board requested options be developed for both a 50% and 60% probability of rebuilding stock. In addition, the Board requested sensitivity runs with varying assumptions for recruitment and future fishing mortality past the 2029 rebuilding deadline to provide information about potential future population trends as recent poor year-classes mature and enter the spawning stock biomass. For options to meet a 2026 reduction, the PDT will consider options for sector contributions to the reduction. For

any commercial reduction, the PDT will consider commercial quota reductions. The Board added an option to consider requiring commercial tagging at the point of harvest but decided not to address commercial reallocation in this addendum.

For any recreational reduction in Draft Addendum III, the PDT will consider size limit changes and/or season closures, including mode split options, but will not consider possession limit changes as decided by the Board. For recreational size limits, the Board specified consideration of both minimum size limits and slot limits, with no slots narrower than 3" and no ocean size limits below 28". For ocean recreational season closures, options will include no-harvest and no-targeting closures and the Board requested consideration of equity from multiple perspectives, including percent reduction by region, access/seasonality by region, and socioeconomic impacts. The Board requested ocean seasonal closures options with two or three ocean regions, but an ocean region cannot be comprised of a single state. Closures can be split between two Waves, and a coastwide closure option could be considered using this structure of a split closure. The Board also noted the PDT should consider both the shortest possible closure options and longer closure options at a different time. For the Maryland Chesapeake Bay recreational season, the Board agreed Maryland could explore a possible change to their baseline (status quo) season for review by the TC. At the 2025 Spring Meeting, the Board will consider whether to include a Maryland baseline season option in the Draft Addendum. Finally, the Board added an option to consider standardizing the method to measure total length for striped bass (i.e., pinching the tail).

The Board approved the nomination of Peter Fallon, a charter boat captain from Maine, to the Atlantic Striped Bass Advisory Panel. For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at efranke@asmfc.org.

Motions

Move to exclude recreational mode split options from Draft Addendum III Motion made by Ms. Meserve and seconded by Mr. Batsavage. Motion fails (4 in favor, 9 opposed, 3 abstentions).

Move to not include options for an ocean recreational size limit under 28" in Draft Addendum III. Motion made by Mr. Cimino and seconded by Ms. Meserve. Motion passes (13 in favor, 1 opposed, 2 abstentions).

Move to include the concepts of MD season closure baseline adjustment approach in Draft Addendum III. Motion made by Mr. Luisi and seconded by Mr. Clark. Motion postponed.

Move to postpone the motion until the Spring Atlantic Striped Bass Management Board Meeting Motion made by Mr. Nowalsky and seconded by Mr. Reid. Motion passes (11 in favor, 3 opposed, 2 abstentions).

Motion to include possession limit options in Draft Addendum III. Motion made by Mr. Nowalsky and seconded by Mr. Hasbrouck. Motion fails (7 in favor, 7 opposed, 2 abstentions).

Motion to include possession limit options for for-hire mode split in Draft Addendum III Motion made by Mr. Nowalsky and seconded by Mr. Reid. Motion fails (7 in favor, 7 opposed, 2 abstentions).

Move to ask the Plan Development Team to investigate reallocation of the commercial quota among the 6 states that currently harvest striped bass from the coastal stock. There would be no increase from the total 2024 quota of those 6 states combined. Motion made by Mr. Clark and seconded

by Mr. Reid. Motion fails (2 in favor, 12 opposed, 2 abstentions).

Move to approve Peter Fallon of Maine to the Atlantic Striped Bass Advisory Panel. Motion made by Rep. Hepler and seconded by Mr. Reid. Motion approved by unanimous consent.

EXECUTIVE COMMITTEE

Meeting Summary

The Executive Committee met to discuss several issues, including a CARES update, a White Paper on Board Voting and Virtual Participation, and updates from the Legislative Committee and on future annual meeting locations. The following action items resulted from the Committee's discussions:

- Staff provided an update on the status of the remaining issues with New Jersey and Florida CARES payments due to be repaid after audits found funds made some more than whole or they were ineligible to receive funds.

- A lengthy discussion was held on the White Paper on Board Voting and Virtual Meeting Standard Operating Practices and Procedures. The Committee decided to deal with Issue 3 first; Virtual and Hybrid Meeting Participation. After discussion, a motion was passed, as written below. The Committee also agreed to continue discussing the criteria for a state to "declare an interest" in a fishery and board voting practices at the next meeting.

- Staff presented to the Executive Committee on legislative successes for the Commission in the 118th Congress, challenges ahead, and on the composition of the legislative and executive branches.

- Staff provided an update on future Annual Meeting locations: 2025 Annual Meeting (October 26-30) will be in Dewey Beach, Delaware; 2026 - Rhode Island; 2027 - South Carolina; 2028 - Massachusetts; 2029 - Pennsylvania; and 2030 - Georgia.

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

Motions

Main Motion

For meetings where the whole of a state delegation cannot attend an in-person meeting for reasons beyond their control, the delegation may request the postponement of a particular action for consideration at the next meeting. Motion made by Mr. Haymans and seconded by Mr. Dyar. Motion substituted.

Motion to Substitute

Move to substitute, for meetings where the whole of a state delegation cannot attend in person a meeting for reasons beyond their control, the delegation may request to the Executive Director, Commission Chair, and Board Chair, for a postponement of a particular action for consideration at the next scheduled regular meeting or out of cycle meeting.

Motion made by Mr. Keliher and seconded by Mr. Abbott. Motion passes by unanimous consent. Main Motion as Substituted. Move for meetings where the whole of a state delegation cannot attend in person a meeting for reasons beyond their control, the delegation may request to the executive director, commission chair, and board chair, for a postponement of a particular action for consideration at the next scheduled regular meeting or out of cycle meeting. Motion passes by unanimous consent.

INTERSTATE FISHERIES MANAGEMENT PROGRAM (ISFMP) POLICY BOARD

Meeting Summary

The ISFMP Policy Board met to receive a report from the Executive Committee (see

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ATLANTIC STATES MARINE FISHERIES - WINTER MEETING

Executive Committee meeting summary earlier in this document); review results of the 2024 Commissioner Survey; discuss Board voting and virtual meeting standard operating procedures; receive an update on ongoing stock assessments; consider a letter request from the American Lobster Management Board; and receive an update on actions at the Mid-Atlantic Fishery Management Council (MAFMC).

Commissioners completed a survey of Commission performance in 2024, which measures Commissioners' opinions regarding the progress and actions of the Commission in 2024. Overall Commission performance has not varied much since 2021. The score for cooperation with federal partners decreased in 2024. This continues to be a major area of concern. The survey showed a decline in cooperation between Commissioners, with political issues being highlighted as the main cause. Efficiency and utilization of Commission resources, including human resources, have consistently been highly rated by Commissioners over the past 15 years. Engagement with state and federal legislative officials saw the largest score increase in 2024. Politics and prioritizing stakeholder interests and economics over stock needs was identified as the greatest obstacle to rebuilding stocks. Issues the Commission should focus on more include warming ocean conditions, incorporating socioeconomic information, and innovation to improve communication with the public.

Following up on the Executive Committee's earlier discussion on declared interests, voting privileges, and participation at virtual and hybrid meetings, the Policy Board discussed an Executive Committee motion to provide state delegations with the opportunity to request a postponement of a particular action for consideration at

the next scheduled regular meeting or out of cycle meeting, in the event that all members of a state delegation cannot attend a meeting for reasons beyond their control. The Policy Board supported this motion, recognizing there are events outside Commissioners' control, such as natural disasters and extreme weather events, that preclude a state delegation from participating in important management actions (whether that be in-person or virtually). There continues to be support for the Commission maintaining the use of hybrid meetings, which have allowed for more participation by Commissioners and stakeholders. To facilitate hybrid discussions, staff will announce which Commissioners are attending virtually at the beginning of Board meetings. The Policy Board will continue to discuss issues related to state declared interests on species management boards and voting practices at future meetings.

Staff provided an update on stock assessments currently underway. For striped bass, a stock assessment update was tentatively scheduled for 2026. However, work has already begun on the benchmark stock assessment and the Atlantic Striped Bass TC recommended the assessment update be removed from the stock assessment schedule. The stock assessment update for weakfish is expected to be completed for Board consideration at the Spring Meeting. The Ecological Reference Points Work Group will meet for an assessment workshop in March, and an assessment update for tautog is scheduled for later this year.

At the recommendation of the American Lobster Management Board, the Policy Board agreed to send a letter to Maine and New Hampshire, with a copy sent to both State Governors, expressing disappointment with the decisions to renege on the adoption of gauge and vent size measures

from Addendum XXVII. The letter will reiterate the importance of the measures for protecting the Gulf of Maine lobster stock and include recommendations to Maine and New Hampshire for working with the industry to develop proposals for alternative conservation strategies.

The Policy Board received an update about the Mid-Atlantic Fishery Management Council's (Council) upcoming February meeting where the Council will consider requesting the National Marine Fisheries Service publish control dates for the recreational for-hire fisheries for summer flounder, scup, black sea bass, and bluefish. Publication of a control date would not have any immediate impact on fishery participants or fishing privileges, but the Council may use it as qualification criteria for development of future management measures impacting access to the fishery.

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

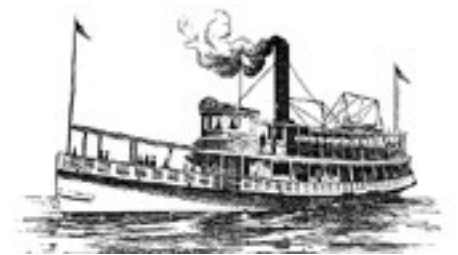
Motions

On behalf of the Executive Committee, move for meetings where the whole of a state delegation cannot attend in person a meeting for reasons beyond their control, the delegation may request to the Executive Director, Commission Chair, and Board Chair, for a postponement of a particular action for consideration at the next scheduled regular meeting or out of cycle meeting. Motion made by Mr. Cimino. Motion passes by unanimous consent.

On behalf of the American Lobster Management Board move the Commission task the staff to prepare and send a letter to Commissioners from ME and NH, with cc to both state governors, expressing extreme disappointment with the decisions to renege on the adoption of Addendum 27's minimum size increase, as originally proposed

by the ME delegation and supported by the NH delegation. Motion made by Mr. McKiernan. Motion passes by unanimous consent.

The Lobster Board suggests the letter should include the following points: • Acknowledge Maine officials' and industry's concern for uniform rules in the Gulf of Maine with abutting Canadian lobster fishing areas, which influenced their refusal to support the Addendum. • Provide a history of the issue, justification for the proposal, charts of indices, declines in landings, years of deliberations, postponements, and delays on behalf of Maine and the industry. Note that the Maine delegation proposed the triggers to be proactive, risk-averse, and precautionary, aiming to minimize the long-term decline in the Gulf of Maine stock as occurred with the Southern New England lobster stock. • Request Maine officials to begin scoping discussions with industry leaders, Maine's Marine Fisheries Advisory Council, Maine's Zone Councils, the Canadian government, and Canadian Lobster Fishing Area representatives to identify mutually agreeable conservation strategies and schedules for future Addenda. • Ensure Maine entities develop consensus positions (to the degree possible) before the Board considers incorporating them in any future Addendum affecting the biological productivity of the Gulf of Maine lobster fishery. • Request the Maine delegation to update the Commission at each quarterly meeting of its progress.



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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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PASSED OVER THE BAR

Continued from Page 6

ing pee-wee and high school basketball on North Haven. He was a very beloved member of the North Haven Community and was always able to make people smile and laugh with his incredible sense of humor. He will be deeply missed by all generations.

He is survived by his son Zachery and granddaughters Isabelle and Layla; son Jesse; stepdaughter Lindsay; their mother, Robin; his mother, Ruth Adams; his sister, Angela and her husband Sherwood Hamill; his brother, Alan and his children Easton and Adriana and their mother Kelly; uncles, aunt, cousins and his lifelong best friend Ed Beverage.

He was predeceased by his father, Arnold Adams, Sr., who passed away in September, 2024.

A celebration of Arnold's life will be held Saturday, April 26, at 11 a.m., at the North Haven Community School gym. Bus transportation will be provided at the ferry.

Donations in Arnold's memory can be made to the North Haven Legion c/o Jeremiah MacDonald, Iron Point Road, North Haven, ME 04853.



Randy A. Prock

UNION — Randy Prock passed away early February 3, 2025, with his wife, Cindy; sister Wendy; and son, Danny by his bedside at Brigham and Women's Hospital in Boston, where he had spent the final 13 days of his life. Since his October 8, 2024, brain cancer diagnosis (Glioblastoma), Randy was hospitalized four times, endured four surgeries, received 30 radiation treatments, and 46 days of chemotherapy. Clearly, Randy loved life because he endured it without complaints or negativity; instead he persevered with infinite strength and love for his wife and family. Faith, family and friends

inspired his courageous resolve.

Born on May 30, 1955, to Wallace and Doris (Winchenbach) Prock, Randy had quite an idyllic childhood in Orff's Corner, Waldoboro. There were always lots of neighborhood kids to play ball, ride bikes and enjoy ruthless games of marbles. Wendy will have to keep those stories alive in his honor. Mini bikes, dirt bikes and snowmobiles were almost as important as camping and hunting. Tommy Johnson and Dickie Levensaler will have to keep some of those stories going now.

Randy graduated from the best class at Medomak Valley High School, the Class of '73. He shared the Class Hot Rod Senior Superlative with JoAnn Lash (Genthner). Hot cars and motorcycles became a lifelong passion for him. Just before he had to go to Boston he was visited by Wayne Benner, John Reynolds and Gary Miller for a beautiful trip down memory lane about cars and good times. Lifelong friends (and classmates), Claudia and Claudene Orff, and their family were always close to the Prock family.

Forty-seven years with Prock Marine Company was Randy's secondary education. After his father and uncles retired, he and his cousins shared the helm. Retiring in 2017 gave him seven fun years with Vettes of Coastal Maine friends and fantastic times with friends on Embden Pond, his happy place.

The Prock family lost Wallace, Randy's dad, in 2022.

Randy is survived by his devoted mom, Doris; his sister Karon Reed (Arnold); and sister Wendy Northrup (Wayne). Also left behind are his wife of 44 years, Cindy (Brooks); and his sons, Daniel (Heidy) and Forrest (Liz); grandsons, Jamie (Candice), Dylan, Tyler and Zachary; and his loyal Labradoodle, Baxter. The Brooks brothers and their families, and their mother, Mildred, also grieve the loss of Randy. (Special mention of Danny's mom, Cathy (Mank) Keating, who was his high school sweetheart and first wife).

Randy's wife and sons especially want to thank Wendy for her unwavering and limitless support for Randy and Cindy; and also to Wayne for sharing her. Special thanks to Karon and Arnold from Baxter for luxurious accommodation and lavish love.

A time of visitation will be held on Monday, February 10, 2025, from 5 - 7 p.m.,

at Hall Funeral Home in Waldoboro.

The service will be held Tuesday, February 11, 2025, at 2 p.m., at Hall's, with a reception immediately following the service.

In lieu of flowers, gifts may be made to Dana-Farber Cancer Institute in memory of Randy Prock to support cancer research and patient care at Dana-Farber Cancer Institute, PO Box 849168, Boston, MA 02284 or via dana-farber.org/gift



Neil Perry Payson

SOUTH THOMASTON — Neil Perry Payson, 73, died peacefully, Sunday, February 9, 2025.

Born in Rockland, May 18, 1951, he was the son of Harold Herman (Dynamite) Payson and Amy Rackliff Payson. He attended Guilford Butler School, Rockland District Junior High, and graduated from Rockland District High School in 1969. In high school, Neil was very active in Key Club, student council, and the Kippy Carnival Planning Committee. He played a six string and bass guitar in many school functions and joined the high school band his senior year playing the sousaphone. He found a passion in music while in high school. He also found what would be a lifelong passion in the teaching of mathematics.

Neil was accepted into the Secondary Mathematics program at Gorham State College (USM) in the fall of 1969. Upon graduating, Neil was offered and accepted a teaching position at Wiscasset High School. While there, he was a class advisor, ran the bowling club, started a ski club, and started the Math Team.

After his first two years, he welcomed his first child into this world. After four years, he was expecting his second child and decided to move back to his family's fourth generation homestead in South Thomaston. He became part of the land and the land became part of him.

He was offered and accepted a math teaching position at Medomak Valley High School where he served as student council advisor and math team assistant coach for 30 years. In 1979, he welcomed his third child into this world.

In 1981, Neil received his master's degree in education from USM and was directly offered a part-time job teaching math at UMA Rockland center where he taught for 35 years.

Neil's other passion was his lobstering, which he did for 57 years. He particularly enjoyed meeting new people and introducing them to the lobstering business. Neil took roughly 35 people out on the water each year. He met lifelong friends from all over the world. He especially delighted in taking the school's foreign exchange students out on the water and then having a lobster bake. He loved sharing stories and often told the story of the actor Tom Wilkinson wearing Neil's Levi Jeans in the movie "In The Bedroom" which was filmed locally.

On the family homestead, Neil spent many hours working the land and turned it into a field, a ball field, a vast playground, and a pond. His kids and family spent lots of hours enjoying the area. In 2021 he and his relatives built a family pavilion in honor of their grandmother, Edna Rackliff. This has been the site for formal and family gatherings, including weddings. Neil always cherished family gatherings and loved doing big family cookouts.

Neil was predeceased by his parents, and his older brother, David Howard Payson.

He is survived by his three children, Darren Neil Payson and his wife Janet Opredek, Laura Ritter, Jeffrey Neil Payson and his wife Amanda; five grandchildren, Julia Payson, Tyler Ritter, Brody Ritter, Kelsey Payson and Aleah Shay; his sisters, Joy Wyatt, Lisa Payson; and his brother Timothy Payson.

A gathering of love and remembrance will be held this summer, Saturday, July 12, 2025, at 12 Noon, at Grammy's Park, Pleasant Beach Road in South Thomaston. All are invited to bring a favorite dish to share.

In lieu of flowers donations may be made to The Neil P. Payson Memorial Scholarship Fund %, Medomak Valley High School, 320 Manktown Road, Waldoboro, ME 04572.

National Transportation Safety Board News

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Board said Tuesday.

On October 4, 2023, the cargo vessel Bonnie G was anchored, waiting out poor weather about 1 mile south of St. Thomas, U.S. Virgin Islands, when its anchor chain parted and the vessel began to drift toward land. As the captain attempted to navigate the vessel away from shore, the vessel grounded. The 12 people on board abandoned the vessel and were rescued by the U.S. Coast Guard. The Bonnie G remained aground for several weeks until salvors could refloat it and tow it to a dock. No injuries or pollution were reported. The vessel was declared a total constructive loss, valued at \$1.5 million.

Before departing St. Croix, the captain of the Bonnie G reviewed the weather forecast for the vessel's intended route to St. Thomas. The winds were forecasted to be between 10-15 knots and gusting to 25 knots after midnight, by which time the crew expected to be tied up to the dock. When the vessel arrived in Crown Bay, the winds were higher than what had been forecasted.

In addition, a loaded barge had broken free of its moorings and was partially blocking Bonnie G's mooring location. Given the barge blocking the Bonnie G's docking location and the worse than expected weather conditions, the captain decided to anchor the vessel until the weather improved.

Once in position within the anchorage, the captain deployed 135 feet of anchor chain, which was likely based on an erroneous assessment of the water depth being 23-26 feet when it was actually 68 feet.

Investigators found the Bonnie G should have let out about 2.5-3.5 times more chain than was deployed. Considering the water depth and windy conditions, the Bonnie G captain did not let out enough chain for a secure anchorage.

"When anchoring a vessel, a length of anchor chain that is five to seven times the water depth (scope, or ratio of anchor chain to water depth) should be used; even more anchor chain should be used in adverse weather," the report said.

The captain also did not use the available onboard navigational chart to identify a rock nearby, and when maneuvering after

the anchor chain failed, he inadvertently steered directly onto the rock and grounded the vessel. As a result, the hull was breached just forward of the engine room. The forward watertight door in the engine room of the Bonnie G was open and not secured before the crew abandoned the vessel. Investigators determined that had the watertight door been shut as required, it is likely that progressive flooding of the engine room and aft spaces would not have occurred, limiting vessel damage.

The NTSB determined the probable cause of the grounding was the inadequate scope of chain deployed when anchoring, which likely led to the anchor chain parting, and the captain not identifying a charted rock and steering the vessel onto it when attempting to maneuver to safe water.

"When anchoring, mariners should review navigational charts and other sources of local information, such as the US Coast Pilot, to become familiar with nearby hazards," the report said. "It is important to have this information available in heavy weather conditions, when there is heightened risk of drifting and crews may need to get a vessel

underway on short notice."

Hydraulic System Component Failure Leads to Fire on Fishing Vessel 2/13/2025

The failure of a component on the hydraulic system for on-deck fishing equipment likely led to a fire aboard a fishing vessel in the Gulf of Maine, the National Transportation Safety Board said Thursday.

On Aug. 11, 2024, the fishing vessel Three Girls was fishing in the Gulf of Maine when a fire broke out in the vessel's engine room. The five crewmembers and a National Marine Fisheries Service observer abandoned the burning vessel and were rescued by the U.S. Coast Guard. No injuries or pollution were reported. Damage to the vessel was estimated at \$1.3 million.

The crew of the Three Girls began fishing on Aug. 10, 2024, and collected about 20,000 pounds of various groundfish over the next two days. When the fishing net was recovered from the seafloor around 8:50 p.m. local time on Aug. 11, the captain

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The 2024 Vendee Globe Race - Solo Non-Stop Round the World

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in eighteenth place. The problems with the boat really did not allow him to push as hard as he would have liked.

8 February

The twenty-third finisher was Guirec Soudée (Freelance.com) with a time of 89 days, 20 hours, 16 minutes, and 20 seconds. Soudée was already well-known in France for his on-land exploits with his chicken Monique. One time they were trapped in the Arctic ice in a 30-foot sailboat for 130 days. Four years ago, was the first time he sailed on an IMOCA racer and then he began the process of putting together a campaign to compete in the 2024 Vendee Globe. With a sixth-place finish in the Vendée Arctique - Les Sables d'Olonne three years ago many took notice. Unfortunately, Soudée had a number of issues: sail problems and running rigging. He had to climb the mast, repaired his cockpit and had to go over the side to recover a sail, which had wrapped itself around the keel. If that was not enough the weather was not kind.

9 February

Japanese racer Kojiro Shiraishi (DMG MORI Global One) crossed the finish line at 0936 hrs. UTC for a twenty-fourth place finish with a time of 90 days 21 hours 34 minutes 41seconds. This was his fifth solo circumnavigation of the globe. Problems started early for Shiraishi when he had to make repairs to the watermaker and the hydrogenator. He crossed the equator in thirty-second place. He made gains in the South Atlantic, but just after passing the Cape of Good Hope he broached, breaking five battens. This took two days to repair. He then sailed north and that caused him to lose touch with the main group. He did well through the Pacific Ocean and was twenty-fifth rounding Cape Horn. Off the Falkland Islands he was hit by a major storm and then found a lot of light air. When he neared the Azores he had a number of competitors around him, and they battled all the way to the finish. He sailed 28,696 miles with an average speed of 13.15 knots.

Violette Dorange (Devenir) became the youngest skipper to have completed the Vendee Globe. She crossed the line after 90 days, 22 hours, 37 minutes, and 9 seconds. What was more impressive is the more than 400,000 followers she had on social media. She was also assisted by Le Cam, who noted her talent and competitiveness. There were times in the race that she thought it was prudent and slowed so she was not in weather that threatened her. She also had a couple of issues with her boat: a pedestal winch and her engine. She passed Cape Leeuwin in the twenty-sixth position. She also climbed her mast in six-foot seas, which scared her enough to say that she would never do that again.

Just a little over two hours later Louis Duc (Fives Group - Lantana Environnement) crossed the line after 91 days, 0 hours, 8 minutes, and 48 seconds for a twenty-six-place finish. His problems began just four days after the start when his large and small spinnakers were damaged. One was repaired, but the other one could not be. He crossed the equator in twenty-third position and then went further west when sailing in the South Atlantic. By the time he passed Cape Leeuwin he had gained two positions. Then the starboard rudder tie bar broke along with the structure holding the hydrogenator. After two days of making repairs, he was back up to speed and caught the leaders of the group. He found light air as he entered the Pacific Ocean, then he was hit by a storm

that lasted two days. He rounded Cape Horn in twenty-sixth. The problem with the lost spinnaker and an autopilot caused him to lose five days on those in his group. He hugged the coast of Brazil and took the lead in his group gaining two spots. Unfortunately, he lost them when he encountered heavy trade winds. Then off the Azores one of his daggerboards broke. He did his best to keep up speed and finished 26 days, 4 hours, 45 minutes, and 59 seconds behind the winner in his first Vendee Globe race.

The twenty-seventh finisher and just eight minutes behind the twenty-sixth finisher was Sébastien Marsset, crossing the finishing line at Les Sables d'Olonne at 1237 hrs. UTC. His time was 91 days, 35 minutes, and 35 seconds. This program was started three years ago and was accomplished with a small budget. He had a good beginning and hit the doldrums in nineteenth position. By the time he hit the south-easterly trade winds he had lost nine places. The first major issue was when he lost the hydraulic ram for the canting keel. He rounded the Cape of Good Hope in twenty-seventh. The Indian Ocean was not kind with lots of light air. He then got a benefit from some heavier air when those in front were stuck in light air and he gained six spots. One morning he woke to his radar alarm as he was heading straight for an iceberg. By Cape Horn he was back in twenty-seventh place, but his trek up the South Atlantic was a real challenge due to light air. Much of the time he lost was not due to light air, but issues with the boat, that included: sail issues, steering, heat, autopilot and engine.

14 February

After 96 days, 1 hour and 59 seconds, Antoine Cornic (Human Immobilier), nicknamed "La Cigogne" (The Stork), sailed over the finish line in twenty-eighth. When 24 he tried to do the race, but he could not find the funding. Now 44 he has realized his dream. He purchased an older boat and completely refitted her. Problems surfaced right from the start, some due to weather choices and others boat issues. One huge problem occurred in the Indian Ocean when his mainsail track was damaged. He climbed the mast and took five hours to make the repair. He was elated when he rounded Cape Horn. He was not competing for a top spot he just wanted the experience to have competed in the most grueling sailboat race. Cornic sailed 27,203 miles at an average speed of 11.80 knots.

17 February

Oliver Heer (Tut Gut), after 99 days, 5 hours, 27 minutes, and 34 seconds, crossed the finish line for a twenty-ninth finish. He had worked as a boat captain for Alex Thomson. In the last Vendee Globe he returned Alex's repaired IMOCA racer from Cape Town and made up his mind to do the next one. His boat was designed by Bruce Farr and built in 2007. Having been a boat captain, he had a lot of experience with these types of racers and how to keep them going. Like many after the start they found light air as others sailed off. Light air was a problem for a lot of the race, but the major issue was a broken keel ram due to a hydraulic issue. This meant he did not have good speed on port tack. Other problems included an engine issue and a mainsail problem.

18 February

Jingkun Xu (Singchain Team Haikou) crossed the finish line at 0708 hrs. UTC in thirtieth place. He was the first Chinese skipper to finish the Vendee Globe. He lost his left arm when just 12 and set out to prove that this would not hold him back from his

dreams. He sailed in the Paralympics and did solo sailing around China and beyond. He taught sailing in China before moving to France with his wife. He is self-taught as he knew no English or French and thus could not communicate with others. Slowly this changed and then he began entering long single-handed races. In this race he showed sheer determination trying to get round to the finish line as fast as possible. He had his problems like others. His included: electronics, sail and a broken halyard hook, which had him up the mast to make repairs. Despite the issues he really enjoyed the race and is hoping other young people in China will follow in his footsteps.

25 February

There are three skippers still on course and the final miles will be challenging. Fabrice Amedeo (Nexans-Wewise) will fall into a low and then it will be upwind to the finish. Denis Van Weynbergh (D'Ieteren Group) has an issue with his mainsail, but he is moving forward. Manuel Cousin (Coup de Pouce) has found some wind and is moving much quicker. Even though he is closing in on the finish, he has been more vigilant listening for problems. His real issue will be the big ships transiting the Bay of Biscay.

Amedeo has just passed the Azores, but he is in a high and his speed has been slow the last few days. It will not be any easier as he nears the finish. As he get closer to the finish it will be an upwind sail.

Van Weynbergh's mainsail issue is a broken loop and that does not allow him to raise the main higher than the second reef, but to do this he uses the spinnaker halyard.

1 March

Manu Cousin crossed the finish line at 1240 hrs. UTC with a time of 111 days, 00 hours, 38 minutes, and 38 seconds. He had hoped for a better finish, especially with the non-foiling group, but there were several issues that he needed to get passed. The major issue was a collision while sailing about 15 knots on 1 December with an unknown object. The collision threw Cousins into the saloon, but fortunately he was not seriously injured. After a hit like this you need to regain the confidence of sailing at full speed. Slowly the confidence returned as did his speed. Then he had an issue with a wind indicator, and this caused issues with the autopilot. He and Amedeo were sailing close and at times within sight of each other before they round Cape Horn.

RESULTS

Pos.	Boat	Skipper	Finish Time	Distance to Finish	Distance to Leader
As of 2 March 2025, AM					
1	MACIF Santé Prévoyance	Charlie Dalin	64D, 19H, 22M, 49S		
2	Paprec Arkéa	Yoann Richomme	65D, 18H, 10M, 2S		
3	Groupe Dubreuil	Sebastian Simon	67D, 12H, 25M, 37S		
4	Charal	Jeremie Beyou	74D, 12H, 56M, 54S		
5	Biotherm	Paul Meilhat	74D, 22H, 38M, 15S		
6	Holcim - PRB	Nicholas Lunven	75D, 7H, 49M, 41S		
7	Vulnerable	Thomas Ruyant	75D, 16H, 47M, 27S		
8	Teamwork-Team Snef	Justine Mettraux	76D, 1H, 36M, 52S		
9	Vulnerable	Sam Goodchild	76D, 2H, 1M, 45S		
10	Guyot Environnement...	Benjamin Dutreux	77D, 3H, 39M, 24S		
11	L'Occitane en Provence	Clarisse Cremer	77D, 15H, 34M, 28S		
12	Malizia-Seaexplorer	Boris Herrmann	80D, 10H, 16M, 41S		
13	Initiatives-Cœur	Samantha Davies	80D, 22H, 13M, 39S		
14	Fortinet - Best Western	Romain Attanasio	83D, 22H, 48M, 18S		
15	Groupe Apicil	Damien Seguin	84D, 20H, 31M, 48S		
16	Monnoyeur-Duo for a Job	Benjamin Ferre	84D, 23H, 19M, 39S		
17	Lazarus	Tanguy Le Turquais	84D, 23H, 35M, 29S		
18	Hublot	Alan Roura	84D, 23H, 55M, 48S		
19	MACSF	Isabelle Joschke	85D, 11H, 26M, 36S		
20	Tout Commence en Finistère	Jean Le Cam	85D, 15H, 51M, 2S		
21	MS Amlin	Conrad Colman	85D, 16H, 4M, 33S		
22	Prysmian	Giancarlo Pedote	85D, 20H, 32M, 1S		
23	Freelance.com	Guirec Soudee	89D, 20H, 16M, 20S		
24	DMG Mori Global One	Kojiro Shiraishi	90D, 21H, 34M, 41S		
25	Devenir	Violette Dorange	90D, 22H, 37M, 9S		
26	Fives Group - Lantana Env.	Louis Duc	91D, 00H, 8M, 48S		
27	Foussier	Sebastien Marsset	91D, 00H, 35M, 35S		
28	Human Immobilier	Antoine Cornic	96D, 1H, 00M, 59S		
29	Tut gut	Oliver Heer	99D, 5H, 27M, 34S		
30	Singchain Team Haikou	Jingkun Xu	99d, 19H, 6M, 11S		
31	Coup de Pouce	Manuel Cousin	111D, 00H, 38M, 38S		
33	Nexans-Wewise	Fabrice Amedeo	229.33	0.0	
34	D'ieteren Group	D Van Weynbergh	589.43	360.10	
Withdrawn					
	Le Mie Caline	Arnaud Boissières	02-02-2025		
	Stand As One - Altavia	Eric Bellion	12-01-2025		
	Maitre Coq V	Yannick Bestaven	30-12-2024		
	Medallia	Pip Hare	16-12-2024		
	New Europe	Szabolcs Weöres	16-12-2024		
	Bureau Vallee	Louis Burton	05-12-2024		
	V & B-Monbana-Mayenne	Maxim Sorel	15-11-2024		



U. S. NAVY NEWS

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how, and I know that's what this crew thinks about when you go to work every day."

Franchetti added, "we've had 26 warships operating in the Red Sea over the last 15 months, at a level of combat intensity we haven't seen since World War II. Twelve of those ships were built right here at BIW and have been performing magnificently. That performance is because of our investments in lethal systems, investments in our foundation – shipyards like this one – and investments in Sailors who live and breathe the warrior ethos every day."

Continuing the visit, CNO took a Quality of Service tour at PNSY where she visited various facilities, including the Bachelor Enlisted Quarters, the Navy Exchange, and the Micromart. During the tour, she engaged in discussions about initiatives focused on improving the quality of life for Sailors. These efforts are part of the ongoing commitment to deliver the high level of service that Sailors deserve and are a key Project 33 target outlined in the CNO's Navigation Plan for America's Warfighting Navy.

CNO also received updates on ongoing Shipyard Infrastructure Optimization Program modernization efforts, ship maintenance, and refit timelines at PNSY. She emphasized the need to build readiness and capability now as the Navy partners to scale industrial capacity and expand budgets for future growth—an effort that aligns with another key target in the CNO's Navigation Plan, to strengthen and modernize the Navy's industrial base to get platforms in and

out of maintenance on time. While at PNSY, she presented the FY24 Battle "E" award to the crew of the Virginia-class fast attack submarine USS North Dakota (SSN 784).

"One of the big tenants of America's Warfighting Navy is getting more players on the field. That's platforms with the right capabilities, the right modernization, the right lethality, and people with the right skillset, toolset, and mindset, and you embody that every single day," Franchetti told the crew. "I'm confident that you're going to get this player back out on the field as fast as possible because of your very clear commitment to getting after every challenge that comes your way. Your partnership with the shipyard team is second to none, and together, you got left of any barrier that came up. Our submarines are the Apex Predators of the Fleet, and I know the 'Reapers of the Deep' are excited to get back out there."

Following the visit, the CNO went to Newport, RI, to meet with leadership at the Surface Warfare Schools Command (SWSC) and to speak at the department head graduation. While there she also relayed her charge of command and spoke about standards to the prospective commanding officers.

"You're going back to the Fleet at a critical time for our Navy and our nation. As you have seen this past year, our Navy-Marine Corps team, and really our surface warfare community, has been in high demand in every region around the globe," Franchetti said. "We are operating in contested waterways and airspaces to underwrite the global security environment, and to keep the sea

lanes of communication open for all to use. There's no other Navy that operates at this scale, no other Navy can train, deploy and sustain such a lethal, globally deployed, combat credible force at the pace, the scale, and the tempo that we do."

The CNO then met with leadership from the U.S. Naval War College and received briefs from the college's Halsey Group advanced research programs, which conduct data collection, research, analysis and wargaming to examine challenges at the operational level of war in the Middle East and East Asia.

The Navy's carrier airwing flies further with Hercules' new tanker approval

From NAWCAD Visual Information
24 February 2025

PATUXENT RIVER, Md. -- The Navy Reserve's KC-130T Hercules fleet, upgraded with the NP200 propeller system, is cleared to aeri ally refuel a significantly wider range of aircraft across the carrier airwing following envelope expansion testing at the Naval Air Warfare Center Aircraft Division (NAWCAD) which concluded in early 2025.

The test effort expands Hercules' mission – and that of the Navy's fleet reserve, which exclusively operates the aircraft – beyond its primary focus on logistics and cargo transport.

"Prior to this testing we only had a single aircraft cleared for refueling from the upgraded KC-130T," said NAWCAD's developmental test wing Commodore Capt. Elizabeth Somerville. "This advanced ca-

pability gives us flexibility in any future conflict."

Naval aviation's F-35B/C, F/A-18, EA-18, CH-53K, CH-47, H-60s and AV-8B were cleared for air-to-air refueling from KC-130T after testing by NAWCAD federal government engineers, testers, and military test pilots from Air Test and Evaluation Squadron (VX) 20 along with industry partners who worked to make sure Hercules could safely refuel the aircraft with its upgraded NP2000 propeller system.

"If we look forward to any future fight, it's going to take intense collaboration between all of the forces: Navy, Marine Corps, Air Force, Army, Coast Guard," said Somerville. "Any resource that provides fuel airborne is going to be invaluable to all assets that are flying."

The test effort significantly increases naval aviation's operational reach and flexibility, as well as several international allies, following a request by U.S. Pacific Fleet.

The K-130T Hercules is a multi-role, long-range, land-based tactical aircraft that provides logistical support to fleet operating forces.

NAWCAD employs more than 20,000 military, civilian and contract personnel. It operates test ranges, laboratories and aircraft in support of test, evaluation, research, development and sustainment of everything flown by the Navy and Marine Corps. Based in Patuxent River, Maryland, the command also has major sites in St. Inigoes, Maryland, Lakehurst, New Jersey, and Orlando, Florida.

National Transportation Safety Board News

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noticed a burning smell that he believed was electrical in nature. He saw thick, black smoke flowing out from the engine room exhaust fan in the port stack and engine room door.

The captain determined the fire was too intense to fight and directed the crew to prepare to abandon ship. The crew launched and entered the liferaft in a quick and orderly fashion less than 8 minutes from the time the captain first smelled smoke.

During a postfire examination in the engine room, investigators found several exposed surfaces were heavily covered in soot, and there were a few areas of "clean burn" present between the hydraulic return oil filter housing and the winch engine that had been operating at the time of the fire. This indicated the fire had burned hottest there and that the fire area of origin was likely in the port, forward corner of the engine room between the hydraulic return oil filter housing and the winch engine. Investigators found all hydraulic hoses from the hydraulic return oil filter box were detached from their aluminum filter housing covers, which had been melted away by the fire, indicating the hoses, their fittings, or another component of the box had failed. The cause of the fire was likely the ignition of pressurized hydraulic oil spraying on components of the running winch engine exhaust system.

"After an engine room fire ignites, it is imperative to remove the sources of available fuel and ventilation to the fire to prevent it from spreading," the report said. "Vessel designers, builders, owners, and operators are encouraged to install, regularly test, and have emergency drills that incorporate remote shut offs for all machinery within these spaces to ensure the machinery can be remotely stopped from outside the space where it is situated. Additionally, to prevent the reintroduction of oxygen to the space, vessel designers and owners should ensure that the ventilation, both natural and forced draft, can be completely and remotely secured to all engine rooms."

Incorrect Valve Leads to Engine Room Fire During Bunkering on Cargo Vessel 2/20/2025

The installation of an incorrect valve in a pipe to a diesel oil tank led to a fatal fire aboard a cargo vessel docked in LaPorte, Texas, the National Transportation Safety Board said Thursday.

On Jan. 8, 2024, a fire broke out in the engine room aboard the cargo vessel Stride during bunkering, or fueling, operations while docked at the Barbour's Cut Marine Terminal. The fire self-extinguished after crewmembers shut down all ventilation to the engine room. Two crewmembers died as a result of the fire and one was seriously injured. The vessel was declared a total loss valued at \$12 million.

Six weeks before the fire, a replacement valve was ordered for the ship's port double bottom diesel oil, or DBDO, tank. After the fire, investigators discovered the installed valve was not the same type of valve specified by the vessel's fuel oil system drawing. Rather than an angle stop valve, a similar looking angle stop check valve, which allows diesel oil to flow in only one direction, even when open, was ordered and installed instead.

As a result of the incorrect valve installation, once diesel oil filled another tank to capacity during bunkering, the diesel oil was directed up the common vent line, rather than the port (or intended) DBDO tank, where it flowed from a small cut out section of the vent pipe that had been sealed at an unknown time. The flexible sealing and tape covering the cut out failed, and diesel oil poured down into the engine room and onto operating machinery, causing a fire.

Vessel drawings contain piping symbols for equipment such as valve types, sizes, and functions," the report said. "Owners, operators, and crews should carefully note all components of a vessel's drawings and diagrams to ensure that proper spare or replacement parts are ordered to maintain functionality."

Contributing to the overfilling of the diesel oil tank was engine crew members not monitoring the levels of the tanks being filled aboard the vessel, as required by the bunkering procedure in the operating company's safety management system.

The company's bunkering procedures required a minimum of two engineering officers and two engine ratings to be on duty during bunkering operations. However, at the time of the fire, only three engineering crewmembers (two engineering officers and one engine rating) were involved with bunkering operations.

"During bunkering operations, vessel owners, operators, and crews should ensure adequate personnel are available to take frequent soundings, establish fuel tank filling rates, and communicate to the person in charge, so tanks are monitored and do not overflow," the report said

Cargo Lost Due to Incorrect Cargo Weight Data

2/25/2025

The input of incorrect container cargo weight data when developing the cargo load-

ing plan led to shipping containers falling off a cargo ship and others becoming damaged while the vessel was drifting off the coast of California, the National Transportation Safety Board said Tuesday.

On Feb. 6, 2024, the U.S.-flagged containership President Eisenhower lost 23 shipping containers overboard and another 10 were damaged as the vessel was drifting about 94 miles south of Oakland, California, while awaiting a berthing assignment. None of the lost containers contained hazardous materials. The value of the lost cargo and damage to the containership was estimated at over \$735,000.

Longshoreman at the Port of Los Angeles began loading the vessel on Jan. 31 in accordance with a cargo loading plan. The cargo loading plan was developed by the ship planners using the verified gross mass, or VGM, of each container, which was provided by the booking agent. The VGM was determined by combining the empty weight of the container plus the weight of the cargo loaded into it. Before the plan was developed, the booking agent had to manually enter the cargo weight of 40 containers due to an error in the booking system. During the manual entry, 39 container cargo weights were entered incorrectly and the VGM for those containers was significantly underreported.

The actual VGMs for the 39 containers was 18.3 to 22.2 metric tons greater than the VGMs used to develop the cargo loading plan. Because the cargo loading plan included inaccurate VGMs, the container stack weights exceeded the maximum weight limit and the containers were loaded in reverse-stratified stacks, which caused the cargo-securing equipment to fail while the vessel drifted south of Oakland.

The booking agent has since modified their procedures and booking system to prevent this type of input error from occurring again.

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News from the Department of Marine Resources

Continued from Page 10

resource for future generations. I would urge those who doubt the science to look at the landings since 2016. We are down over 40 million pounds – you can't explain that hard fact away.

My objectives today were twofold: to ensure that the Maine lobster fishery will not be out of compliance with the Fishery Management Plan on July 1, 2025, when the addendum was set to take effect, and to challenge industry to step up and be part of the solution. I intend to engage industry over the coming months in conversations about other measures which, like those in addendum 27, will make the lobster resource resilient to the changing climate. I believe it is critical they take a clear-eyed look at the science and the economics associated with a declining resource and develop plans that will protect this resource in the long-term. I was thankful to hear representatives from Maine Lobstermen's Association and the New England Fishermen's Stewardship Association share their commitment to working on this important issue. I am confident that a plan can be developed that will ensure the protection of this vital resource.

Patrick Keliher, Commissioner

Public Notice of Federal Consistency Review - Dredging Projects on Kennebunk River

February 12, 2025

The Arundel Yacht Club (AYC, 51 Ocean Avenue), Kennebunk River Club (KRC, 115 Ocean Avenue), Kennebunkport Marina (KM, 67 Ocean Avenue), and Yachtsman Marina (YM, 57 Ocean Avenue) propose to conduct maintenance dredging of their waterfront infrastructure, including in and around boat slips, to provide adequate depth for navigation and berthing at their marinas in the Kennebunk River in Kennebunkport, Maine. The proposed dredging will remove approximately 8,031 cubic yards (cy) of silty material from the AYC, 3,675 cy from KM, 8,935 cy from KRC, and 6,400 cy from YM. The proposed dredge depth is to -6 feet mean low water with a 1 foot overdredge. The total area to be impacted from all four sites is 195,581 square feet. This material is proposed to be mechanically dredged (clam-shell bucket) and transported by barge to the Isle of Shoals North Disposal Site (IOSN). The dredging operation is expected to occur between November 1, 2025 and March 15, 2026. This action is subject to review for consistency with the enforceable policies of Maine Coastal Program under 15 CFR 930, subpart D. Public comments will be accepted March 5, 2025 and can be sent to DMRCoastalProgram_FC@maine.gov. More information about the projects can be found selecting any of the links below:

Public Notice of Federal Consistency Review - Yankee Marina, Inc. Maintenance Dredge

February 19, 2025

Yankee Marina, Inc. proposes to maintain dredge approximately 20,600 cubic yards of sediment from an approximately 840-foot long by 140-foot wide area of the marina located at 142 Lafayette Street, Yarmouth, Maine. This action is subject to review for consistency with the enforceable policies of Maine Coastal Program under 15 CFR 930, subpart D. More information about the project can be found here. Public comments will be accepted through March 13, 2025 and can be sent to DMRCoastalProgram_FC@maine.gov.

Individuals seeking additional information regarding the project may contact Dan Bannon, agent for Yankee Marina, Inc. at 207-797-8901 or dbannon@geiconsultants.com.

Public Notice of Federal Consistency Review - Yarmouth Boat Yard Maintenance Dredge

February 19, 2025

The Yarmouth Boat Yard marina proposes to maintenance dredge approximately 10,900 cubic yards of sediment from an approximately 700-foot long by 210-foot-wide area of the marina located at 72 Lafayette Street, Yarmouth, Maine. This action is subject to review for consistency with the enforceable policies of Maine Coastal Program under 15 CFR 930, subpart D. More information about the project can be found here. Public comments will be accepted through March 13, 2025 and can be sent to DMRCoastalProgram_FC@maine.gov.

Individuals seeking additional information regarding the project may contact Dan Bannon, agent for the Yarmouth Boat Yard at 207-797-8901 or dbannon@geiconsultants.com.

Lobster Research Initiative Involves More Participating Fishermen and Gathers More Offshore Data

February 24, 2025

With four years of funding totaling \$1.6 million from the Research, Education and Development (RED) Fund, the Department of Marine Resources (DMR) is undertaking an expanded lobster research initiative designed to engage more fishermen in data gathering and provide more consistent data characterizing the lobster fishery from federal waters.

Funding will allow more fishermen to participate in DMR's Sea Sampling Program, which will increase the number of sampling trips and target sampling in both federal and state waters.

This funding will also support a new pilot program, referred to as the Fishery Direct Data (FDD) program, that will allow fishermen to collect and share data from their commercial lobster catch and from ventless lobster traps they deploy in locations of their choosing in federal waters.

SEA SAMPLING PROGRAM

The DMR Lobster Sea Sampling Program is the largest at-sea sampling program for lobster in the northeast. The objective of the program is to characterize the commercial catch of Maine's lobster fishery including the harvestable and discarded catch. The program, which relies on the participation of industry members, places trained samplers onto commercial lobster boats to record biological data from the harvester's catch, including carapace length, sex, cull status, v-notch condition, egg development stage, molt status, and presence of shell disease. Data from the Sea Sampling Program contribute directly to the Atlantic States Marine Fisheries Commission (ASMFC) American lobster stock assessment.

Prior to the new expanded initiative there were at least 162 sea sampling trips scheduled each year, with three monthly trips in each of the state's seven lobster management zones between May and November and one trip per month in each of the state's three National Marine Fisheries Service (NMFS) statistical areas December through April. The trips sampled both state and federal waters, wherever the commercial boats were fishing.

Under the expanded Sea Sampling Program, DMR samplers will conduct 241 sampling trips per year with participating harvesters. The new design will target four monthly trips per lobster management zone between May and November, with the goal of two trips in state waters and two in federal waters. Three sampling trips will be conducted per month in each statistical area from December through April.

"By expanding the Sea Sampling Program, we will be gathering additional data, including more consistent data from both state and federal waters in all zones, to inform a more robust and accurate assessment

of Maine's valuable lobster fishery," said Kathleen Reardon, DMR's Lobster Fishery Biologist.

FISHERY DIRECTED DATA (FDD) PROGRAM

The goal of the FDD program is to better understand the offshore juvenile lobster population through a new data collection effort using ventless traps in federal waters and to capture additional biological data from commercial traps of harvesters participating in the program.

DMR's FDD program will provide participating fishermen with the small mesh ventless lobster traps used in the DMR's Ventless Trap Survey. These traps do not have escape vents required on commercially fished traps, which allows for greater retention of small lobsters.

However, unlike the Ventless Trap Survey where fishermen deploy the traps at randomly selected sites within state waters, fishermen participating in the FDD program will fish ventless traps integrated within their existing commercial trawls in locations of their choice in federal waters.

"This pilot program responds to interest we have heard from fishermen in collecting data on juvenile lobsters observed in deeper and more offshore waters to evaluate potential data gaps in existing programs," said Reardon. "It also allows us to provide another opportunity for fishermen to participate in the science, especially in areas that are logistically more challenging to take a sampler to collect the data, like outside of 12 nautical miles."

Participating fishermen will receive tablets purchased with the RED funds and use them to record biological data from lobsters from both the ventless traps and a subset of commercial traps on an app developed by the Rhode Island-based Commercial Fisheries Research Foundation (CFRF). CFRF is a non-profit established by commercial fishermen to conduct collaborative research and education projects that improve fishery sustainability. The app will link location and other trip data with biological data, providing valuable spatial information on commercial catch and juvenile lobsters. The FDD program will have 10 industry participants in 2025 with at least one participant from each zone, but DMR will be looking to expand the program next year.

"By expanding the Sea Sampling Program and providing additional opportunity through the FDD program, DMR is not only engaging more fishermen directly in gathering data to assess the lobster stock but also working to answer the lobster industry's questions about the offshore lobster population," said Jessica Waller, Director of DMR's Division of Biological Monitoring and Assessment. "We are excited to offer new opportunities to collaborate on the science to understand the lobster fishery and thank the RED board for their investment in this important work."

The Lobster Research, Education and Development Fund is established in law to provide funds that come from the purchase of Maine lobster license plates, for research and education to support the development of Maine's lobster industry.

Additional Commercial River Herring Fisheries Approved for Maine

February 25, 2025

Efforts to restore and improve up and downstream passage for sea-run fish species on five Maine water bodies have provided several Maine towns with the opportunity to have a commercial river herring harvest.

The Atlantic States Marine Fisheries Commission's (ASMFC) American Shad and River Herring Management Board has approved commercial fishing opportunities for alewife and blueback herring, collectively known as river herring, on Sewall Pond, Wight Pond, the Pennamaquan River, Chemo

pond and Pushaw Lake.

River herring are anadromous (sea-run) fish that spend most of their life at sea but return to freshwater to spawn. They are important to the ecology of freshwater, estuarine, and marine environments and provide important economic opportunity for towns which lease the right to fish to harvesters, and for the commercial harvesters who sell river herring for lobster bait.

To be approved for a new commercial river herring fishery, states are required to submit a Sustainable Fishery Management Plan (SFMP) to ASMFC that outlines management goals, objectives, and actions that will support and expand existing river herring resources in each watershed. Maine's SFMP was presented to the Board for consideration during its October 2024 meeting.

Under state law, Maine towns that currently have harvest rights must submit both a record of the town's vote to approve a fishery and a harvest plan to the Department of Marine Resources (DMR) each year to maintain the exclusive right to harvest on a water body that has been approved by ASMFC.

For new fishing opportunities on water bodies approved by ASMFC a town must petition the Commissioner to be awarded the exclusive right to harvest river herring. If approved by DMR, towns are authorized to either conduct the fishery, or to sell harvest rights to an individual through a bidding process.

Because they had approved river herring fisheries from DMR prior to a 2012 ASMFC moratorium, the towns of Arrowsic, Penobscot, and Pembroke will be able to begin harvesting fish this year; Arrowsic on Sewall Pond, Penobscot on Wight Pond, and Pembroke on the Pennamaquan River.

Municipalities near Chemo Pond and Pushaw Lake will have an opportunity to submit a petition and harvest plan to DMR by April 20, 2025, for the right to establish a commercial fishery on those water bodies in 2026.

Efforts in Maine to improve and restore sea-run fish passage have been instrumental in establishing the new river herring fisheries.

"Restoration, monitoring, and cooperative partnership with organizations like the Alewife Harvesters of Maine and with municipalities have all helped to continue to grow and expand alewife and blueback herring populations in Maine," said Michael Brown of the Maine Department of Marine Resources. "Without the cooperation and dedication of those interested in the continued recovery of these species, the addition of these fisheries would not be possible."

Through local efforts to improve passage and support river herring restoration activities, the river herring run into Sewall Pond has grown. The largest improvement occurred in 2014 with the installation of a state-of-the-art fishway under Route 127 which crosses the outlet of Sewall Pond.

Fishway improvements on the Pennamaquan River in Pembroke have improved passage into spawning habitat for alewives, and the river herring population has responded positively, with continued returns continuing to increase.

The town of Penobscot replaced a dam on Wight Pond with an improved fishway in 2017 which has resulted in an annual alewife count that has more than doubled since the dam removal.

Fishway installations at the outlet dams of Pushaw Lake and Chemo Pond have improved passage in both water bodies.

"This is a success story for Maine river herring and Maine communities," said Jeff Pierce, Executive Director of the Alewife Harvesters of Maine (AHOM). "We're very pleased with this ASMFC decision, and excited to bring as many river herring runs online as possible."

MARITIME NEWS FROM THE PAST - Republican Journal - 1850

8 November
Page 2.

Fire at Frankfort. – A planing and box machine, making a part of the Cushing Steam Mill establishment at Frankfort was consumed by fire on Thursday night. The great mill and the log saws were not injured, and damage is not very heavy although there was no insurance.

It was rumored in this place that the whole mill establishment was a total loss, which is not the case.

For Chagres. – In another column we give the passenger list of the brig KATE ANDERSON, which sailed this afternoon from Cummings' Wharf for Chagres. She takes out the machinery and fitted carpenters' work for two steamboats that are to run on Chagres River, having been built at this place under the superintendence of A. G. Jewett Esq. Among the passengers are the captains, engineers, and crews of the two boats which are all prepared to be set up on their arrival. Pne of them is to be commanded by Capt. J. Rideout, late of the up riverboat SAM HOUSTON, to whom (the captain – not Sam Houston) his numerous friends wish the best success in the country round about Darien. Four engines of 50 horsepower each, are taken out to propel the boats, and everything provided to facilitate, in connection with the Panama Railroad, the passage of the Isthmus. The KATE ANDERSON is a handsome brig, neat and trig above and below, recently built at Belfast, and named for the captain's wife, who sails in the vessel this voyage, and will have an opportunity of seeing with her own eyes that her husband is, what everybody else knows, "every inch a sailor." The passengers

for the most part are to be the crews of the steamboats above named, though some are carpenters and other mechanics who go out to assist in setting up the boats, &c. – *Bangor Mercury*

Communicated. Capt. A--- sailed from Searsport a few weeks since, accompanied by his wife and child, about three years old, and a young lady as passenger. One or two days out by some means, a favorite cat fell overboard, and while in the act of heaving to to save poor puss, the boom suddenly shifted, knocking the captain and one of the crew down, and the young lady and child overboard. An intrepid sailor, at the eminent peril of his life leaped into the deep, and sustained both lady and child, until rescued by those on board the vessel; having remained in the water a considerable length of time in consequence of the accident to the captain and sailor.

Page 3.

Midshipmen. – In the House of Representatives, on the 23rd of September, General Peaslee, of New Hampshire, moved an amendment to the naval appropriations bill, designed to secure the more equal apportionment of midshipmen among the various congressional districts of the county. The whole number of midshipmen now authorized by law is 464, and consequently, if equally apportioned among the congressional districts, no district would be entitled to more than two. Mr. Peasley names several districts that now have two and three times their quota, while others have none. This amendment, which was agreed to, is as follows:

"That no midshipmen in the navy shall be appointed from any congressional district

having, at the time of appointment, more than two officers of that grade in the navy from such district, and whenever an appointment shall be made from any state, the person so appointed shall be an actual resident of the congressional district from which the appointment purports to be made: *And provide further*, That such congressional district of any state as may not have any midshipmen in the navy at the time an appointment may be made from said State, shall be entitled to at least one appointment before any other shall be made from any district of the state having one or more officers of that grade in the navy.

Accident. – As two young men, sons of Mr. Jonathan Milliken of Lincolnville, were sailing on the pond in that town, on Sunday afternoon, October 27th, a flaw of wind upset the boat, and one of them, aged 17 years, was drowned. The other saved himself by swimming to the shore, after trying in vain to rescue his companion. – *Signal*

The Arctic Expedition. – The piece of rope found at Port Riley, turns out to have belonged to Sir John Franklin's party. The London Daily News, on competent authority, says "there can be no doubt that Sir John Franklin has passed up Willington Inlet; that his ships are probably frozen in there; and that the encampment at Port Riley was sent to be on the lookout for vessels, who returned to their ships when their provisions were exhausted or when winter set in." There is much plausibility in the views, and we welcome the hope that it suggests.

The Syracuse Journal gives an account of the diabolic conduct of a crew on a ca-

nal boat in exciting the fears of a fugitive slave family recently escaped from South Carolina, who were fleeing to Canada by way of Erie Canal. The boat's crew made the head of the family believe his master, or agents for him, were on the boat to arrest him, and in a fit of desperation, induced by believing this cruel falsehood, he attempted to cut his throat, and then with his wife and child jumped into the canal. The child was drowned, but the man and wife were rescued, and the wounds the former inflicted upon himself properly dressed. He will live, and be taken care of.

From Jacmel. Brig ALMATIA, from Jacmel, October 14th, reports at New York... business very dull: coffee and wood scarce.

Another Fire in San Francisco. – Steamship ALABAMA, Foster, from Chagres, arrived at New Orleans, November 1, with two days later from California, bringing dates to the 17th ultimo. The health of the Isthmus is good. Excitement relative to the attempted revolution in New Grenada had pretty well died away. Rain continued to fall, though it had had but little effect on the roads, which were in such order as to enable all to pass over with but slight difficulty.

The accounts from California are not of a very encouraging nature. San Francisco has been visited by another destructive fire, which consumed over 100 buildings, causing much distress among the occupants. Preparations were to be made at once, however, for removing the rubbish, and erecting more substantial buildings.

The financial crisis still excited much talk, but it was thought the worst was over. From the mines there is little new to add to that brought by the PACIFIC; the accounts are somewhat contradictory, but still of a very favorable character. New discoveries were being made daily. The rainy season was about commencing.

The passengers by the ALABAMA have considerable gold dust with them.

Markets. – Flour was in good request at 14 a \$16 for Chile, in 200 pound sacks, and sweet western 11, 24 a \$12. Bricks were selling moderately at 20 a \$25 per M. Coal had a downward tendency. Coffee quiet and prices heavy. Lumber continued in good request, at steady and rather improving prices. Tea was not plenty, and prices in consequence very firm. Furniture was little inquired for. Provision market generally firm. Sales of mess pork at 22 a \$24, and prime at \$16. Butter 35 a 40c. Lard 18 a 22c. Preserved meats very dull. Money market firm. Gold dust 16 12, a \$16 25.

Foreign. – New York papers contain a few items by the WASHINGTON rather newer than were sent over the wires yesterday.

The West India mail steamship THAMES arrived at Southampton October 20 from Chagres and the Spanish main. She had on freight \$1,300,000, of which nearly 1,000,000 were in gold from California.

United States mail steamer FRANKLIN, Capt. J. Walton, arrived at Havre on the evening of the 18th of October, having performed the voyage from New York to Havre, including the detour to and detention at Cowes, in 13 days, a distance of 3275 nautical miles. The arrival of the FRANKLIN was hailed with much satisfaction at Havre, where the opening of a direct and independent communication between New York and that port has long been looked forward to with much interest.

New Demonstration. – *Steamer seized – Another Expedition Afoot* – We learn that

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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

some fortnight since, the steamer APURE, Capt. Wakefield built at Philadelphia, and destined as was supposed for Venezuela, left Philadelphia secretly in the night without a clearance from the Custom House and without papers. Accordingly orders were dispatched by telegraph to all the southern ports to seize her in case he should enter any one of them. Finally on the 14th instant, a stress of weather compelled the captain to put into Wilmington, North Carolina in a very badly damaged condition. There the steamer was seized, and prosecution commenced against her commander for violating the revenue laws. We understand that she did not belong to Venezuela and was not destined for that country. From the best information we can obtain (and this by no means is precise) she was on her way to St. Domingo, and is supposed to have been intended for an expedition against Cuba, of which that or some other West India Island is to be the rallying place. When she was seized there were no arms nor military stores on board of her. — *New York Tribune*.

Passengers. — In the brig KATE ANDERSON from Bangor for Chagres: Mrs. Anderson, captain's wife, Capt. J. R. Rideout, Capt. David I. Hatch, J. B. Huckings, engineer, Robert L. Corbett, do; C. H. Yeaton, do; Elisha Pettengill, carpenter, Jasper Johnson, do; George Whitney, caulker, Francis Whitney, do, Eastman Russell, Lewis Santer, Thomas R. Smith, Robert La Paez White, Benjamin Larkin, John M. Burbee, Benjamin Sinclair, William H. Holt, James Kent, John Bogle, Jacob M. Stewart, Charles McDonald, John Bowdoin, Frederick Weeman, G. A. Johnson, Timothy Nye, S. S. McFadden, James Murphy, Joshua

Weir, Steward W. Paired, Jesse B. Getchell, George Henderson, John Kilby, Elijah O. Van Wyke, Warren Robinson, Henry Bradley, John Curtis, Charles B. Burton, George W. Houston, Henry Warren, James Carbin, John West, Joseph Gallion, Eden Muzzy, J. Henry Simpson, --- Schuyler, John Mahoney, Edwin Byram, Jeremiah Kelly, John E. Patten. *Mercury, of Saturday*.

MARKETS

Boston Market — November 4

Coal — Cargo sales Sydney course \$6 37½ per chaldron, cash — Anthracite firm. Philadelphia freights have risen to 1 75 a 1 80 per ton to this port.

Flour — The demand fair for the season, and holders firm — the arrivals of Southern moderate. Genesee extra 5 75 a 6 50 — Michigan common 4 75 a 4 87, do fancy \$5 — Oswego and other common brands 4 62 a 4 87 per barrel.

Grain — Receipts late and holders firm. Sales high, mixed: 70 a 72c, yellow flat 72 a 73c, and white 67 a 69c per bushel.

Sugar — In fair demand — Cuba yellow 7 a 7¼c, Muscovado 6 3/8 a 6¾c, 100 casks Dutch crushed 9 a 9½c per pound, 6 months. * * * * *

New York Market — November 4

Flour — There is a good demand for common brands, while better kinds are dull and heavy; sales 7500 barrels at \$4 56 a \$4 62 for common to straight state, nearly all at the inside figures — Southern is quiet with small sales. Rye Flour and Corn Meal steady.

Grain — Wheat in fair demand, with sales of 5500 bushels good Ohio at \$1 03. Rye better — 1300 bushels sold at 74c in the slip; nothing doing in Barley. Corn scarcely so firm — sales 4500 bushels mixed at 71½

a 72c in slip at the former prices. Oats 41 a 41½, with moderate sales.

Provisions — Nothing of importance doing, and prices generally unchanged.

MARRIED

In Belmont, 27th ultimo, by Rev. T. H. Robinson, Mr. Caleb N. Hall, of St. George, to Miss Maria E. Cushman, of Belmont.

In Montville, 27th ultimo, by Rev. Mr. Dunbar, Mr. Lambert Dittlefield, of Frankfort, to Miss Sarah J. Bradbury, of Montville.

In Gloucester, Massachusetts, Mr. Peter Murry, of Belfast, to Miss Mary Ann Martin, of Gloucester.

In Hampden, Mr. Zenas Dillingham to Miss Experience S. Snow; Mr. Mason Damon, of Bangor, to Miss Joan J. Hardy.

DIED

In Searsmont, 6th instant, Miss Susan Lennan, aged 20 years 5 months.

In Orland, 15th ultimo, of palsy, Mrs. Mary B., wife of Joshua Grosse, aged 79 years 7 months. She was a professor of religion almost 50 years, and a worthy member of the Second Free will Baptist Church in Orland; a kind wife, an affectionate and tender mother, and her loss is deeply felt by her mourning friends. She retained her powers

of mind and bodily strength in a remarkable degree until within about two years of her death, during which time her sufferings were very great, but she bore it to the last with that resignation which Christian fortitude inspires. We deeply sympathize with her aged husband and afflicted children, yet we rejoice in the hope that her spirit has gone to a world of bliss to dwell forever with God in peace. [Eastern papers please copy.

In Appleton, 2nd instant, at the residence of Phineas Fogg, of cholera morbus, George W. Lewis, of Liberty, aged 22 years 7 months. He has left a large circle of friends to mourn his death. The relatives would publicly express their sincere thanks to the family and neighbors where the deceased was so hospitably taken care of.

In Herman, 16th ultimo, of typhus fever, Mellen G. Ames, 23.

In Winslow, 13th ultimo, Eunice, widow of Ephraim Wilson, one day less than 100 years.

Lost overboard from schooner JUDITH WARD, at Ellsworth, September 3rd, Nathaniel Drinkwater, of Boston, formerly of Northport, aged 17. His body was recovered ten days after, and interred at Trenton, Maine.

New Outboards For Sale

NEW Yamaha 6 HP outboard for sale \$1,725. In stock! 15-inch shaft, pull start/tiller, light weight (59 lbs.), full warranty.

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17' SCOUT 175 SPORTFISH. New, 2024. Yamaha F90 Outboard, White, Reversible Pilot Seat w/Under Seat Cooler, Bimini Top, Bow Cushion, 2023 Venture Trailer. Call - Casco Bay Yacht Sales, 207-865-4103.



17' 2024 SCOUT 175 SPORT

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17' SCOUT 175 SPORTFISH, 2023. 2023 Yamaha F90 LB & 23 Venture trailer. Midnight blue hull, reversible pilot seat with underseat cooler and sport package: trolling motor plug, bow cushion and bimini top. **DEALER LEFTOVER CLEARANCE PRICE \$37,500.** Casco Bay Yacht Sales, (207) 865-4103



17' SCOUT 175 SPORT DORADO, 2022. With Yamaha F90LB with 31 Hours & 2022 Venture Trailer. Shark Gray Hull Color, Trolling Motor Plug, Bow Cushion, Bimini Top, Garmin 74 GPS & VHF Radio. Asking \$41,000 - Call or stop in for more details - Casco Bay Yacht Sales - 207-865-4103

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21' SCOUT 215 XSF, 2022. w/ Mercury 150XL - Only 32 Hours!!! Shark Gray Hull Color Upgrade, Raw Water Washdown, Removable Teak Bow Table, Trim Tabs, Garmin 942XS, Porta-Potti & Elite Package: Powder Coated T-Top Hardtop, Forward Seating Backrests & Stern Seat. Asking \$69,000 - Call or stop by for more details - Casco Bay Yacht Sales - 207-865-4103



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