

Maine Coastal News

Volume 36 Issue 3

March 2023

FREE

ASMFC 2023 Winter Meeting Summary



Some of the lobster boats hauled out for the winter at Billings Diesel & Marine in Stonington.

ATLANTIC HERRING MANAGEMENT BOARD

31 January

Meeting Summary

The Atlantic Herring Management Board met to consider setting specifications for the 2023-2025 fishing years for Atlantic herring.

In September 2022, the New England Fishery Management Council (NEFMC) voted on a 2023-2025 specifications package which was later submitted to NOAA Fisheries for review and approval. NEFMC's recommended specifications are based on the 2022 Atlantic herring stock assessment and recommendations from the NEFMC Scientific and Statistical Committee, which are consistent with the Atlantic herring biomass-based control rule and with the Atlantic herring rebuilding plan. NOAA Fisheries is planning to publish an interim final rule in February 2023 to implement the 2023-2025 specifications package. The Board adopted the 2023-2025 specifications package as recommended by NEFMC, contingent on the final rule being published by NOAA Fisheries.

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

Motions

Move to adopt the following specifications for the 2023-2025 fishing years for At-

lantic herring as recommended by the New England Fishery Management Council, contingent on the final rule being published by NOAA Fisheries:

For 2023

- Annual Catch Limit (ACL) = 12,429 mt
- Domestic Annual Harvest = 12,429 mt
- Area 1A Sub-ACL = 3,592 mt
- Area 1B Sub-ACL = 534 mt
- Area 2 Sub-ACL = 3,455 mt
- Area 3 Sub-ACL = 4,847 mt

For 2024

- Annual Catch Limit (ACL) = 19,189 mt
- Domestic Annual Harvest = 19,189 mt
- Area 1A Sub-ACL = 5,546 mt
- Area 1B Sub-ACL = 825 mt
- Area 2 Sub-ACL = 5,335 mt
- Area 3 Sub-ACL = 7,484 mt

For 2025

- Annual Catch Limit (ACL) = 23,961 mt
- Domestic Annual Harvest = 23,961 mt
- Area 1A Sub-ACL = 6,925 mt for 2025
- Area 1B Sub-ACL = 1,030 mt for 2025
- Area 2 Sub-ACL = 6,661 mt for 2025
- Area 3 Sub-ACL = 9,345 mt for 2025

For all three years:

- Border Transfer = 0 mt each year
- Fixed Gear Set-Aside = 30 mt each year
- Research Set-Aside as % of Sub-

ACLs = 0% each year

Motion made by Ms. Griffin and seconded by Mr. Reid. Motion passes by unanimous consent.

AMERICAN LOBSTER MANAGEMENT BOARD

American Lobster Draft Addendum XXVII Approved for Public Comment Addendum Considers Measures to Increase Protection of Spawning Stock Biomass of the Gulf of Maine/Georges Bank Stock

31 January

The Commission's American Lobster Management Board approved Draft Addendum XXVII to Amendment 3 to the Interstate Fishery Management Plan for American Lobster for public comment. The Draft Addendum considers implementing management measures – specifically gauge and escape vent sizes – to provide additional protection to the spawning stock biomass (SSB) in the Gulf of Maine/Georges Bank (GOM/GBK) stock. The Draft Addendum also considers immediate action upon final approval to standardize some management measures within and across the Lobster Conservation Management Areas (LCMAs) that include the GOM/GBK stock.

The Board initiated the Addendum as a proactive measure to improve the resiliency

of the GOM/GBK stock. Since the early 2000s, landings in the GOM/GBK stock have exponentially increased. In Maine alone, landings have increased from 57 million pounds in 2000 to a record high of 132.6 million pounds in 2016. Maine landings have declined slightly but were still high at 97.9 million and 108.9 million in 2020 and 2021, respectively. However, since 2012, lobster settlement surveys throughout the GOM have generally been below the time series averages in all areas. These surveys, which measure trends in the abundance of juvenile lobsters, can be used to track populations and potentially forecast future landings. Persistent lower densities of settlement could foreshadow decline in recruitment and landings. In the most recent years of the time series, declines in other recruitment indices have also been observed.

Given the economic importance of the lobster fishery to many coastal communities in New England, especially in Maine, potential reductions in landings could have vast socioeconomic impacts. In addition, the 2015 Stock Assessment combined the GOM and GBK stocks into a single biological unit due to evidence of migration between the two regions. As a result, there are now varying management measures within a single biological stock. In response to these two is-

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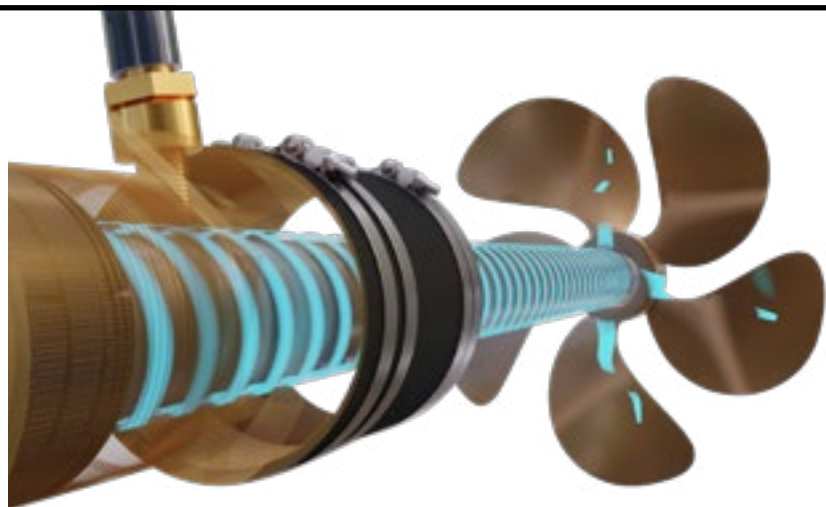
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Maine Coastal News is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news and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

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Editor-in-Chief	Rachel Elward
Advertising Sales	Randy Nichols

Advertising Deadlines: The deadline for the April issue is March 3.
The deadline for the May issue is April 7.

Publisher's Note

How soft have we become? On 3-4 February it was the coldest weather thus far this winter in Winterport as it dipped to -17 degrees. This lasted a mere 24 hours and the reports from the weather people one would think that we were all going to freeze to death before the sun rose. To help their cause the weather forecasters used windchill temps to drive home the dire situation we were all in. Using windchill temperatures was a first for me. So long as one does not do anything really stupid, you can get through this. I remember being in Presque Isle one winter when it was nearly -50 below back in the mid-1970s. Being below zero back then was normal and could last for weeks at a time. Snow would not disappear until late April or early May. I remember a winter when I owned the tug SATURN there were times I would have to go down on board to refuel the heater and it was well below zero and that was ten years ago. We have been fortunate the last few years that the winters have been relatively mild. However, since weather runs in cycles it could be coming back.

I bet if you ask an older fisherman, he could tell you stories about going out when it was zero or below. They had to go, as it very tough to eke out a living as many lived hand to mouth. The boats back then were more open and were not fitted out like the ones today with split wheelhouses and heaters. Those fishermen tough.

I am sure that some know the accounts of going up into the Arctic or down to the Antarctic in the 1800s as explorers tried to be the first one to the poles. These accounts are filled with the challenges of being in severe cold, frost bite and some did not make it back. Read the accounts of Charles Francis Hall who learned to live in the Arctic by living with the Inuit. What about Shackleton's exploration of the Antarctic and his amazing small journey in a small boat to save the remainder of his crew left on an island, to which he did not return for more than an year. Then there was Robert Falcon Scott who made a dash for the South Pole, only to find that Roald Amundsen of Norway had beat him by a couple of weeks. Unfortunately, Scott and some of his crew did not make it back freezing to death as they could not reach their next cairn due to heavy storms. Of course, there are those accounts of Frederick Cook and Robert Peary and their attempt to reach the North Pole. The argument as to who did get there first still rages on and probably will never be settled.

The age of sail has been romanticized making many feel that this a pleasant passage from port to port around the world. Just imagine being out on a large sailing ship, the wind howling, dodging icebergs and 50+ seas only to have the captain order you to go aloft in the ice covered rigging to furl a frozen sail. How many slipped and fell to the deck or went over the side to their death? I am sure many read "Two Years Before the Mast," by Richard Henry Dana, Jr. and it is no wonder that he never went to sea again and decided to become an admiralty lawyer defending the rights of sailors and slaves instead. If you go to any good marine library you will find numerous accounts that tell of the horrors of the cold in the glorious age of merchant sail. Dana's account of round Cape Horn is one of the best and even Herman Melville thought so referencing it in one of his books. Just think of being off Cape Horn for days, or weeks, some months just trying to go from east to west, but the gales stopped your progress, tearing sails to pieces, breaking spars and pushing you back into the Southern Atlantic.

The bottom line is that they were prepared for the worst. It is no different today,

you must be prepared. In the fall you make sure that everything around the house is the way it should be for the extreme cold weather that might drop by. Any repairs are done, wood is stacked and fuel on hand for those who have a generator. If you must go out you dress right whether it is fashionable or not.

So when the next extreme cold snap comes by find one of those books on the Arctic, Antarctic or a passage around Cape Horn and sit by the fire and realize just how good we have it.

How should one judge someone else's life? I really do not dwell on others as there is no way that you know all the factors that led them to live life the way they do. However, it is sad to see someone make mistakes that in the end terminated their existence.

My nephew, Jeremiah was my little sister's boy and he was not quite five when a drunk driver ended his mother's life. He lived with my mother, along with his brother Andrew, who at the time was not quite 2 years old. Their father was hardly around and he would promise Miah to come and take him out for the day. Miah would wait, watching out his bedroom window all day, but he would never show. In the late 1980s, he came and lived with me for a couple of years going to school in Bangor. When that marriage hit the rocks, my mother wanted him to stay with her. He was smart, but never really applied himself and thus never got out of ninth grade. He bounced around mostly living with my mother and then he headed to Florida for a while. He returned a few years later back living with his grandmother. I knew he was really good with computers and it's was too bad they he could not find a job in this field. He got messed up with drugs and alcohol. The drugs he beat and he would fall off the wagon once in a while and this got him in some trouble. Back in August he made the decision to fly to the Philippines thinking he found true love. He was told by anyone close that this was not a good idea for a variety of reasons. Once there he contacted my mother and his brother from time to time. At the end of October he called his brother and that was the last we had heard from him. Christmas and my mother's birthday came and went, still no word. By this time I had tried to contact the U. S. Embassy in the Philippines and thought they had not returned a reply and I called Susan Collins' office in Bangor, who instantly went to work. During our conversations she received an email from the embassy saying that they had tried to contact me and in checking back somehow I missed the email. Now, both were working on it and by the end of January they had the answer, one we expected, but still a little unnerving, finding that he had died the end of October. We know that he was drinking, but I also think he did not have much of an immune system that he could not fight off some of the diseases one could contract in that country.

Miah had the ability to make a difference and from discussions with others in the family he was starting to realize that he had not lived life like he should have. Would he have changed his life, one could hope, but we now will never know. It is sad because he did have the ability, he just left it untapped.



MCN's Calendar

On-going Exhibits

Penobscot Marine Museum

Getting Our Bearings
Searsport
Info: penobscotmarinemuseum.org/

Maine Maritime Museum

Cotton Town: Maine's Economic Connections to Slavery
Arthur Beaumont: Art of the Sea
Sustaining Maine's Waters
Shipwrecks & Salvage
Bath
Info: mainemaritimemuseum.org

Cape Ann Museum

Window on the Marsh
Fitz Henry Lane Gallery
Gloucester, MA
Info: capeannmuseum.org

New Bedford Whaling Museum

Loomings: Christopher Volpe
Turn the Tide, Courtney Mattison
The Azorean Spirit: The art of Domingos Rebelo
Enlightening Encounters: The Two Nations of Manjiro Nakahama
New Bedford, MA
Info: (508) 997-0046

Mystic Seaport Museum

Sentinels of the Sea
Whaleboat
Voyaging in the Wake of the Whalers
Sea as Muse
19th Century Navigation
Mystic, CT
Info: mysticseaport.org

2023

MARCH

2-4 Maine Fishermen's Forum
Samoset Resort
Rockport

JUNE

17 Boothbay Lobster Boat Races
Boothbay Harbor
Info: Ashlee Lowery (207) 808-9230
18 Rockland Lobster Boat Races
Rockland Harbor @ Breakwater
Rockland
Info: Nick O'Hara (207) 542-4348
Mike Mayo (207) 542-1879

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

JULY

1 Moosabec Reach Lobster Boat Races
U. S. Coast Guard Station
Jonesport
Info: Roy Fagonde (207) 610-4607
9 Stonington Lobster Boat Races
Town Dock
Stonington
Info: Jeff Eaton (207) 598-0488
23 Friendship Lobster Boat Races
Town Dock
Friendship
Info: Robin Reed (207) 975-9821
30 Harpswell Lobster Boat Races
Harpswell

Dan Backman of Winter Harbor

WINTER HARBOR – For many there is nothing more enjoyable than reading about people and how they made their way through life. Some had it easy, others not, and some of those that had it difficult would overcome the obstacles and some would not. It seems that many from generations ago were better at overcoming the obstacles. Many times it was how you survived and if you did not overcome the issue you suffered. Some would learn the lesson others would not. I do not care what town you visit anywhere in the world, there are always people that have a story to tell especially here on the coast of Maine and one such person is Dan Backman of Winter Harbor.

Dan was born in December 1948 and was raised by his grandfather Otto and grandmother Alberna Backman, who at the time were living in Prospect Harbor. Otto and Alberna grew up on Beals Island. Alberna was a Beal and sister to Ossie Beal. Dan added, “Otto had two girls, Lila, and Alice, both born on Beals and Alice was my mother. In the late ‘30s they moved to Manset and Otto worked at The Hinckley Company. I guess when the war came on he went to Kittery Point and he worked as a carpenter in the Navy Yard there during World War II.”

While Otto was at Kittery Point, he built a half model for a lobster boat and then built it: 33 feet by 8½ feet. This boat is in Dan shop next to his house and Dan has rebuilt the hull, got the engine in place, but has been slowed up by some medical issues. He hopes to get her finished up and into the water as soon as he can find some spare time.

When World War II concluded in 1945, Otto and his wife head back and settled in Prospect Harbor. Not long after they moved to Winter Harbor. Dan thought that they moved into the house in the center of town in 1953 and this is where he grew up. Dan said that there were a lot of families whose names have disappeared from the town. He added, “There were the Coombs and there were quite a few Sargent’s, I think there is only one or two left now. There was a bunch of Harrington’s, two left, Gerrish’s, I think there is two and Pendleton’s, they are gone. There was a lot of Torrey’s and there is not many left in town now.”

When asked if they were all fishermen, Dan said the Harringtons were not. He said, “One brother, Frank, he worked on boats and his brother Walter, did carpentry work on houses.

Dan remembers when he lived in town walking by the grammar school, now the historical society, to the shore with his grandfather. He explained, “I can remember walking down through there before I went to school. Grandfather and his brother-in-law, Herman Faulkingham, had a fish weir off Flat Island.

I can remember going over there. As far as boats, everything was wood and a big boat was 33 feet, all gasoline engines. Almost every one of them had a riding sail, which there is only two down here now, me and Slugger. As far as diesel engines in lobster boats, the first one I can remember. Sorrento used to get froze up and they used to come down here in the winter. Buddy Trundy had a wooden boat, say 35-36 foot, and that had a diesel engine in it. Then in ‘66 or ‘67, Doug Torrey bought a Canadian boat, it was 38’ x 12’ I believe. It was brand new, a guy on Campobello built it. Somebody said, ‘What the hell do you want a boat that big for? Now, look at them today.’”

Dan added, “When they moved uptown in ‘53 he built a boat for himself, it was 34 x 9-feet, with a six-cylinder Chevrolet in it. That boat is still afloat in Massachusetts. SUE PAM, that was after his two granddaughters. Then he built one for a guy in Norfolk, Virginia a 36-foot cabin cruiser. Built that in ‘56 and built a 32-foot one in ‘62 for Walter Bunker. That was the last one. They were all taken off the molds of the first one in ‘43. He ended up taking the molds down to his youngest brother, Herman, Jr. and they widened them, lengthened them and that is what Jr. built his boats off of. I couldn’t tell you how many boats Jr. built. His brother Benny built the most. In fact, he built boats right downtown right across from the store, in the building they call the Boat House. He built one for his brother, Donald in there, that was ‘59. When my uncle Donald died, my son Freddy bought that. He fished that for a while, as far as I know, that boat is still afloat, down around St. George someplace. The name of that one was the PLUMA ESTELLA. I believe that was after his wife and his mother.”

Dan began fishing with his grandfather, who was lobstering and when the shrimp came in in 1966 they rigged up for that. “He bought a boat and rigged her up for shrimping,” said Dan. “She was the ALBERNA. Ronald Rich built that one, it was a new boat, 38 x 12-feet and he put a V8 Cummins diesel in it.”

When Dan was 14, he got a small outboard boat and went fishing by himself. Dan said, “Everything back then was wooden traps, wooden buoys, glass bottles. I bought 14-footer which had a 5-½ hp outboard on it. I fished that and then I went to an 18-footer with a 25 hp. I was like a sophomore then. I would still go with him weekends and school vacations.”

When Dan graduated from high school in 1968 he joined the Coast Guard. He added, “I had papers for the Army for the 16th of May, but I’d seen the Coast Guard recruiter before that and then I got these papers for

the Army. I said, ‘I don’t want no Army,’ so I called the Coast Guard recruiter up and I said, ‘I have got papers for the Army, what can you do for me?’ He said, ‘Give me an hour.’ He called me back in an hour and he said, ‘Somebody flunked the physical, do you want that spot?’ I said, ‘Yeah.’ I went to Cape May for boot camp, that was in May of ‘68. Then I flew home for leave, and after that I went back to Boston overnight, went to Southwest Harbor for a weekend and then I went to the cutter WHITE LUPINE in Rockland. I was on that for 28 months. Then I went to Jonesport station. In between, on September 25, 1970, Ramona and I got married and five kids later...”

Dan enjoyed his time in the Coast Guard. While on the buoy tenders they would take fuel and water out to the lighthouses. He said, “As far as lighthouses, I went ashore on Petit Manan to help with the hose once. I went up the tower and walked around that big Fresnel lens. I didn’t think anything of it, but then I heard that that Fresnel lens was down to Rockland, down at that museum and I made a special trip to look at that. I am going to say 25 years ago I picked up a lighthouse book and I have been hooked ever since. I don’t know how many I have got, probably 70 or 80.

When Dan got out of the Coast Guard, he returned to Winter Harbor and began fishing. Unfortunately, Otto died in September 1974. Dan purchased his boat from his grandmother, which was the Rich built boat. Dan added, “My uncle Jr. called me up one time and he had filed bankruptcy. He said, ‘Do you want these molds and battens? Come get them.’ So, I went and got them. I am going to say that was maybe ‘79-80 and I built this boat here. She is 39 x 13-feet and was just like my uncle, which was 38 x 13-



Dan Backman of Winter Harbor in his trap shop.

feet. It took me three years to build that. I put a 471 Detroit in it and when it went down the road, I had a \$5,000 engine payment. I fished that until ‘08, but in the meantime, I built another one. I blew it up, lengthened it out, 43½ x 15, made it higher, put a used 892 in and when that went down the road, I had \$87,000 in it. I have been fishing that since. This boat is ELAINE SUE, my two daughter’s middle names. My son, Freddy bought this off me.

Back then Dan remembered Doug and Dale Torrey and Reggie Knowles. “Dale fished the AGITATOR. He had a Clayton Fletcher boat, come from Campobello. There was a few of them around, there were three in this harbor. Vick Smalley had one, Dale had one, Chick Arnold had one. There

Continued on Page 6

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Golden Globe Race 2023 Update

Golden Globe Race heading home to Les Sables d'Olonne and Simon Curwen breaks away again!

Michael Guggenberger, a.k.a Capt. Gugg on "NURI" is 4th through the Hobart Gate - Simon breaks away with a 900 mile lead as Abhilash and Kirsten struggle in a wind hole delivering Abhilash 2nd place - Kirsten awarded the Cruising Club of America 2022 "Seamanship medal" for Tapio's rescue in November - Water shortages for Abhilash, Michael and Jeremy running out fast. Will he take water in Hobart and continue in Chichester Class? - Tradewind 35's pushing it. Guy and Ian are the fastest last week and catching up - Punta del Este photo gate cancelled.

11 January

Simon Curwen (GBR) on HOWDENS leads the way, halfway across the Southern Pacific just four weeks from Cape Horn, bound for Les Sables d'Olonne having left 129 days ago. Only Ian Herbert Jones and Guy Waites are yet to pass the magic halfway point. Other than Elliott, cautiously sailing to Fremantle for repairs, all yachts are sailing without equipment issues. The mind game of "no wind" has hit Kirsten Neuchäfer (ZAF) hard, watching Simon sail away and a few are seriously low on water which could be a game changer! All are holding their breath as the extreme heavy weather is still holding well below the rhumb line!

Michael Guggenberger (AUT) on NURI sailed through the Hobart Gate on January 3rd having sat becalmed for two days within sight of Tasmania. He was happy to arrive and decided to stay for two days to "tidy the boat, sleep, check systems and stitch a second set of reef points in his Mizzen sail". He was met by his film crew shooting a documentary. Nuri Sardines is performing well and Capt. Gugg seems happy with his life on the ocean waves. When asked how he feels now to be heading home Via Cape Horn? He replied that he is "Already home! Onboard NURI!"

It's been an eventful end to 2022 and start to 2023 for the leaders in the GGR fleet! As 2022 was ending, so was Simon Curwen's undisputed leadership on the fleet. He was caught-up in a calm high pressure approaching Tasmania losing huge miles to Kirsten Neuchäfer (ZAF) and Abhilash Tomy (IND) hot on his tail!

Now the tide has turned on the wannabe leaders as Simon perfectly managed the high pressure through New Zealand. His pursuers became trapped in no wind zones around NZ for several days as Simon shot ahead at full speed making the gap 900 miles. Worse, is that both Kirsten and Abhilash are now in a different weather system altogether.

This painful experience after gaining so much in the preceding weeks, was obvious during their weekly calls to Race control. Frustration and delusion were taking over.

On the bright side, with the nimble Rustler 36 BAYANAT being faster in the light winds, (Abhilash confirming in Hobart he has a secret sail weapon) there is a race within the race between these two talented sailors that will push both in pursuit of the undisputed leader! All three are reporting no major problems with their boats.

Kirsten has been awarded Cruising Club of America's "Rod Stephens Trophy for Outstanding Seamanship" and her adherence to the tradition of assisting fellow mariners in distress, playing a pivotal role in the successful rescue of her fellow 2022 GGR competitor, Tapio Lehtinen.

Joining other famous CCA recipients such as Jean-Pierre Dick, Alessandro di Benedetto or Mike Golding, Kirsten was her usual understated self when informed of the award for Tapio's rescue: "I don't really know what to say. I'm really honoured and it's always something special coming from the CCA, but on the other hand I only did what everyone would have done. It's the unspoken rule of the sea that you will help anyone in distress." Kirsten Neuschäfer Nonetheless, the sur-

vivor himself warmly thanked Kirsten in a letter written aboard the M/V Darya Gayatri "Thank you for your excellent seamanship in manoeuvring Minnehaha next to the raft, getting me onboard and for the rum. And then in cooperation with Captain Naveen Kumar Mehrotra, getting Minnehaha safely in the lee of M/V Darya Gayatri and getting me safely onboard the ship." Tapio Lehtinen.

Ian Herbert Jones (GBR), was the last in Suhaili Class to sail through the Cape Town gate and was quite worried about not getting to Hobart in time. He is now expected around the 18th January with nearly two weeks to spare. He has been making 130 miles daily in the right conditions and still managing to make the 9-ton 35-footer move in the light. He reduced the gap with Jeremy Bagshaw (ZAF) by half since entering the Southern Indian Ocean exclusion zone and is now less than 360 miles behind. The South African sailor must yet cross a high pressure between his current position and Tasmania and may lose even more ground on arrival, expected late on the 13th January.

Jeremy's OE32 Olleanna, is the smallest yacht of the GGR fleet but has a longer waterline than the Tradewind 35 (8,5 m vs 7,9m) and a nearly identical SA/D ratio (Sail Area

divided by Displacement is commonly used as a way to calculate the sailboat's "horsepower") and should be faster downwind. The Olin Enderlin design fought head to head with Guy Waites' Sagarmatha in the Atlantic and is clearly suffering a speed deficit as Jeremy has adopted a conservative approach sailing through the Southern Ocean, with the stated objective of finishing at all cost.

Jeremy Bagshaw (ZAF) faces another dilemma. He lost half of his freshwater in the Atlantic after a faulty tank manipulation. He was hoping to catch rain in the doldrums and in the southern oceans, but to no avail. Again after leaving Cape Town, despite having been through the most low-pressure system of the fleet, he caught no rain, as he explains in his call. He is left with just 45 litres, which isn't enough to get to Cape Horn. He is unsure he can continue through the Pacific without taking on water. If he does, he would be relegated to Chichester Class along with Guy and no longer in the rankings.

Other sailors facing water issues include Abhilash Tomy who with 1 litre of fresh water per day considers himself okay, but he would like to catch rain if possible. Michael Guggenberger is relying on his stash of red wine and 30 litres of lemon soda to make

Dan Backman

Continued from Page 5

was two over to Corea, there was one up to Sorrento and one Bar Harbor. They was a cheap built boat. They didn't have the raised deck in them and they were low-sided. The one that Douglas had, was built by a different guy on Campobello and that bigger and higher, probably 38 x 12½-feet regular shear."

Dan is related to the Young Brothers (Colby, Arvid and Arvin) He said, "The Young Brothers are cousins. My grandfather, Otto and their grandmother, Ulrica, were brother and sister. Ulrica lived right across the street. We would go over there, two or three times a week in the evening. Colby and the twins, their mother Sarah, they would be there once in a while."

The town was a little different back when Dan was young. The summer people came to Grindstone Neck, but now "They are buying everything up. A young person would have to pay a lot of money for a piece of land to live here now. The town had several stores: Tracy's, there was a store across from Chase's Restaurant but I can't remember what it was, and there was one across from the Hammond Hall. There was the grocery store and a hardware store. I remember the drug store across the road which had fountain service, that was good. There were three gas stations. Two of them had a garage, one of them didn't. One of them was Bickford up on the hill. One down on the corner was Leo Roy and the one across from the church, was Morrison's. He was a relative of Morrison Chevrolet."

I asked if they repaired the engines in the boats. Dan said, "I can't really remember. Mainly back then, you own it, you fix it. My grandfather rebuilt engines. One, he bought a Cadillac engine and he rebuilt it. He honed the cylinders out, put new rings in it, had the valves ground and put the heads on it. I was in high school at the time and he had one of those breaker bars to tighten the head down. I said, 'You sure they are all the same?' He said, 'Oh yeah, they are within 5 pounds of each other. I borrowed the torque wrench at Sumner brought it home and he was correct."

One aspect of fishing Dan loves is scalloping. He started dragging for scallops in the early '80s. The only reason that he

has not scalloped the last few seasons was due to health issues. When asked what the strangest thing was, he dragged up, he said, "I've got a lot of bottles, but the strangest thing was a porcelain pot with a handle on it. I don't know what it was. I got that over by Bald Porcupine. There is a lot of stuff over by Bald Porcupine. This one came up and I see in the center of the drag. I got my son Danny there to open the drag real slow and I reached in through the ring and held it, it was right at the top. I held it until he dumped the drag then reached up and grabbed it. It is whole. It has got some fine line cracks in it, but it ain't broke. That is about the most valuable thing that I can think of."

"I just like doing it," said Dan. "Some people like gardening, I don't. I like fishing. It was open everywhere. These areas they have now have only been in effect for 11 years. Frenchman's Bay is right in my dooryard. The last year I went, I went over between Petit Menan and Schoodic Point, but I quit because I had to have a hip done in February. Now there are too many rules. Some of the meetings they have had lately, they want to divide in thirds all the way up the coast. I think this would be better because the way it is now you have got a third, like Frenchman's Bay, when it opens up you will get western boats and eastern boats and it is just a cluster. I think if you opened these zones up bigger, people will more or less stay in their own territory."

Then we talked about Dan's cousin David Pettigrew, Jr., which is who he sold the boat that his grandfather built in '55. Dan added, "I took it over in '74 and sold it to my cousin in '83. His legs bothered him so he started building models. I am pretty sure he started with wooden ones and then started making fiberglass ones. I gave him the half-hull of the one that my grandfather built. He made a model of the one my Grandfather built in '43 then he made a model of mine. He made all kinds, tugboats and lobster boats, he must have had 50 of them down there when I went to his funeral."

David was born in 1944 and died five years ago. He lived in Eliot and just played fished. His father, David, Sr., was on a sub during the war out of Portsmouth.

Commercial fishermen love to fish, even when it was not as easy and Dan is a perfect example of this.

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Golden Globe Race 2023 Update

sure he does not finish his water before the doldrums many months away! At least he has enough on board to prepare a delicious Tinto de Verano!

Guy Waites (GBR) in Chichester Class has been enjoying his best week since the start of the GGR, finally enjoying the sailing and clocking some miles as he shared in his weekly call. He was by far the fastest in the fleet, improving his daily and weekly personal best several times, finally settling at 185 nm/day. This was the 3rd fastest day in the fleet and joined the 1000-weekly mile club at 1079 miles on January 11th! He sailed into the no-go zone but did not have a penalty in Chichester Class and has now sailed back out of the 44°S zone. He is not expected into Hobart until mid-February when he will be retired from the GGR, unable to make the cut off of January 31st, allowing a safe passage around Cape Horn before the end of March.

Elliott Smith (USA) Gale Force 34 has also been posting excellent speeds this week, consistently posting days over 100 miles, in spite of his reduced sail area due to jury rigging and a damaged bowsprit. He has to nurse the yacht to Western Australia very conservatively. His bowsprit suffered further damage in the last storm but is not being used. He sails only with a deep reefed mainsail and staysail even in light airs. The mast is secured by three halyards to the stem, Running backstays and the staysail stay. All will be repaired in Fremantle 700 miles away, but it will be the end of his Golden Globe dream becoming a Chichester entrant on arrival, and then not making the Hobart gate in time.

Through it all Elliott remains in good spirits, especially after some chocolate bars were miraculously unearthed from the boat and being grateful for all the help and support he has received along the way, as he shared in his weekly call.

Punta del Este photo gate dropped

A decision has been made to drop the Punta del Este film gate. While the previous three gates are part of recreating the original 1968 Sunday Times Golden Globe Race entrants dropping films and letters, the Punta Del Este drop was mainly to grab Southern Ocean footage for media opportunities. The long split of entrants rounding Cape Horn now makes that task not relevant. This will also allow more tactical opportunities for the sailors to make gains, or suffer losses in their choice of course as they round Cape Horn and climb north to the equator.

Golden Globe attrition, frustration and barnacles fueling the GGR mindgame!

Simon Curwen untouchable for now bound for Cape Horn, as Kirsten Neuschäfer struggles to keep pace with Abhilash Tomy - Jeremy Bagshaw's lost battle! Beaten by barnacles once again and in Chichester Class, no longer in the GGR rankings - Ian Herbert-Jones 5th into Hobart playing the game of attrition, and will leave after Jeremy - Elliott Smith makes landfall in Australia, ending his round the world dream. He will be missed, but what an adventure it's been!

20 January

With Elliott out of the race and Jeremy beaten by barnacles, there are now just

five contenders left for the GGR trophy in Les Sables d'Olonne and two sailors in Chichester Class with Guy Waites about to be dropped. Global warming or new found resistance? The barnacles are back big time in the Southern Ocean forcing Jeremy to stop and colonising Nuri's hull! Could they also be the reason why Kirsten is slowing down?

Elliott Smith (USA) arrived to a warm Aussie welcome in the Fremantle Sailing Club marina after crossing Cape Leeuwin earlier this week. The 27 y/o American sailor has sailed 14,000 miles non-stop, solo, unassisted and crossed two of the great Capes out of three! His challenges have been more than most, sailing the last 5000 miles with significant damage to his bowsprit and the last few weeks with no forestay at all after repairs failed. He has shown true grit and determination with real seamanship and skill to make landfall. His tweets, and satellite call to GGR have kept followers engrossed in his voyage and mindset.

It's been quite an adventure and while he is disappointed at not tying the knot into Les Sables d'Olonne, has no complaints as he shared in his latest tweet: 24:#ElliottSmith(USA) - Gale Force 34 "Second Wind": thank you everyone.. I am grateful for everything and I have no complaints, whatsoever.

He plans to repair the "Second Wind", then offer her up for sale to another adventure. Bravo Elliott, what a ride it's been!

The barnacles are back in the fleet, invading Jeremy Bagshaw (ZAF) for a second time. Forced to stop in Hobart to lift to scrap the bottom Olleanna at the Royal Yacht Club of Tasmania, all were shocked at the seven week farm of life. He now continues in Chichester class. A fitting tribute to Sir Francis Chichester who also stopped in Australia half around the world.

The smallest boat in the fleet always punched above her weight in terms of speed but was plagued by barnacles in the North Atlantic, forcing Jeremy to scrape the hull clean in False Bay. Olleanna's average speed soon plummeted again mid-Indian Ocean, not matching Puffin's. A sign that the dreaded Barnacles were back in force.

The South African sailor who was also facing severe water shortages and dwindling food supplies, finally forced to lift the boat for a proper hull cleaning.

"There are a lot more barnacles than I originally thought, but stopping was the only option anyway. I don't have enough food to go around the world at 3 knots, I would have had to call in somewhere, so I might as well do it here and enjoy the rest of the trip, rather than sweat it in the Pacific and somehow end up somewhere in South America, so this makes perfect sense." Jeremy Bagshaw, Olleanna.

Finding motivation for the race within the race in Chichester class.

With another 13,000 nautical miles to Les Sables d'Olonne in Chichester Class and out of the GGR ranking, how will Jeremy, a well-rounded competitive racer, find the motivation to push through? The answer comes from Guy Waites (GBR), thousands of miles away, alone in the Indian Ocean, still pushing and posting speed records, as he explained in his weekly safety call. He will not make



Kirsten at the photo gate in Tasmania.

the Hobart gate in time, so will be out of the GGR completely come January 31st, but sails on with passion.

"Since I'm not in the race anymore, the mindset is critical to continuing. I need to get out and push the boat every single day. Making big distances like today (nb:174 miles), getting closer to Hobart, and catching up on the others in front of me is a big part of that motivation." Guy Waites / Sagarmatha

Attrition is the name of the game for Ian Herbert-Jones (GBR), the unlikely hero of the Southern Indian Ocean. 10th boat in Cape Town, he now is in 5th place from 16 starters in Hobart after a quick crossing and many retirements! He gained up to a thousand miles on Jeremy before being stranded on a road to nowhere at the South East Cape of Tasmania on Tuesday.

Approaching Tasmania he once again contemplated the option of not continuing and reflecting on why he was there and what he had achieved. It is still a long way to go and he has invested so much emotion, effort and spirit to get this but conceded the isolation and mind game of it all is the hardest. It is clear his superb preparation of PUFFIN drives him on just as much as his family and friends. He is now on his way home.

Frustration was more of an issue for the leader Simon Curwen (GBR) on Clara sponsored by HOWDENS. He lacked weather information heading into Tasmania, subsequently parked in a high pressure and lost his patiently built 700 mile lead. He was better after his narrow escape from the Tasman Sea

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Help Support Kirsten in Golden Globe Race



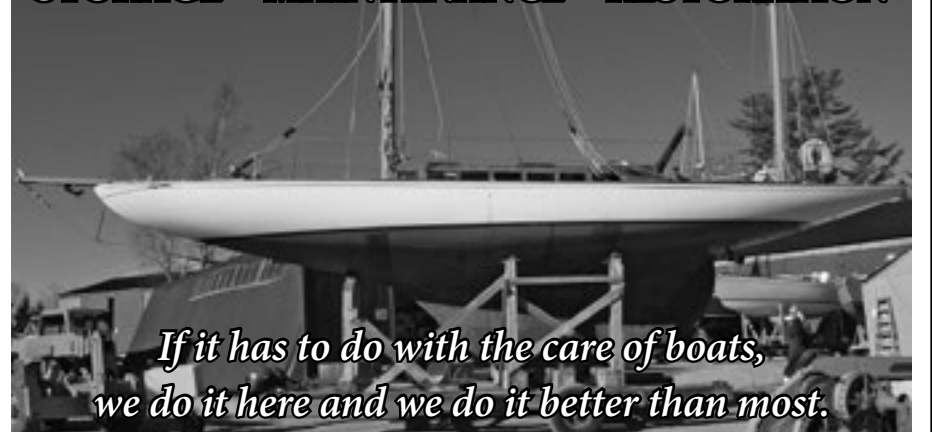
Many thanks to the Maine Coastal News team for their continued support!

If you would like to help Kirsten Neuschäfer on her journey to the 2022 Golden Globe Race, please go to <https://gofund.me/e92d7bd2>



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Golden Globe Race 2023 Update

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but equally frustrated with not experiencing the big Southern Ocean swells he was looking for, as he explained on Monday's safety call. In the past days he has been getting plenty, with 7-8 mtr rolling seas, strong roaring 40's and regular passing fronts driving him toward Cape Horn as shared in this week's tweet!

04: #SimonCurwen (UK) - Biscay 36 "Clara": Gale all day today. Must have heard my comments to Seb on the call yesterday. Got the seas I'd been missing...

The biggest disappointment is for Kirsten Neuschäfer (ZAF), who briefly led the Golden Globe Race in Hobart with her 35-hour compensation for the rescue of Tapio Lehtinen. She is now trailing more than a thousand miles behind Simon with little hope of taking the lead again for now.

Worse, she is not matching the pace of Abhilash Tomy (IND) on Bayanat now around 200 miles ahead of her. He seems constantly faster in certain wind wave combinations and talks of a secret sail combination to give an edge. One thing is certain, he is back racing and knows Simon has a long way to go. It is never over till the fat lady sings.

To make frustration worse, Kirsten is the only one of the three sailors to get clear charts on her weatherfax. She knows there is wind 4 degrees (240 miles) south of her position, and she knows what wind Simon gets, accurately estimating his 1000+ mile gap on her.

"The Pacific hasn't been exciting at all so far. It's been frustrating really, the worst is knowing there's wind not far South from you, and not being allowed to go there." Kirsten Neuschäfer, Minnehaha.

"The GGR Exclusion Zones are part of an International Maritime Rescue Coordination Centers agreement to keep sailors closer to any rescue assets/ships if needed.

They are important for risk mitigation and not exposing rescuers to unnecessary risk. The GGR Exclusion zone leading to Cape Horn, is 1 degree further south than even the Vendee Globe allow." Said Don McIntyre "To complicate matters this season, the pressure systems are generally much further south than usual, but that is the challenge of sailing the Southern Ocean and the GGR!

Minnehaha has been suspiciously off-pace for the last few weeks with a possibility of barnacle growth. Kirsten had a few in Hobart and had planned to dive on her way to the Pacific. Alas, even in the calms, the residual swell and sighting of sharks did not provide optimal conditions for diving, but the possibility is real considering Michael Guggenberger (AUT) discovered new ones on NURI's hull off the coast of New Zealand.

Wanting to shoot dolphins underwater with the GoPro, Capt. Gugg ended up identifying new small barnacles on Nuri's hull on top of the big ones he already had in Australia, and took advantage of the light weather to dive and scrape them off.

NURI Sardines is still struggling in light winds and is concerned about lack of water, unable to collect any in the rare squalls or storms, as he shared in his last safety call. He received a heavy weather warning from the race office for Friday and Saturday for a SW 35 kts front gusting 45, giving him a chance to use the new reef he made for his mizzen sail!

"It's a bit of a nightmare, I've been bumping around in no wind, big swells, there's clouds everywhere and I haven't been able to take any water. I'm dreaming of 30-40 knots of wind from the back and 8 metre swell! Michael Guggenberger/ NURI Sardines.

Don't worry Cpt. Gugg, it's coming...

Going Down! Cape Horn, cold, wet and challenging Golden Globe Race.

Simon Curwen 1200 miles to Cape Horn as first gales sweep across and the cold of the Furious 50s is setting in. - Water shortages among the fleet with higher temperatures and lower precipitations in the Indian and Pacific Oceans. Will they run out? - A devastated Kirsten Neuschäfer is waging war on new barnacles over 2/3 of Minnehaha's hull. Ian Herbert Jones trailing basketball-sized barnacle nest on his propeller. - Guy Waites crosses Cape Leeuwin in successive gales posting high daily distances, but what will happen to Guy on January 31st? - The GGR at BOOT Düsseldorf. Meet Assistant Race Director and GGR2026 entrant Lutz Kohne on his home turf. 27 January

It's a long way to Les Sables d'Olonne, France and new challenges continue to mount for the remaining GGR sailors in unexpected ways. Simon Curwen is holding the lead by a good margin, but anything can happen. He is dipping south towards Cape Horn 1200 miles off with severe gales on the horizon. He should be around in the next 8 days. New barnacles and water shortages mixed with generally light dry and stable weather are the order of the day.

In the 2018 Golden Globe Race the fleet was swept by successive extreme Southern Ocean gales, resulting in the loss of four yachts and many dismastings. By contrast for this edition, which started two months later from Les Sables d'Olonne, that heavy weather has all but disappeared. In addition the Positive Southern Annular Mode (SAM) is pushing the low-pressure systems south this year both in the Southern Indian and Pacific Ocean, to about 55-60°S rather than the more frequent lows at about 45°S. So for the GGR 2022 it means entrants have softer winds north of the exclusion zone. But water is shaping up as a big issue!

Simon is getting ready for his biggest Southern Ocean storm yet.

Simon Curwen (GBR) on Clara/Howden's, continues to impress with his steady pace and perfect trajectory, now 1200 miles ahead of his closest followers, but is frustrated on missing out on the big Southern Oceans conditions. His rate of progress has been a mixed bag to date but that is the life of a sailor! The temperature is dropping fast and he is using all his cold weather gear, feeling confident.

"Race Control informed Simon on January 26 of a deep low pressure system that formed over Abhilash's position on Thursday morning, intensifying and going straight on Simon's path towards Cape Horn with NW 35 knots of wind, gusting 55kt. We are in regular contact with Simon through the YB device and Sat Phone, monitoring the situation as it may develop further." Don McIntyre GGR founder & Chairman.

Water everywhere and not a drop to drink...

Water is now an issue within the fleet. Each is required to carry an emergency manual desalinator but will be penalised if using it. As days go by without rain to replenish depleting water reserves on board decisions on rationing have begun. With no or little rain since the tropics, entrants have little hope of catching the precious liquid in the Southern Oceans. Sea state and boat motion in rain squalls make it challenging to catch enough water.

If not for barnacles, water would have been the reason why Jeremy Bagshaw (ZAF) stopped in Hobart. Losing half his reserves mid Atlantic, he landed with less than 45 litres in Hobart. Michael Guggenberger (AUT) had declared a water shortage before Hobart, with 53 days of water left and relies on bottle lemon soda to make it to the tropics, while Abhilash Tomy (IND) has been living on 1

litre a day for weeks now and cooking all food in sea water. They may not get supplies again for a few months!

"In the last weather front, it was drizzling and I only got two cups of water which is always welcome, but not enough. The crew is upset and demands at least one serving of rice cooked in fresh water a month which I'm not sure to provide. I am a bit worried about onboard mutiny, but I crossed Bounty Island and am less concerned now." Abhilash Tomy, BAYANAT

The latest to declare water rationing is Ian Herbert Jones (UK), who is limiting himself to two litres a day, cutting down on his daily coffees. To make things worse he found some "organic matter" in his tank water and has switched to his jerry cans for the time being: "it hasn't killed me yet but it's time I stop drinking that stuff anyway."

Ongoing barnacle War in the Southern Oceans

Ian Herbert-Jones (UK) antifouled Puffin's fully loaded waterline wrong at the start. The yacht's transom and hull aft is now colonised by barnacles. He was unable to do anything but observe it in Hobart, but they will continue to grow and slow the boat. The worst is the propeller.

"My prop which had no treatment at all now has enormous growth! The whole space between the keel and the rudder is now filled with barnacles. So I'm dragging a basketball where my propeller should be, which is a shame because the rest of the hull is fine. I'm trying not to let it mess with my head, but the moment you see the barnacles you can't get them out of your mind!" Ian Herbert-Jones, Puffin.

Mid-Southern Pacific, along the northern limit of the exclusion zone, Kirsten Neuschäfer has finally found the right conditions to dive over the side and clean the hull of Minnehaha. Not an easy task in the open ocean since the residual sea in the calms make the boat move dangerously. This is devastating for Kirsten who is out to win the GGR and things looked OK in Hobart. Kirsten's strategy was to wait for a bit of wind in relatively flat waters and heave-to in order to stabilise the boat and make the work easier and safer.

"After I found barnacles on the rudder of my Hydrovane I got a little worried and I discovered that the port side was like a reef: old barnacles and millions of new ones. Thankfully the starboard side was not that bad. I spent several hours cleaning 3/4 of the hull so far with the scraper. It was cold, exhausting, but very gratifying to watch clusters of millions of tiny barnacles sink into the deep!" Kirsten Neuschäfer, Minnehaha.

She dived 3 hours on Friday 20 exhausted cleaning the port side of Minnehaha, then another 2 hours and finally 3 hours on Thursday 26. To her horror, she found newer tiny barnacles growing rapidly, already 4 times bigger than the week before. Most of the hull is clean except for parts of the rudder and stern. It is likely this fight will continue in the months ahead. Both Kirsten and Jeremy blame the quick growth on warmer water and slow speeds.

Minnehaha's exit of the Tasman sea was slow, Kirsten who checked the hull with a GoPro in Hobart thinks it's when the tiny barnacles started growing. She was 5 to 10% slower in the Pacific than in the Indian Ocean in the same conditions, and has now resumed her usual daily averages.

The Challenge of Chichester Class!

An entrant forced to stop in the GGR is moved to Chichester Class and no longer in the rankings. They sail home with the fleet to complete a one stop circumnavigation. Guy Waites (GBR) stopped in Cape Town to clear barnacles and so too, Jeremy Bagshaw (ZAF) in Hobart. Both sailors explained how hard it was to get back in the "solo racing mode" as a "Chichester sailor" after being on land

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Golden Globe Race 2023 Update

for a few days. Finding motivation to push for speed and performance when no longer competing against the others in the fleet is tough.

“You have to reset every day and make the best of it.” Guy Waites, Sagarmatha.

“Olleana and I have a point to prove and we’re in a hurry.” Jeremy Bagshaw, Olleanna

Both had posted some of the best speed in the fleet after cleaning their boats, with Guy getting the best 4-hour speed, 24-hour and 7-day distance of the last 30 days. Meanwhile Jeremy is making the fastest exit of the Tasman sea to date pulling away from Puffin. Most importantly both underline the pleasure they have to sail again rather than dragging.

“I cannot describe how wonderful it is to have no barnacles. It is the most liberating feeling I had. I feel I have a new boat completely.” Jeremy Bagshaw, Olleanna.

What happens for Guy Waites on 31st January?

Even though logging the fleet’s best 7-Day distance of the last 30 days, during a succession of westerly gales and high seas, Guy Waites (GBR) will not make the Hobart Gate in time. As per Notice of Race 2.7.2 ‘Hobart Gate’, any Chichester Class entrant arriving after January 31, 2023 will be withdrawn from the event.

Guy is well aware of the situation since leaving Cape Town and has communicated to Race Control that he will continue to Cape Horn, against the directive of the GGR, without stopping in Hobart to ensure a fast passage around Cape Horn - his big objective.

As a result, Guy will be withdrawn from the event as soon as he passes 147° East, the longitude of Hobart. The GGR transition process for his withdrawal from the event requires Guy’s team and manager to officially take over all safety responsibility with the following action plan: EPIRBs: The first point of contact or “Next of Kin” will be changed from GGR Race Control to Guy’s manager, Julie Waites. - MRCC: GGR Race Control updated MRCC Australia (Maritime Rescue Coordination Centre) and MRCC Chile regarding the new first point of contact and his withdrawal from the event. - YB Tracking: Guy will be removed from the GGR tracker after the longitude of Hobart. His own YB tracker will be available after Hobart and shared on his page. - Tweet & Calls: GGR Race Control will stop the weekly calls and daily text messages, but may occasionally post or repost messages from his social media channels as is done with other retired entrants.

The Rules of the GGR require all entrants to stop in Hobart if they are unable to pass through the gate by 31st January. (They can set sail again in Dec 2023). A February departure greatly increases the risk of Autumn gales rounding Cape Horn in April,

especially if the transit across the Southern Ocean is slow.

“It is unfortunate that we must retire Guy from the GGR and we wish him well with his new plans”. Should he want to, he will be free to use his sat phone, GPS and access any weather information and routing to assist and fans can follow his personal blogs and tracker.” Don McIntyre GGR Founder.

His team have confirmed all safety actions are now in place and Guy can rely on a wealth of expertise led by his wife and Team Manager Julie, including Norman Bailey, the former Commodore of the Newport YC, world-class weather experts, Clipper Ventures Race Directors and crew, who Guy met as a skipper on the Clipper 2019/20, and of course the Commodore and friends at Scarborough Yacht Club.

“We are fully prepared at Guy Waites Sailing to take over the GGR responsibility to assist Guy with his challenge to complete his solo circumnavigation around the world. This is something we are used to with Guy’s previous solo ocean crossings and I have a great team behind me who will give Guy and I their full support. We will try our best to update all his supporters and followers on social media over the next few months, however our priority will be the focus on Guy and Sagarmatha.” Julie Waites, Guy’s wife and Shore Manager.

Major Windvane failure for GGR leader Simon Curwen on HOWDENS

27 January

At 1815 UTC 27th January 1200 miles Northwest of Cape Horn, Simon Curwen contacted GGR control to advise of the total failure of his Hydrovane steering gear. He had weathered the worst of a deep depression in 40 knots and 6-metre sea when the boat surged off a wave coming on the port side of his Biscay 36 Clara. He was not towing a drogue but was sailing comfortably on course at the time. This action appears to have sheared a shaft on the topside of the vane body connecting the wind sensor which appears irreplaceable. Simon did not take a spare on board to save weight and cannot replace the broken part with original components.

He is continuing under storm jib and lashed tiller while he decides on a course of action. He is OK, the boat has no other damage and he requires no assistance. The weather conditions are improving with the wind moderating into high 20s after the passage of a front at 0000 UTC and the sea is decreasing steadily.

The Pontivy-based sailor is still racing and weighing his options, but it is clear that he cannot race well without a wind vane. It is a major blow having held the lead from the start. The weather in the area looks like a typical mild southern ocean for the week

ahead and the resourceful sailor can find ways to progress towards Cape Horn. An at sea repair looks unlikely and stopping for spares to continue in Chichester class may be the only option as he is a long way from Les Sables d’Olonne in France, the finish line of the 2022 GGR. This opens new opportunities for Abhilash Tomy and Kirsten Neuschäfer, currently 50 miles apart, 1200 miles west of Simon who now have a chance to chase the current leader Simon.

Kirsten Neuschäfer takes lead in Grueling Golden Globe

Simon Curwen (GBR) HOWDENS, declares Chichester Class unable to repair his Hydrovane and sailing to Chile for repairs. - Kirsten Neuschäfer (ZAF) MINNEHAHA now leads the GGR, next out of the Exclusion zone, to dive south toward Cape Horn and home to Les Sables d’Olonne. - Abhilash Tomy, (IND) Bayanat, 2018 GGR back injuries appear causing pain and slow sailing to assist recovery. How fast and when can he go after Minnehaha? - Captain Gugg steady as she goes and Ian Herbert Jones 4th in this cruel game of attrition. - In Depth report and tech analysis on the sinking of ASTERIA from Tapio Lehtinen.

31 January

149 days ago, on Sept 4th 2022, 15 men and one woman set out from Les Sables d’Ol-

onne. Their dreams and aspirations were to circumnavigate solo in the extreme Golden Globe Race. In 1968, nine set out on the first such mission and only one finished. In 2018, 18 sailors set out and just five sailed home. Today only four of the original 2022 sailors are still racing the GGR towards Cape Horn, the most infamous of all Capes. They have over 9,000 miles and many months still to go to Les Sables d’Olonne. Anything can happen.

Out front is an extraordinary solo woman sailor quite unlike any other. Behind her are 15 extraordinary men who have either given up, or struggle to keep up. The GGR is a mind game, so physically and mentally tough, relentless and unforgiving, it sometimes beggars belief. They are, or were all volunteers. They are all dreamers, adventurers and passionate about life, giving it their all to achieve something even they may not fully understand. The GGR is an amazing human story of courage and determination unfolding before our eyes.

Unable to repair his Hydrovane self-steering system damaged at sea during a knock-down, race leader Simon Curwen has retired from the GGR into Chichester Class and is heading North East for a Chilean Port to effect repairs.

With 70% of the total distance under

Continued on Page 26



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Where are They? (Continued)

By Sheila Dassatt

To refresh your memory, in case you didn't read last month's article, "where are they" refers to the neighborhood kids and the empty neighborhoods that our coastal communities are experiencing these days. I talked about how each neighborhood had a small Mom & Pop store due to most of the folks only had one vehicle or possibly none at all. This made it possible for our stay at home mothers to walk to the store or send one of us kids for a loaf of bread if needed. It was all well laid out at the time. In these small villages, you didn't really need a vehicle to get around with, everything was within a stone's throw of reach.

Each house on the shore had a dock that was used to tie up your lobster boat to load traps or unload traps when the tide was high. There might be a small workshop on that dock for working on gear through the winter months. The shops were usually equipped with a small pot belly wood stove for winter heat. You see, the traps were made of wood back then, so there was plenty of scraps for kindling to start your stove with. All in all, it could be pretty cozy in the winter time. This was back then...

Now, as I was sitting at the Public Landing one day, just taking it all in, I realized that each place in town that had a dock attached to it, was a rental home and the dock now had

a railing around it (probably for insurance reasons) so no one would fall overboard. I saw a sign that read: Private property, do not block the driveway. Each dock had some nice Adirondack chairs on them, a portable fire pit, and an umbrella attached to a picnic table to keep folks shielded from the sun. Pretty nice for a week-long vacation on the waterfront at a price of approximately \$1,000 a week. They can sit on the deck and watch all of the pretty lobster boats coming and going to the Fish Pier and watch them all working (making a living). Now I'm not being sarcastic at all, this is what is really happening. This is the black and the white of it. I've seen some watching from their "deck" with long stemmed wine glasses and a nice propane fire to sit by in the early evening. It is actually quite nice!

There's actually very few homes with a working pier attached to stack traps and tie up your boat. A few, but not like what I was accustomed to as a kid.

Our village was a lot like the Cars movie, with all of the nostalgia of Route 66. If you have seen that movie, you know what I'm referring to. Route 66 was pretty cool in its day, a lot of cruising going on with classic cars and music of the era. Well, in the time that I'm referring to, I was a teen in the 60's and early 70's, all along Main Street, all of the young folks parked along Main

Street with their muscle cars and looked pretty cool. There was a grocery store in town called Ben's, and a Variety Store called Chester's where they used to give me one of those pretzel rods from a glass jar whenever I went in with my grandmother. A little further down Main Street was the pharmacy with the soda fountain where you could sit and get your ice cream or root beer float. I always had a single scoop cone with coffee ice cream and chocolate sprinkles. It was great! We also had a clothing store called Epstein's, where we all bought our Wrangler jeans and jackets. What more could you want?!

The bank is in the same place and the stores in town, on each end, like I have said, had fresh butcher cut meat, so our steaks and pork chops were always top grade. Most folks would go in at the end of each day, after they were paid for the daily catch, and get their supper. It might be steak or it might be fried bologna, depending on how the catch went. But regardless, us kids always thought it was great!

When the teens got tired of parking on the side of Main Street, they'd all pile in and cruise up and down Main Street, and if it was a convertible, playing loud tunes along the way. Just good clean fun. We also had community dances on the weekend, with local musicians and everyone could participate. That's how it was, and I know things don't stay the same way forever, but it was nice while it lasted.

What I am concerned about is now, in this day and age, you don't see any teenagers in town or in the neighborhoods, or kids either. The school is in an area where they all need to be bussed. They can't just walk

to town and get that ice cream or root beer float. It is like that in most communities now. The schools and now the churches in town are slowly being closed, used for office malls or simply closed and renovated as a vacation home.

There was always a nice little restaurant where some of the wives would make homemade pies, whoopee pies and things like bread pudding on a dessert list. You could go for a coffee and dessert just for the sociability of it. Not so much now, most of these places are limited as to how much they are open. Most people come to Maine to experience the cuisine that we eat, not what they are eating in some other state or country.

The stores are emptied out in the winter and re-opened in the summer, as well as the eating establishments such as the little local lobster roll and ice cream stands. Where am I going with this? Again, as this change happens, the local economy does not have enough to support it throughout the entire year round season. When this happens, more and more of our young people leave town and only come back to visit or for holidays. We need more sociability once again, such as the community dances, music jams, and storytelling? I know, a little old fashioned, but it might help.

Is there some way that we can make this a happy medium before our coastal villages are completely tourist attractions? Tourists don't come here to see other tourists and their shops, they want to experience our true way of life. We are welcome to it, as long as our way of life doesn't disappear forever. We are very proud of our heritage.



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Maine Dept. of Marine Resources

DMR Scientist to Address Climate Change Challenges in Nearshore Waters

The Maine Department of Marine Resources' (DMR) Public Health Bureau has hired Meredith White, Ph.D., to lead a department program that supports coastal municipalities and harvesters as they confront climate change in Maine's nearshore waters.

White's hiring coincides with a recent name change that more accurately reflects the work of what was previously called the Shellfish Management Program and is now called the Nearshore Marine Resources

Program.

"This program has evolved over time to include far more than just the management of softshell clams," said DMR Public Health Bureau Director Kohl Kanwit. "Scientists in this program manage all species of clams, oysters, and mussels as well as other important species including seaweed, marine worms, periwinkles, and whelks. The change in name better encompasses all the existing responsibilities of this program."

"This new senior scientist position and two supporting scientist positions were created by the administration and legislature to address new and dynamic challenges confronting municipalities and harvesters caused by climate change," said Kanwit.

"The aspect of this job that was most exciting to me is the idea that I'll be doing research on how climate change is impacting the nearshore resources," said White. "It's thrilling to see that the state is recognizing that climate change is a real issue and is committed to taking action on it, in order to sustainably manage our marine resources."

White will oversee the Nearshore Management team developing surveys to monitor resource abundance and to evaluate the impact of climate change on those resources while supporting the unique co-management system between the state and municipalities for clams and oysters in Maine. White is supported in these efforts by the current Area Biologist staff including Heidi Leighton, Hannah Annis and Ari Leach who work throughout coastal Maine. The team will be joined by recently promoted DMR Scientists Meryl Grady and Katie Tilton.

One of the first projects to be developed by the Nearshore Marine Resources Program is an intertidal monitoring program at specific sites throughout the state. She intends to collect long-term data on trends in



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Commercial Fishing News

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

From the Director -

We are in the midst of a heat wave at the moment, which always seems to hit about the last week of July and the first part of August. This can be very difficult when it comes to saving our bait and trying to stay cool on those open platforms of our boats. I know that we need to be out there and do the best that we can to withstand the elements.

We do understand that with the Covid Virus still in the wind, a lot of our summer gatherings that represent the lobster industry have still been cancelled. With the "W" issues that we have been dealing with, "Whales and Wind," by not having these gatherings, it has made it very difficult to get our awareness out there as to how important our fishery is to the State of Maine and to our livelihoods. There have been a couple of efforts made by various groups that are trying to get the awareness out there. There was a Lobster Festival in Camp Ellis (Scarborough), Maine that tried to make up for

not having the Rockland Lobster Festival, as well as the Jonesboro Grange. We want to thank each one for their efforts to bring awareness to our general public.

As an association, we have been very busy right along with the associations that are in connection with our fishing industry. We have had one meeting as members of the Fisheries Working Group, concerning the wind power with the Governor's Energy Office. They need opinions and input from our fisheries and not necessarily meaning that we approve of the project, but to have better communications and understanding of the construction of the windmill research site. So far, Gov. Mills has signed the moratorium which bans the windmills within the State of Maine waters, with the exception of the research project that is in the planning phase at this time. We have a ten year planning process, which this is at least a start in the right direction. The one thing that we cannot overlook is to say that we have plenty

of time to figure it out, ten years.....it goes faster than we think. We are on it and have a full schedule of planning involved.

DELA has been working with the Division of Environmental and Biological Sciences, at the University of Maine, Machias, concerning their survey on harvester health. I took the survey myself and sent it in. It wasn't bad at all and I found the questions to be dealing with a lot of the issues that we are contending with these days. If you take it, I feel the more honesty that we share, the better they can look at our health issues that crop up over a period of time, from continuous hauling. Certain parts of the body "take a beating after a while." If you would prefer to speak to a researcher to answer the questions on the survey, please feel free to call (207)255-1214. They would be more than pleased to help us with this service.

I have been working with Shannon Mullen, who is a reporter that is working on a piece that is called "The Future of Lobstering As A Way of Life." This is a very important project that she is working on, nationally, to reach out and get more awareness to the rest of the country. We are aware of our obstacles and threats every day, but to most of the people in the country, they are not aware of the importance of our traditions and livelihoods in the State of Maine or even the rest of the Atlantic States. We really need to make ourselves known to the folks that just think that we are here to ship lobster and seafood to places like restaurant franchises. We need their support and their

voices!

We would also like to offer our sincere condolences to the family of Osmond Beal who passed away at the age of 90 on July 13, 2021. Osmond was an inspiration to all of us that can relate to his talent of Downeast boatbuilding. "The man is gone, but his work lives on." Osmond built some beautiful boats. Rest in peace, Dear Friend.

If you have been following the Maine Lobster Boat Racing Association's races this year, we thank everyone that participated in the races. This was the one thing that we could do for a little fun and enjoyment this year. At this point, I think there is only one or two races left for this year. Congratulations to all of the winners and participants.

At this point in time, I know that we are all busy fishing and trying to make a living, but we are talking about our next meeting. With Covid ramping up once again, sometimes it is simply a day at a time, but we will do our best to try to plan something for the future. Perhaps a September or October meeting will work. We will stay in tune with what is happening in our area and be sure to take a poll as to what to do. October was our founding month, which was October of 1991 and our biggest membership drive. Let's think about this and try to make plans. We also promote membership! We need as much support and help that we can! There are membership forms in this publication, please help and get involved.

Take care, Sheila

Maine Dept. of Marine Resources

Continued from Page 10

the ecosystem including species abundance and diversity, invasive species, predation effects, and recruitment of young animals.

Based on harvester input, in the coming months she will also be developing a marine worm larval study to evaluate changes in abundance. "Recently wormers have come to the department with questions about what they're seeing and asking us to do more surveys to look at the abundance of marine worms and see if there are changes," said White. "We want to respond to the needs of harvesters by conducting surveys that help answer questions they have about what they are seeing."

She will also be leading research into Maine's wild harvested seaweed resources

as well as evaluating the abundance and management of blue mussels.

The data from this work will be used to inform management decisions that are made, especially at the local level. "At the municipal level, we will work with towns to develop shellfish management plans that outline steps needed to manage and conserve their shellfish resources, especially in light of the rapid environmental change facing our coastal communities," said White.

She will continue the work started by DMR in 2022 to create meaningful dialog between the state and towns to improve municipal shellfish management.

White's background has positioned her well to lead the climate change-focused

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Commercial Fishing News

ATLANTIC STATES MARINE FISHERIES - WINTER MEETING

Continued from Page 1.

sues, Draft Addendum XXVII considers the standardization of management measures across LCMAs. The purpose of considering more consistency in measures is to resolve discrepancies between the regulations for state and federal permit-holders, to provide a consistent conservation strategy, and simplify enforcement across management areas and interstate commerce.

Draft Addendum XXVII considers two approaches for implementing changes to gauge and escape vent sizes to enhance protection of the GOM/GBK spawning stock. One approach would establish a trigger mechanism whereby pre-determined management changes would be implemented upon reaching a defined trigger level based on observed changes in recruitment abundance indices. The second approach would establish a schedule for implementing changes to the gauge and escape vent sizes. The proposed measures include an increase to the minimum gauge size and escape vent sizes in LCMA

1 (Gulf of Maine) and decreases to the maximum gauge size in LCMA 3 (offshore federal waters) and Outer Cape Cod. The proposed gauge and escape vent sizes are expected to increase the proportion of the population that is able to reproduce before being harvested by the fishery, and to enhance stock resiliency by protecting larger lobsters of both sexes.

The Draft Addendum will be posted to the website next week at <http://www.asmf.org/about-us/public-input>. A subsequent press release will provide the details on the public hearing schedule and how to submit written comments. The Board will meet to review submitted comment and consider final action on the addendum in May 2023 at the Commission's Spring Meeting in Arlington, VA. 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 approving Draft Addendum XXVII on increasing protection of spawning stock biomass of the Gulf of Maine/Georges Bank (GOM/GBK) stock for public comment, the American Lobster Management Board (Board) also considered a report from NOAA Fisheries on the Atlantic Large Whale Take Reduction Team (ALWTRT) and progress on Atlantic Large Whale Take Reduction Plan, and an update on the implementation of American Lobster

Addendum XXIX and Jonah Crab Addendum IV.

NOAA Fisheries staff presented the results of the ALWTRT meeting in late 2022. The ALWTRT's goal was to recommend measures in the pot/trap and gillnet fisheries along the Atlantic coast to reduce mortality and serious injury of right whales in US commercial fisheries to below the Potential Biological Removal level required by the Marine Mammal Protection Act. NOAA staff reviewed the types of measures considered and stakeholder input provided by the ALWTRT, noting that a consensus recommendation was not produced. NOAA staff also updated the Board on recent North Atlantic right whale entanglement incidents.

Staff provided an update on the implementation of American Lobster Addendum XXIX and Jonah Crab Addendum IV, which establish electronic tracking requirements for federally-permitted vessels in both fisheries. The Work Group that was formed to solicit and review quotes from vessel tracking device manufacturers received five applications for type approval. Four devices met all of the criteria specified in the Addenda, and have been approved for use in the fishery. Over the next several months, ASMFC staff will work with the states to provide information on the approved tracking devices to harvesters and establish administrative programs to implement the addendum requirements.

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

Motions

Move to modify Option E by including a 1/4" maximum gauge reduction in LCMA 3 with each annual adjustment, and set a maximum gauge size in the OCC management area of 6 1/2" and include a 1/4" maximum gauge reduction in OCC with each annual adjustment. In the final year of adjustments, the maximum gauge size in LCMA 3 and OCC would be 6" at a minimum. The vent size in LCMA 1, LCMA 3 and OCC would be adjusted once, at the same time the final gauge size is implemented. The Board, during final action will specify the years of the schedule, with the first step occurring no later than 2026, and the second step occurring 2 years later. Motion made by Mr. Keliher and seconded by Mr. Hasbrouck. Motion approved by consensus.

Move to approve Addendum XXVII for public comment, as amended today.

Motion made by Mr. Grout and sec-

onded by Mr. Train. Motion carries without objection.

WINTER FLOUNDER MANAGEMENT BOARD

Management Track Assessments Find Winter Flounder Stocks for the Gulf of Maine and Southern New England/Mid-Atlantic Not Experiencing Overfishing

31 January

The Commission's Winter Flounder Management Board reviewed the results of the Northeast Fisheries Science Center's (NEFSC) management track stock assessments* for the Gulf of Maine (GOM) and Southern New England/Mid-Atlantic (SNE/MA) winter flounder stocks. These assessments found GOM winter flounder is not experiencing overfishing while the SNE/MA winter flounder stock is not overfished nor experiencing overfishing. The overfished status for the GOM stock remains unknown. The management track assessments for both stocks include data through 2021.

SNE/MA winter flounder experienced a change in stock status from overfished to not overfished due to a change in the years of recruitment estimates used to estimate biological reference points. Instead of drawing upon the entire time series of recruitment estimates, the projections now only use recruitment estimates from the past 20 years (2002-2021). The SNE/MA winter flounder stock is most likely not capable of achieving the high levels of recruitment that were observed prior to 2000 due to changes in environmental conditions; therefore, using a truncated recruitment time series of only the past 20 years better reflects current stock condition. However, despite a change in stock status; trends in survey indices and model estimates all continue to indicate the SNE/MA stock is in poor condition.

The GOM stock uses a modeling method that incorporates survey indices of abundance to obtain area-swept biomass and exploitation estimates. There have been time series lows in fishery removals (harvest and discards) for GOM winter flounder in recent years. Overall, the indices of abundance have not responded positively to the large declines in commercial and recreational removals since the 1980s. However, there were increases in the fall 2021 and spring 2021 and 2022 area-swept biomass estimates, which, if they continue, could be the beginning of a response to continued

low fishery removals. It should be noted, however, that no survey data is available for 2020 due to the COVID pandemic, which is a source of uncertainty in this area-swept assessment that relies on survey data.

Given this information, specifications recommended by New England Fishery Management Council, and recommendations from the Technical Committee and Advisory Panel, the Board maintained 2023 recreational and commercial measures for the GOM and SNE/MA winter flounder stocks for the 2024-2025 fishing years (see Table 1).

* Management track assessments are similar to the Commission's stock assessment updates, where the model from the most recent benchmark assessment is updated to include recent data. However, with the NEFSC's process, some changes are allowed to be made to the model, such as a change to the recruitment time series used to estimate biological reference points that occurred for SNE/MA winter flounder.

The next management track assessments for both stocks are scheduled for 2024, and the next research track assessment, the equivalent of the Commission's benchmark stock assessments, are scheduled for both stocks in 2026. As part of this analysis, the NEFSC will attempt to incorporate climate data into the SNE/MA winter flounder stock assessment. The management track assessment reports for GOM and SNE/MA winter flounder are available on the Commission's website at <http://www.asmf.org/species/winter-flounder> under Stock Assessment Reports. An overview of the assessment is available at http://www.asmf.org/uploads/file/63d6c34bWinterFlounderStockAssessmentOverview_Feb2022.pdf. It was developed to aid media and interested stakeholders in better understanding the assessment results.

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

Meeting Summary

The Winter Flounder Management Board approved state compliance and Fishery Management Plan (FMP) Reviews for the 2021 fishing year for winter flounder. All states' regulations were found to be consistent with the FMP, and the Board approved all de minimis status for New Jersey's commercial fishery. The Board also considered and approved the nomination of

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Commercial Fishing News

ATLANTIC STATES MARINE FISHERIES - WINTER MEETING

Allan Butler of Massachusetts to the Winter Flounder Advisory Panel.

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

Motions

Move to approve status quo commercial and recreational Southern New England/Mid-Atlantic and Gulf of Maine winter flounder measures for the 2024-2025 fishing years.

Motion made by Mr. McManus and seconded by Dr. Davis. Motion approved by unanimous consent.

Move to approve the Winter Flounder FMP Review for the 2021 fishing year, state compliance reports, and de minimis status for New Jersey commercial fisheries.

Motion made by Mr. Hasbrouck and seconded by Mr. Reid. Motion approved by unanimous consent.

Move to approve Allan Butler of MA to the Winter Flounder Advisory Panel.

Motion made by Mr. McKiernan and seconded by Dr. Davis. Motion approved by unanimous consent.

ATLANTIC STRIPED BASS MANAGEMENT BOARD

31 January

Meeting Summary

The Atlantic Striped Bass Management Board met to consider selecting management measures and final approval of Addendum I to Amendment 7 to the Interstate Fishery Management Plan (FMP) for Atlantic Striped Bass.

The Board initiated Draft Addendum I in August 2021 after deciding that changes to the striped bass commercial quota system would not be considered during the ongoing development of Amendment 7. The Draft Addendum considers voluntary quota transfers which could provide some relief to states seeking additional quota. In November 2022, the Board approved Draft Addendum I for public comment with proposed options to consider permitting voluntary transfers of commercial quota, including options based on stock status and options allowing the Board to set criteria for transfers on a regular basis.

The Board received a summary of the 1,979 written public comments and 186 public hearing comments submitted for Draft Addendum I, as well as a report and recommendations from the Atlantic Striped Bass Advisory Panel. After initial discussion on the proposed management options, the Board voted to postpone action on Addendum I until May 2023 when analysis from the Striped Bass Technical Committee (TC) will be available. The Board tasked the TC with conducting stock projections to determine how specific quota utilization scenarios would impact the stock and rebuilding timeline. The first scenario assumes the entire ocean commercial quota is harvested and the second scenario assumes the entire ocean quota is harvested except for New Jersey's quota, since New Jersey's quota is reallocated to the recreational fishery and therefore unavailable for commercial quota transfers. These scenarios would be compared to the baseline scenario which assumes commercial quota utilization does not change. The TC projections will incorporate preliminary 2022 MRIP data in response to the Board's interest in reviewing 2022 removals data as soon as possible (other 2022 removal data will be considered if available).

The Board's rationale for this TC task is to address concerns raised by a majority of public comments that commercial quota transfers would negatively impact stock rebuilding. Board members asked questions regarding how much commercial quota

transfers would increase the fishing mortality rate, and what the resulting impact on the probability of 2029 rebuilding would be. The TC projections for May 2023 discussion are intended to address these questions.

2022 removals will be incorporated into the Fishery Management Plan Review of the 2022 Fishing Year. For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at EFranke@asmfc.org.

Motions

Main Motion

Move to approve Option D (Board discretion commercial quota transfer provision (with overfished conservation tax)).

Motion made by Mr. Clark and seconded by Mr. Train. Motion substituted.

Motion to Substitute

Move to substitute to postpone action on Addendum I and task the Technical Committee (TC) with running two population projections: • One which assumes harvest of the entire ocean commercial quota from all states; • One which assumes harvest of the ocean commercial quota from all states except New Jersey (since their quota is reallocated out of the commercial fishery)

The TC may use their expert judgement on other needed assumptions for the projections (i.e. selectivity) to produce the most realistic output for consideration by the board.

Motion made by Dr. McNamee and seconded by Dr. Davis. Motion passes (13 in favor, 3 opposed).

Main Motion as Substituted

Move to postpone action on Addendum I and task the TC with running two population projections: • One which assumes harvest of the entire ocean commercial quota from all states; • One which assumes harvest of the ocean commercial quota from all states except New Jersey; (since their quota is reallocated out of the commercial fishery)

The TC may use their expert judgement on other needed assumptions for the projections (i.e. selectivity) to produce the most realistic output for consideration by the board.

Motion passes (15 in favor, 1 opposed).

EXECUTIVE COMMITTEE

1 February

Meeting Summary

The Executive Committee (Committee) met to discuss several issues, including Consolidated Appropriations Act (CCA) Update; potential stipend for Legislative and Governor Appointee (LGA) Commissioners; collection of sharks for scientific and educational purposes; distribution of Fishery Disaster Funding in FY23 Omnibus Spending Bill; and Northeast biological sampling. The following action items resulted from the Committee's discussions: • Staff provided an update on the balance in the CAA cooperative agreement. There is projected to be roughly \$8.6 million remaining that will be reallocated to states who indicated additional need after the November Executive Committee meeting. Eight states indicated a need and a proposed reallocation was approved at the Executive Committee meeting. • A discussion was held regarding providing a stipend to the LGA Commissioners for their service to ASMFC. The discussion focused on providing stipends for participation in meetings beyond the four quarterly meeting weeks and joint meetings with the Mid-Atlantic Fishery Management Council, noting this work is beyond the traditional scope of Commissioner responsibilities. The Committee asked staff to research potential tax advantages for Commissioners for volunteering their time to the Commission. This issue

will be discussed at the next Committee meeting. • The coordination of the collection of sharks for scientific and educational purpose was discussed. Currently, the states have different procedures for approving and issuing permits for collecting sharks. The states agreed that improved coordination would help ensure that the collection of sharks is not having a negative impact on the populations of sharks. If additional coordination between the states and NOAA Fisheries is necessary, the issue will be referred to the Coastal Shark Management Board. • The Committee discussed the distribution of \$300 Million in Fishery Disaster Funding provided in the FY23 Omnibus Spending Bill. Staff was directed to send a letter to NOAA Fisheries requesting that

the available funding be partially applied to fishery disasters on the Atlantic coast. The letter will also request that NOAA work with Congress to streamline the process for fishery disaster declaration, funding, and spend plan approval. • Biological sampling in the Northeast has been significantly reduced in the past few years. The reduction erodes the assessment and management of multiple species in the northeast. The states agreed to explore opportunities to assist NOAA Fisheries in collecting fish length and otolith samples. A meeting between the states and NOAA Fisheries will be scheduled to determine where there are opportunities for collaboration. • Chair Woodward noted that

Continued on Page 24





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Boat And Ship Yard News



The Alden schooner being rebuilt by Richard Stanley and his assistant in Brunswick. The planking is nearly done and they are working on the chainplates.



This is a 21-foot offshore cruiser, designed by Tom McNaughton of Eastport, under construction at Artisan Boat Works in Rockland. She is designed to carry one person around the globe. She has no engine, no thru-hulls and an unstayed carbon junk rig.

Artisan Boat Works Rockport

In the corner of the main shop, they are building a 21-foot offshore cruiser, which was designed by Tom McNaughton of Eastport. "She is heavy displacement, kind of a minimalist cruiser designed for taking one person around the world," said Alec Brainerd, owner of Artisan Boat Works. "No engine, no thru-hulls, top speed is probably 4 knots and it has got an unstayed carbon junk rig. We are almost done planking and then it will be glassed inside and out with unidirectional glass."

Gardner Pickering of Hewes & Company of Blue Hill cut all the stations lessening the number hours in this build.

Also in the main shop is a Buzzards Bay 25, which was built at Brooklin Boat Yard years ago. She is getting an electric drive, a torpedo pod. They are also stripping and redoing all the varnish.

Off the main shop, they are building a coaming for an Idem scow. This boat was in the shop last year and had her hull rebuilt. This year she returned to have her deck, covering boards and coamings replaced.

Coming in soon will be a 40-foot Sparkman & Stephens sloop, which was the only sailboat built by Trumpy. She is having her cockpit and cabin redone and will be repowered.

Out in the storage shed, a couple of employees are putting a new bottom in a Concordia. This means replacing the keel, stem, stern post, floors, frames, and plank-

ing.

The service bay has been seeing a constant turnover of storage boats. They come in for their usual annual maintenance and when done they are moved out and replaced with another group. Alec said about 80 boats have gone through so far, with about another 80 to go.

Bath Iron Works Bath

Third Party Analysis Shows the Breadth of BIW's Impact on Maine

An economic analysis released shows that General Dynamics Bath Iron Works generated \$1.8 billion in economic output in 2021 and supported 11,600 jobs between direct and indirect spending including multiplier effects. The report's authors calculate that state and local taxes paid on those wages amounts to \$44 million per year.

"For generations, Bath Iron Works has had a major impact on Maine's economy and its people, well beyond the Mid-coast region where we are located," said BIW President Chuck Krugh. "Our employees come from every county in the state and we purchase millions of dollars in goods and services from vendors across Maine. Ensuring a healthy economic climate for businesses like BIW has far reaching implications for the overall prosperity of our state and its people."

BIW has for years been known to be the largest manufacturer in the state, but its impact as an economic driver for Maine has



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Boat And Ship Yard News



Willis Beal of Beals Island is progressing well on the 63-inch lobster boat model. The scuppers have been drilled in, the engine box built and painted and the house is nearing completion.

not always been fully understood or clearly articulated. In 2021, the shipyard arranged for an independent analysis, structured around a five-year lookback, to assess our overall economic contribution to the state and how BIW is helping Maine address its significant workforce challenges. “The Impact of Bath Iron Works on the Maine Economy” was prepared by the Center for Business and Economic Research at the University of Southern Maine.

The wages paid to employees and BIW’s spending on recruiting and training its workforce, coupled with BIW’s purchases from Maine businesses, make an ongoing, significant, and positive impact across the state. These impacts indicate that BIW has provided a significant return on investments made in the shipyard over the years by federal, state, and local governments.

Some key points from the analysis:

BIW employees earned \$380 million in 2021. BIW represents 12 percent of the state’s manufacturing workforce and 17 percent of its production GDP. Tax revenues generated by BIW wages amount to 11 times the value of the Shipbuilding Tax Credit which the state approved in 2018. Over the past five years, the shipyard hired 6,363 workers. In 2021 alone, 690 of those new employees came here from out of state.

Preserving and advancing the shipyard’s positive economic impact will require overcoming hurdles like those confronting smaller businesses, challenges like workforce housing, childcare, and transportation, Krugh said. Addressing these problems, identified as critical needs for sustainable growth by a number of studies, will require expanded public-private partnerships, he said.

“Our team at BIW produces ships that



The Shipyard at Boothbay Harbor, Bristol Marine is in the process of replacing the stern deck on KATAHDIN up on Moosehead Lake. They took all the measurements and incorporated a twist into their jig, which she has, so they could build it at their shop in Boothbay.

defend our nation, while the work we do also brings prosperity to our state. Investments in BIW have proven to be a win-win for our nation, our communities, and our people,” Krugh said. “As we work to make BIW an even stronger company, we look to join with other stakeholders in exploring ways to overcome the challenges facing Maine businesses and the men and women who work at them.”

The economic impact analysis and executive summary were prepared by Ryan Wallace, Ph.D. in his capacity as Director of the Center for Business and Economic Research, University of Southern Maine. They are available here.

General Dynamics is a global aerospace and defense company that offers a broad portfolio of products and services in business aviation; ship construction and repair; land combat vehicles, weapons systems,

and munitions; and technology products and services. General Dynamics employs more than 100,000 people worldwide and generated \$38.5 billion in revenue in 2021. More information about General Dynamics Bath Iron Works can be found at www.gd-biw.com. More information about General Dynamics is available at www.gd.com.

Brooklin Boat Yard Brooklin

*Steve White Steps Down as President;
Brian Larkin Named as Successor*

Longtime leader of Brooklin Boat Yard, Steve White, has stepped down as President. Steve took over the boat yard in 1990 in a step that allowed his father, the founder of BBY, to spend more time in the design office. Since then, Steve has grown the boat yard

Continued on Page 18



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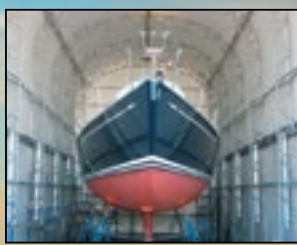
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Boat And Ship Yard News



This is a Calvin Beal 30 hull in Eaton's Boat Shop on Deer Isle. She is being finished out as a pleasure boat for a customer who will use her on the upper Hudson River in New York. She will be powered with a 425-hp outboard.

Continued from Page 15

into a company of 70+ employees. Steve plans to stay on in a limited role in the sales department promoting the boat yard's services.

Both Brian Larkin and Eric Blake will be assuming new leadership roles. Larkin, who has been with BBY since 1987, will assume the role of President while Blake will be the new Vice President, Head of New Construction.

Brian said, "I'm excited about the opportunity to continue working on Brooklin Boat Yard's workplace culture and product diversity as well as improving its facilities."

Eric added, "Being witness to the business that Steve created here in Brooklin has been an incredible experience. Being part of a team that's taking it into the future is simply the best."

Brian's family has been in Brooklin since 1740, and as much as coastal Maine resides in Brian's blood, so does boatbuilding. His grandfather and great-grandfather were both boatbuilders and captains, so it seems only natural that he would make wooden boatbuilding his career.

Brian started at Brooklin Boat Yard in 1987 after college, and he's filled many different roles since. By his mid-30s, he held the job of Lead Carpenter then was Project Manager for many years. "You get to push the envelope; nothing is ever the same," says Brian. Here, he points out the beauty of combining traditional work with modern technology. "Almost every job here demands some sort of new innovation," says Brian.

Brian admits that managing people didn't come easy to him, but he's no stranger to a challenge. He's built over forty boats while working for Brooklin Boat Yard, and every boat required problem solving.

"It's all down to personality here," explains Brian, "As long as you've got the right attitude and have an open mind, you're our kind of crew member."

Brian lives in Brooklin with his wife and his Great Pyrenees, Torrey. He is both a father and a grandfather.

Derecktor-Robinhood Marina Robinhood

A major restoration is underway on a Cape Dory Typhoon Weekender for a customer from Prince Edward Island. The owner wants her to look brand new. So, in mid-January she came into the shop and they removed the bottom paint right down to the gelcoat. She will then be given a barrier coat and then two coats of ablative bottom paint. When they were removing the paint, they also found her boot top and this will be redone when they paint the rest of the hull. Her decks will be rehabbed from where

hardware had been fitted and removed and then painted. She is also receiving a new rig with all new North Sails. She will be done this spring.

In another shop they have a Blackwatch 33 powerboat that had come in a couple of summer's ago with some engine issues. The 33 was created from a smaller model and stretched and pulled into the 33. One of their issues is the windshield base, which has cracked. This is being repaired and the owner did not like the aluminum framed windows and these are being replaced. She is also getting repowered with twin-remanufactured Cummins diesel engines, along with new gears. When spring gets here, she will be launched and then they will reinstall her tuna tower.

A Beneteau 473 is in for a major electrical upgrade, which includes Lithium batteries. They are also adding a new 24-volt windlass, some rigging changes including new standing rigging, new furler and adding a bowsprit.

Presently in the paint bay they have what looks like a British Channel cutter, with bright topsides. The owner took the boat over from her grandfather and is slowly getting her cosmetics back into shape. Last year they did the hull and this year it was the inside of the bulwarks, cap-rail, and forward doghouse. Other boats heading for the paint bay are a Hinkley Sou'Wester 42, a Seaspray 33 and the Cape Dory Typhoon. There are still a couple of boats in need of having their bottoms stripped, barrier coated and then painted.

They have over 150 boats in storage this winter and that is their maximum. They are also minus their in-the-water storage as they are in the process of replacing pilings as needed and their docks. They have met with a local dock company and this should be started a little later this winter.

Out on a mooring is the schooner MARY E., owned by Maine Maritime Museum in Bath. She normally winters at their dock, but with the marina docks being replaced, the Museum had a 6,000-pound block placed off the marina for the winter. This block will be moved later in the spring so as not to interfere with the regular summer mooring customers.

The marina project is scheduled to take two years to complete so it is thought that they will be able to offer winter berths on the dock in 2024.

Eaton's Boat Shop Deer Isle

Owner of Eaton's Boat Shop, Jeff Eaton, had his arm twisted by Stewart Workman of S. W. Boatworks of Lamoine to finish off a Calvin Beal 30 for a customer from New York. Jeff had planned to lay-up one or two of his 25s, but he agreed to the



This is a Mussel Ridge 46 being finished out as a commercial/pleasure cruiser for a customer from California by Farrin's Boat Shop in Walpole. She is powered with a C-18 Caterpillar and sports a full interior. She is scheduled to be completed this spring.

project. After he was done lobstering for the season after the holidays the hull and deck was moved into the shop. S. W. Boatworks blocked off the full keel by inserting a stop in the keel making it much smaller, not as deep, as this boat will be fitted with an outboard. The owner now has a Mitchell Cove 20 with a 150-hp outboard that he uses to day cruise with his wife and friends on the upper part of the Hudson River. They have found that when there is a sou'west wind on the river that causes a little chop there can be a lot of spray coming onboard. They figured that they needed a little bigger boat that also could come with some creature comforts, like a V-berth and a head. Jeff added that the owner has not seen the boat yet and was not sure he realized how much bigger she is compared to his current one as the 30 is a lot bigger.

Jeff and his brother Tim were putting down the deck (just wash rails) and attaching it to the hull with pieces of mat and woven. "After this we will put the rails on," said Jeff, "then we will sand that up and gelcoat up underneath and then put the bulkheads in every four feet along with the floor flange and the I-beams."

They have also been working on stiffening up the transom. "It is solid," explained Jeff. "It came solid glass about 5/8" thick and then we sanded it all up and took some straight edges and found some lows and filled them. We built it up about 3/4 of an inch and then we put a triple ounce and a half mat down and clamped 3/4-inch Coosa to that and then after that dried, this morning we sanded the inside and doubled matted another Coosa board on that. She will be about 3 3/4-inches thick, which should be strong enough for the 425-hp outboard."

They are also taking fiberglass and rolling it down onto the hull from the transom, about 50-inches, to add even more strength. On the side of the transom, they are adding angle pieces to add even more stiffness. Under the platform they will have a 4-inch PVC pipe for the wiring harness as these outboards are controlled electronically.

The head will be down under the center console and the V-berth up in the bow. On the front of the center console there will be a bench seat. There will be no hardtop on the center console, but there will be a canvas sprayhood over the forward section to give protection to the V-berth. Corey Esposito of Surry is fabricating a 150-gallon aluminum fuel tank which he will epoxy. She will also sport 40-gallons of freshwater and an on-demand saltwater pump for cleaning up.

When this is all done, she will be heading over to Glendon Stanley's shop to be Awlgripped, the topsides being Cynthia blue.

When the 30 is out for paint, in comes Clayton Joyce's ALYSSA NORENE, a

Wayne Beal 36 lobster boat, which was damaged while anchored by another boat that broke free of her mooring in a gale. The damage starts at the bow, comes down the side and somehow the other boat fetched up and heavily damaged the starboard stern quarter and the aluminum stern extension. Thompson's Welding of Deer Isle, who built the extension, will come in and make those repairs. The big job will be taking the stern apart so they can repair the fiberglass damage. Jeff thought that they should not be more than a couple of weeks making the repairs and then she will be re-launched so Clayton can start his spring fishing.

Farrin's Boat Shop Walpole

In the second bay of the main shop is a Mussel Ridge 46, which is being finished out as commercial fish/cruiser for a customer from California. She has a hydraulic bow thruster, stern thruster, windlass, 14-inch hauler, number 9 Seakeeper gyro, trim tabs, 850-gallons of fuel, 125 gallons of water, tanks under the deck, live well, a 12kW generator, full accommodations forward and is powered with a C-18 Caterpillar. Her forward accommodations include a queen berth forward, double bunks to starboard, a separate head with separate shower to port, and a full galley up in the shelter along with a Stidd helm seat and a settee.

Presently they are enclosing the inside under the wash boards for additional storage. Once these are done, she is ready for paint and then they will be ready to put the rest of her together. The moulded top was customized. They moved the windshield back 18-inches, added length onto the house sides and top and then raised the top a couple of inches.

This boat will be doing some commercial fishing, but the owner's boys love sportfishing. She will be fitted with 20 rocket launchers, 8 rod holders and an open stern.

This boat will be done this spring.

In the front shop is a Mussel Ridge 42 that is being finished out as a cruiser/sportfish. Her accommodations include a double V-berth, hanging locker, head with a full shower, utility room with a reverse osmosis water maker, electrical locker, and rod storage. Up in the shelter is a full galley with a built-in freezer, microwave, refrigerator, and convection top; a Stidd seat at the helm and a settee.

She is powered with a 1,150-hp C-18 Caterpillar and has a 6kW Northern Lights generator. She also has air conditioning, bow thruster, pot hauler and a rebel winch on the bow. For fishing she will be fitted with rocket launchers, outriggers, rod holders, bait tank in the stern, and a tackle station.

This boat will also be finished and over this spring.

Boat And Ship Yard News



At Padebco Custom Boats in Round Pond they have removed the forward deck and the foam in this Carolina Skiff. They will be adding bulkheads to stiffen up the hull and then will put down a plywood deck covered with a heavy layer of fiberglass.

Padebco Custom Boats Round Pond

In the shop by the water, they have two new Padebco 23s under construction. One is nearly complete and just waiting for the teak to be put on and the other is in the beginning stages of having its hull laid up. Then there is a 13-foot sailing peapod, which they are finishing for Bay of Maine Boats and next to this is a major repair job on a Carolina Skiff.

The Carolina Skiff was being used to transport lumber out to an island last summer. While she was beached a wake bounced her up and down on the rocks causing the rails to be pushed up into the boat. The operator did not notice the damage and a couple of days later when he gave the boat more throttle she hardly moved. He discovered that the hull was full of water and brought it to Padebco for repairs. The yard removed the water and did a quick fiberglass repair job to seal the hull because the company needed the boats as soon as they could get it back. When their season ended they brought her back and while I was there they had removed the deck forward of the center console. This exposed the foam between the inner and outer hulls and several thin fiberglass bulkheads, which was then removed. Without structural bulkheads the hull was flexing and this caused a breakdown of the foam and thin bulkheads. The thought was to remove the entire deck as well as the foam and put in structural bulkheads to give proper support to stiffen the hull. They will then put down a plywood deck covered with a heavy layer of fiberglass making sure that everything is supported. This project should be completed the end of winter.

Also, in this shop they have been bringing in projects that need to have fiberglass work done. These are usually smaller jobs and they do this before they start the new construction boats.

In the shop away from the shore, they have a Talaria 36, which has been having her engine overhauled. Unfortunately, the owner passed away and they are awaiting word from the estate as to what their plans are. Next to her is a Bruckman 29, followed by a Shearwater 38, a Carroll Lowell/Jeff Gray cold moulded pleasure cruiser, a Padebco 29

and Padebco 32. Each of these are in for their annual maintenance and when completed they will be moved out and replaced with another set of storage customers needing their annual maintenance. To the side there is a Padebco 21, one of five, which is in for a refit. Another is in the paint bay waiting to have her topsides painted. The third new Padebco 23 is in this shop just getting her outboard, some joiner work and electronics put on. Next to her is a Bridge's Point 24 sailboat, which lost her rudder. Bridge's Point Boat Company in West Tremont is making a new stainless one and that will be installed as soon as it arrives. While they wait for the rudder, they are doing all her brightwork and polishing the hull.

John Williams Boatyard Hall's Quarry

One of the major projects this winter is doing a retrofit on a RP 40 split wheelhouse lobster boat that was purchased by a local summer customer. The new owner wants her to look just like a lobster boat but put a comfortable interior down below and up in the split wheelhouse. They will be making repairs to the platform and then build some furniture in the pilothouse and down below. The boat is powered with a 625-hp Cummins, which is a little loud. They are going to add some Soundown and a muffler, but also a soft overhead in the pilothouse and down below. The major project this winter will be to move some of the hydraulics and electronics around and add a head and shower. There is a V-berth and that will be finished out and

Continued on Page 20



Al Ross at Bluejacket Shipcrafters in Searsport has just completed this model of the battleship USS OREGON. It is Bluejacket's newest model.



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Boat And Ship Yard News



This is a Mohonk skiff under construction by an apprentice at Lowell's Boat Shop in Amesbury, Massachusetts. These skiffs are used by the Mohonk Mountain House in New York for their summer programs.

Continued from Page 19

cushions made for it. In the pilothouse they will move the electronics for better visibility and then add a wrap-around settee. They will also add a L-shaped teak bench seat on the backside of the split wheelhouse and then put down a new deck coating. She will be done this spring.

BOOMERANG, a Cal 39, is nearing the end of a major overhaul. Last year they took the deck off and resealed it, put back the toe and rub rails and rebbed all the deck hardware. The engine arrived late last year and that is being installed. They have also redone the overhead, cabin sides, added refrigeration and replaced all the seacocks.

In the paint bay this fall they did Awlgrip jobs on a MJM 36 and a Morgan 35. The MJM also had her non-skid redone.

Other projects are a Wesmac 38 is in getting a starboard side cockpit door and maybe have her hull Awlgrippied; a Stanley 38 is in for a new pilothouse deck and new windows; a Stanley 36 is getting new windows and a generator; and a Garbon 34 has hull lamination issues, so they are removing the engine and drive train to address this problem. Once everything is out, they will let her dry out and then put in a new laminate. This will be followed by soda blasting the bottom and doing external repairs.



This is an Irish seine boat, which is under construction at Lowell's Boat Shop in Amesbury, Massachusetts. The customer is from Boston, but also has a place in Ireland where he has a small body of water to cross to get back and forth.

Lowell's Boat Shop

Amesbury, Massachusetts

I have made a few mistakes and one was not visiting this shop sooner. I got together with Graham McKay, who heads the shop and got the full tour, which was extremely interesting. Graham came to the shop about 15 years ago, not thinking he was going to stay very long. He has been waiting for the opportunity to build something different, but that time has never come. There were times when it looked like there was going to be an opening and just before the opening arrived so did another bunch of orders. Graham added, "We are a working museum so the shop is open all the time to the public. The main floor is our building floor, our functional boat shop. Downstairs is our static museum, which gets people oriented to our history. Over there is a Haven 12½ that our apprentices have been building for 5 years. On Tuesdays, Wednesdays and Thursdays after 3:00, we have about 8 or 10 senior apprentices come in who are high school kids and know the drill. There are 5 or 6, we call junior apprentices, who are just getting a taste of it."

The first boat we came to is an Irish seine boat, which is being built for a customer who lives in Boston, but also has a place in Ireland. He needs the boat to cross a small body of water. Graham added, "This is basically his ferry boat. He had an old one that was built probably in the 1920s or '30s in Ireland. He used it as a fishing boat, but it is worn out. The lines were taken off about 20 years ago and now we are replicating it. We are building it in black locust and white oak. They built his boat to be heavy. He wants to be able to step on the rail and not have it too tippy. The first three strakes are going to be oak and then we are going to cedar after that. With the sawn locust frame and some oak planks, it is going to be plenty heavy. He was just asking me about oars. 'Yeah, you probably need a pair if you want to row this thing, but God bless ya.'

They also have two Mohonk Skiffs underway, which they have been building since the late '70s. Graham explained, "We have been building skiffs for the Mohonk Mountain House out in New York State. They have got 10 or 12 of them out there and they periodically need to be serviced. They service them, but sometimes they get a little bit beyond their capabilities. One has been re-topped and re-bottomed. There is also a new one, this one is actually being built by one of our apprentices."

"This design is what we would call a Merrimack Rowing Skiff," continued Graham. "All of these flat bottom lapstrake designs that we build here are all in-house designs. All the patterns for these boats have existed here for 150 years and so this particular boat was one that they kind of made up

out of several other kinds of boats back in the late 70s for the Mohonk Mountain House. They wanted something that was stable and this was the design that they came up with. This boat would typically be a little narrower and have three planks, but they made it a little bit wider by adding an extra plank and its higher sided. It looks a lot like the other boats that we would build."

The main stay of business was building dories. The founder was Simeon Lowell, who purchased the property in 1793. They have one of the ledgers from 1805 and at that time they were building wherries and ship boats. In the ledger the first mention of a dory was in 1814 and over the years this was the predominate boat they built. In 1897 they built 915 and the big year was 1911 when 2,029 went out of the shop. Graham added, "The assembly line started up here, bottom, frames, stem, transom, and planks and on the other side of the shop they'd kind of do the finish work. When done it was out the door. They'd send them out and lower them down to the deck and bring them in and paint them downstairs. Think of the stacks of dories that must've been around this place and this wasn't the only place doing this, there were another 4 or 5 places. There was a guy named Arthur True. Have you heard about the True Rocket? I think the hurricane of '38 blew the roof in and they moved somewhere else. Then Frank Morrill had a shop. There was another guy Kenniston. Another Morrill had a shop down here and then there were a couple smaller ones up there."

At the time they were building large numbers of dories there was just 8 or 9 workers. Graham thought that the mills may have built the parts. At the time there were several carriage builders and when the automobile made its debut these mills may have been looking for work to keep their employees busy. Graham said, "There were like 7 or 8 carriage manufacturers and when the automobiles started to come in, I think they re-tooled up and made dory pieces. That is the only way you could do it."

There are photographs of the dories stacked ten high waiting to be shipped. The Lowell's even maintained a warehouse down in Gloucester near the Burnham Railway where the schooners could pull right up and load them. There is a tale and I don't know how accurate this is, that Tinky Lowell would row a string of dories down. They'd put 10 of them together and he'd start here and he'd row behind Plum Island and down around through the Annisquam. If you have ever rowed and tried to tow something, it is impossible, so, I think that is bull."

For those that head down I-95 and go across the Merrimack River, this shop is just upriver in the bend. If you ever are in the area, it is worthy of a stop.

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2023 Maine Fishermen's Forum

Join us on Thursday, March 2nd from 9:00-3:30 for a one-day seminar on **Fisheries Engagement in Offshore Wind Development**

This seminar has 4 components – each of which is helpful in encouraging Fisheries Engagement:

- Summary of Baseline Knowledge on how Offshore Wind Impacts Fisheries and the Ecosystem
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- Examples of how the Fishing Industry is active in Research on the Impacts of Offshore Wind and new Maine-based Initiatives.
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Thursday, March 2, 2023

9:00 am DMR Landings and Licensing Staff Available for Assistance
 9:00 am Shellfish Focus Day

- Toxicity Modeling, Restoration and Harvester Health
 - Coastal Access
 - Shellfish and Intertidal Ecosystem Research and Monitoring
 - The Marine Economy, Working Waterfront and Intertidal Resources
 - Poster Session and Networking
 - 9:00 am Fisheries Engagement in Offshore Wind Development
 - Summary of Baseline Knowledge on how Offshore Wind Impacts Fisheries and the Ecosystem
 - How to Advance and Protect Your interests in the Integrated Ecosystem Assessment of Offshore Wind Impacts on Fisheries and the Marine Environment
 - Examples of how the Fishing Industry is active in Research on the Impacts of Offshore Wind and new Maine-based Initiatives.
 - Learn About the offshore Wind Leasing Process and how to Influence the Decision-Making (e.g. Siting and Cable Routes) as Offshore Wind moves into the Gulf of Maine
- 1:00 pm Coast Guard Approved ASHI First Aid and CPR Training
(pre-registration required)

Friday, March 3, 2023

8:00 am Water Survival Training: Water Safety and Emergency Egress Training

9:00 am DMR Landings and Licensing Staff Available for Assistance
 9:00 am Update on Management Actions Affecting Gillnet Fisheries Interactions with Protected Species

- 9:00 am Maine Lobstermen's Association 69th Annual Meeting
- 10:30 am Training the Next Generation of Fishermen
- 10:30 am Maine Lobster Marketing Collaborative's Annual Report
- 1:00 pm 2023 Northern Gulf of Maine Federal Scallop Fishery: Management and Research Updates
- 1:00 pm Eastern Maine Skippers – Looking into Whelks, Shrimp & Scallop Spat
- 2:45 pm Open Forum with Federal Fisheries Leadership
- 2:45 pm Innovation & Resilience in Maine's Seafood Community

Saturday, March 4, 2023

- 8:00 am Water Survival Training: Water Safety and Emergency Egress Training
- 9:00 am DMR Landings and Licensing Staff Available for Assistance
- 9:00 am Maine Lobster Boat Racing Assn (MLBRA) 2023 Pre-Season Meeting
- 9:00 am Looking Back & Planning Ahead for Maine Scallop Industries
- 9:00 am Working with Fishermen on Abandoned Fishing Gear in the Gulf of Maine
- 9:00 am Economics of the Lobster Fleet in Changing Times
- 10:30 am Alewife Harvesters of Maine Annual Meeting
- 10:30 am Seafood Cooking Demonstration: Amp Up Your Seafood Dishes!
- 10:30 am Maine DMR Lobster Science Update
- 10:30 am Fishing Industry Based Environmental Data Collection in Northeastern United States
- 1:00 pm Maine Elver Fishermen's Association Annual Meeting
- 1:00 pm Balancing Perspectives: Commercial Fishermen and the Aquaculture Leasing Process
- 1:00 pm Navigating Fishing Industry Stressors: A Community Forum
- 1:00 pm Lessons Learned from 2023 Northeast Cooperative Research Summits
- 2:45 pm Alternative to Plastic Aquaculture Gear
- 2:45 pm New Tech Meets Old Challenge – Monitoring Stress Points in the Lobster Supply Chain
- 2:45 pm Understanding Injuries, Pain and Substance Use Among Shellfish and Lobster Harvesters in Downeast Maine

The drawing will be held on Friday, March 3, 2023. Applicants must be in their 2nd year of college or a certificate program to apply and be directly related to someone in Maine's seafood industry. Further details and applications are available on the website, or by contacting the Coordinator, Chilloa Young (coordinator@mainefishermensforum.org), or by calling 207-442-7700.

New this year –TWO ADDITIONAL \$8,000 scholarships will be awarded due to the generosity of an anonymous fisherman!

Please contact Chilloa Young, Coordinator at coordinator@mainefishermensforum.org or call 207-442-7700.

Updates will be available on our website www.mainefishermensforum.org and on Facebook and Instagram.

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Presently we have a listing of over 125,000 vessels, mostly compiled from the "List of Merchant Vessels of the United States" (MVUS) for the years 1867 to 1885. Several other lists have been added to this.

These include: WPA Custom House records for Bath, Maine; Frenchman's Bay, Maine; Marshfield, Oregon; New Bedford, Massachusetts, and New Orleans, Louisiana; The Record of Canadian Shipping; Robert Applebee's notes; and notes compiled on New England shipwrecks by noted shipwreck diver, Bradford Luther, Jr. Currently working on 'Version 4' after adding more vessels and updating the ones already listed. Now working on Version #6

Also Shipwreck Index and Chronological listing up online!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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

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

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ATLANTIC STATES MARINE FISHERIES - WINTER MEETING

Continued from Page 13

the Commission received a letter from The Southeastern Massachusetts Pine Barrens Alliance expressing concerns about the management of horseshoe crabs.

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

Motions

No motions were made.

AMERICAN EEL MANAGEMENT BOARD

1 February

Meeting Summary

The American Eel Management Board met to consider the 2022 Benchmark Stock Assessment and Peer Review Reports and the Fishery Management Plan Review (FMP) and state compliance reports for the 2021 fishing year.

The American eel stock is at or near historically low levels due to a combination of historical overfishing, habitat loss, food web alterations, predation, turbine mortality, environmental changes, toxins and contaminants, and disease. The stock assessment presentation outlined the continued challenges for assessing the species, models and analyses used in the assessment, an index-based method for setting catch limits, and stock status. For this assessment, a delay-difference model was explored and associated reference points were developed, but the Stock Assessment Subcommittee (SAS) did not recommend it for management use. Instead, the SAS used an index-based method called ITARGET to determine stock status and to develop catch

advice.

The Peer Review Panel found that the stock assessment sufficiently addressed all terms of reference, but recommended additional work to test the robustness of the ITARGET method for setting catch limits using a simulation approach within a management strategy evaluation (MSE) framework before it is used for management. The SAS indicated that additional simulation work is possible to address several of the peer review comments and would be more informative than an MSE. Additionally, the SAS and Peer Review Panel provided differing advice on stock status. Consistent with the Commission's Technical Support Group Guidance and Benchmark Stock Assessment Process, the Board tasked the SAS with providing justification for deviating from the advice from the Peer Review Panel the peer review advice. The SAS will provide a report and additional analyses to the Board at a future meeting.

The Board also approved the American Eel FMP Review and state compliance reports for the 2021 fishing year. Commercial yellow eel landings increased in 2021 compared to 2020, but are still low relative to prior years. The Board also approved de minimis requests from New Hampshire, Massachusetts, Pennsylvania, District of Columbia, Georgia, and Florida for their yellow eel fisheries. Florida did not meet the de minimis criteria because their landings for the last two years slightly exceeded 1% of the coastwide landings. However, the Board agreed to grant Florida continued de minimis status because the state's contribution to the coastwide landings of yellow eel has increased as a result of the decrease in total landings.

For more information on the stock assessment, please contact Dr. Kristen Anstead, Stock Assessment Scientist, at kanstead@asmfc.org; and for more information on management, please contact Caitlin Starks, Senior FMP Coordinator, at cstarks@asmfc.org.

Motions

Main Motion

Move to approve the American Eel FMP Review and state compliance reports for the 2021 Fishing year, and de minimis requests from New Hampshire, Massachusetts, Pennsylvania, District of Columbia, and Georgia for their yellow eel fisheries.

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

Motion to Amend

Move to amend to add Florida to the de minimis request. Motion made by Ms. Burgess and seconded by Mr. Maniscalco. Motion passes (14 in favor; 3 opposed, 1 abstention, 1 null).

Main Motion as Amended

Move to approve the American Eel FMP Review and state compliance reports for the 2021 Fishing year, and de minimis requests from New Hampshire, Massachusetts, Pennsylvania, District of Columbia, Florida, and Georgia for their yellow eel fisheries. Motion passes (18 in favor; 1 opposed).

Move to elect Kris Kuhn as Vice Chair of the American Eel Management Board. Motion made by Ms. Madsen and seconded by Mr. Clark. Motion passes by consent.

ATLANTIC MENHADEN MANAGEMENT BOARD

1 February

Meeting Summary

The Atlantic Menhaden Management Board met to review the Plan Review Team (PRT) report on state implementation plans for Addendum I and to consider Technical Addendum I to Addendum I for approval.

The PRT determined that each state

satisfied the requirements of Addendum I to Amendment 3 by the May 1, 2023 deadline established by the Board and gave a few recommendations for states to consider. The Board approved the state implementation plans, as presented.

The Board also approved Technical Addendum I to Addendum I, which corrects a paragraph in Addendum I to redistribute relinquished quota based on landings from 2018, 2019, 2021. This change is consistent with the timeframe approved by the Board in Addendum I to allocate commercial quota. The Technical Addendum will become effective for the 2023 fishing year, and the 1,000,000 pounds relinquished by the state of Delaware will be redistributed according to the new timeframe.

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

Motions

Move to approve the state implementation plans for Addendum I to Amendment 3. Motion made by Ms. Fegley and seconded by Mr. Gary. Motion carries without opposition.

Move to approve Technical Addendum I to Addendum I and have the measures become effective for the 2023 fishing year. Motion made by Mr. Kuhn and seconded by Ms. Meserve. Motion carries without objection.

SPINY DOGFISH MANAGEMENT BOARD (FEBRUARY 1, 2023)

ASMFC Spiny Dogfish Board Sets Quota for 2023/2024 Fishing Season

1 February

The Commission's Spiny Dogfish Management Board approved a coastwide commercial quota for the 2023/2024 fishing season (May 1-April 30) of 12 million pounds (state-specific allocations are provided in table below). The quota is consistent with the measures recommended to NOAA

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ATLANTIC STATES MARINE FISHERIES - WINTER MEETING

Fisheries by the Mid-Atlantic Fishery Management Council (MAFMC) and New England Fishery Management Council (NEFMC). The Board also maintained the commercial trip limit in state waters of 7,500 pounds for the northern region states of Maine through Connecticut. The states of New York through North Carolina have the ability to set state-specific trip limits based on the needs of their fisheries. The Commission's actions are final and apply to state waters (0-3 miles from shore). The MAFMC and NEFMC will forward their recommendations for federal waters (3-200 miles from shore) to NOAA Fisheries Greater Atlantic Regional Fisheries Administrator for final approval.

The 2023/2024 coastwide quota represents a 59.4% reduction from the current fishing season's coastwide quota of 29,559,580 pounds. The decreased quota is based on declining trends in several indicators including survey abundance, catch per unit of effort, pup production, and dogfish growth. A research track stock assessment was completed in late 2022, and management advice will be provided through the Northeast Fisheries Science Center's management track assessment that is scheduled for June.

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

Motions

Move to adopt a 12-million-pound commercial quota for the 2023/2024 fishing year (May 1-April 30) for spiny dogfish, with a 7,500-pound trip limit for the Northern Region, consistent with the actions of the Mid Atlantic Fishery Management Council and New England Fishery Management Council. Motion made by Mr. Maniscalco and seconded by Mr. Kane. Motion approved by unanimous consent.

Move to nominate Pat Geer as Vice-Chair of the Spiny Dogfish Board. Motion made by Mr. Batsavage and seconded by Mr. Cimino. Motion passes with no objection.

SHAD & RIVER HERRING MANAGEMENT BOARD

2 February

Meeting Summary

The Shad and River Herring Management Board met to consider an update to the North Carolina American shad Sustainable Fishery Management Plan (SFMP); receive a progress update on the River Herring Benchmark Stock Assessment; consider the Fishery Management Plan (FMP) Review for the 2021 fishing year; consider approval of Advisory Panel (AP) nominations; and elect a Vice-Chair.

The Board considered an update to the North Carolina SFMP for American shad, which is required for all states and jurisdictions that have a commercial fishery for American shad under Amendment 3 to the Shad and River Herring FMP. Plans are updated and reviewed by the Technical Committee every five years. As a plan update, the general framework of the plan remains relatively the same with some changes to a few of the sustainability parameters to better reflect the data currently being collected and how that data analysis is applied. Commercial fisheries season dates have been changed from fixed season dates to potential time frames in which the fishery can occur to improve management flexibility. For the recreational fishery, the statewide bag limit was changed from a 10 fish shad aggregate to a 10 fish shad aggregate with only one of those fish permitted to be an American shad, resulting in a potential reduction in American shad harvest. The Board approved the presented SFMP.

The Board received an update on the river herring benchmark stock assessment, which outlined the ongoing work of the Life History and Index Working Groups of the Stock Assessment Subcommittee, and gave the schedule for the Methods Workshop. The assessment is scheduled to be presented to the Board at the Annual Meeting in October 2023.

The Board also reviewed the FMP Review and state compliance reports for the 2021 fishing year. In 2021, river herring landings were approximately 2.11 million pounds, which was a 12% increase from 2020, including a 99.7% decrease in bycatch landings. However, it was noted that the dramatic decrease in bycatch could be attributable to the elimination of the Massachusetts portside sampling program and potential differences in NOAA's Northeast Fishery Observer Program data. Non-confidential American shad landings totaled 195,642 pounds, a 39% decrease from 2020. Bycatch landings increased by 96% to represent 17% of the total commercial landings. Hickory shad landings amounted to 99,419 pounds, an 8% increase from 2020, although bycatch landings decreased by 89% to represent 2% of commercial landings. The Plan Review Team (PRT) noted that a number of states could not complete the required monitoring under Amendments 2 and 3 due to the COVID-19 pandemic and persistent staffing issues, among some other minor issues with the new compliance format. However, the PRT did not consider any of the inconsistencies with the FMP significant. Therefore, the Board approved the 2021 FMP Review, state compliance reports, all de minimis requests, and the PRT recommendation to slightly alter the format of the compliance reports to improve the consistency of bycatch reporting data.

The Board considered and approved the nominations of Stephen Gephard and William Lucey of Connecticut to the Shad and River Herring Advisory Panel. Additionally, the Board elected Phil Edwards of Rhode Island to the role of Vice-Chair of the Management Board. Finally, the Board tasked staff to arrange an update from the U.S. Geological Survey on the alosine genetic stock identification and tissue repository and for the Technical Committee to provide recommendations regarding future sample collections.

For more information contact James Boyle, Fishery Management Plan Coordi-

nator, at jboyle@asmfc.org.

Motions

Move to approve the updated Shad Sustainable Fishery Management Plan from North Carolina as presented today. Motion made by Dr. Rhodes and seconded by Mr. Dize. Motion approved by unanimous consent.

Move to approve the Fishery Management Plan Review, state compliance reports, and de minimis requests for ME, NH, MA, and FL for American shad and NH, GA, and FL for river herring for the 2021 fishing year. Motion made by Mr. Maniscalco and seconded by Ms. Burgess. Motion passes by consent.

Move to approve Stephen Gephard and William Lucey of CT to the Shad & River Herring Advisory Panel. Motion made by Dr. Davis and seconded by Mr. Miller. Motion passes by consent.

Move to nominate Phill Edwards as Vice-Chair of the Shad & River Herring Board. Motion made by Mr. Keliher and seconded by Mr. Reid. Motion passes by consent.

INTERSTATE FISHERIES MANAGEMENT PROGRAM POLICY BOARD

2 February

Meeting Summary

The Interstate Fisheries Management Program (ISFMP) Policy Board met to receive an update from Executive Committee; review the 2022 Commissioner survey results; discuss Atlantic bonito harvest in state waters, and consider terms of reference (TORs) for the red drum, spot and Atlantic croaker benchmark stock assessments.

The Commission Chair, Spud Woodard, presented the Executive Committee Report to the Board (see Executive Committee

meeting summary earlier in this document).

Staff presented the results of the 2022 Commissioner survey results. Overall, the results indicated Commissioners felt the Commission was making progress towards many of the survey questions. It was noted some obstacles to the Commission's success in rebuilding stocks are concerns that have been brought up in the past, such as building state and regional buy-in to make hard management decisions, but climate change and shifting stocks were by far the biggest. Some of the issues Commissioners would like to focus more on include big picture issues such as climate change, ecosystem-based management and shifting stocks. Staff will provide the Executive Committee with a list of major concerns identified in the survey.

A Policy Board member raised concerns regarding increased recreational catch of small Atlantic bonito in their state waters and raised the question, should states put a minimum size limit in place as a cautionary measure for the species? Other states have also seen some increased catch. There is currently no federal or Commission FMP for Atlantic bonito. Some states raised concerns that without a Commission or state FMP their state would not be able to put measures in place. It was noted, similar discussions were held at the South Atlantic Fishery Management Council for false albacore. Staff will provide an options paper for developing different levels of management for both Atlantic bonito and false albacore at the next meeting. The paper will include state process limitations.

Staff presented the Policy Board with TORs for the upcoming Red Drum, Spot and Atlantic Croaker Benchmark Stock

Continued on Page 26

DONATE YOUR BOAT

Good quality boats are wanted to raise funds for the **International Maritime Library**. IML is computerizing maritime information for easy online access, but we need to hire help.

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Wiscasset Antiques Mall
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Not just a great collection of nautical books, but also nautical prints and models by Nautical Scribe of Stockton Springs and Maine Coastal News. Also books on various subjects on first floor to right. The Wiscasset Antiques Mall has a wide variety of dealers offering books on all subjects, antique furniture, art work, tools and music.

Open seven days a week - Hours 9 AM to 5 PM

Golden Globe Race 2023 Update

Continued from Page 9

his belt and a thousand-mile gap with his closest rivals, Simon Curwen (GBR) seemed untouchable last week as he was screaming down the 50s on his way to Cape Horn, to the point that his runners-up had given-up hope of catching-up! Alas, cruel is the game of the GGR, and a crucial piece of his hydrovane broke when the boat was knocked-down last Friday 27 of January.

Simon tried to emulate his hero Sir Robin Knox Johnston who steered Suhaili to the finish, and to victory in the original 1968 GGR, without a windvane for the last stretch of that voyage. Balancing sails, however, proved harder on his cutter rigged Biscay 36 than on the ketch rigged Suhaili and Simon was making slow progress. This would potentially expose himself to future storms in the weeks ahead while attempting to round Cape Horn under duress.

“I tried all sorts of options for several days to make this boat go downwind and she doesn’t want to. I was bullish yesterday with the southwesterly but now I can’t get her to go in the right direction. With all those weather systems coming through with no ability to steer a course, I have to think about safety. Apart from risk to me and the boat, there is also potential risk for any person who may have to come and rescue me” Simon Curwen, Clara/Howden’s

The Race Office advised alternative ports on the west coast of Chile, where the Briton could safely moor, receive the part and replace it in a timely manner. With a lee shore approach, Race Control is monitoring and assisting navigation and giving regular weather updates. Simon has been given a special exemption to use his emergency GPS to ensure maximum safety in the coming days.

It’s a heartbreaking decision for the charismatic sailor who has led the fleet since Cape Finisterre, but a wise one. His sponsor Howdens is providing support.

“Most importantly we are relieved that Simon is safe and well after the incident last Friday. We are talking to Simon’s team and the race organisers on how best we can provide logistical support to assist with repairs as Simon heads to a port in Chile. Simon has been outstanding so far in the race and although the class of competition may have changed, his adventure continues, as does our

support.” David Sturdee, Howden’s.

Kirsten Neuschäfer was the fastest boat in the fleet this week, taking the lead with just four racing for line honours!

In the past weeks, this competitive and sometimes frustrated sailor considered the GGR a simple game of luck, with no chance to catch Simon. Safety zone restrictions were frustrating her selection of the fastest course with the strongest wind. Now she is on the hunt, driving hard as she knows she needs to make a break from Abhilash Tomy in the Southern Ocean as he could seriously challenge her in the Atlantic. A whole new race is developing.

After diving three times last week for a total of 8 hours to remove barnacles, Kirsten Neushafer (ZAF) has scored the best 24-hour distance at 185.6 miles, but also this morning the best Weekly distance at 1129,5 miles. This enabled her to catch-up on a resting Abhilash Tomy (IND) on Saturday and to now lead the Golden Globe Race!

Abhilash Tomy a solid second, but must now tend to his body and his boat

Abhilash Tomy (IND) suffered a serious accident during the 2018 GGR. His boat Thuriya, an ERIC 32 replica of the original Suhaili, was rolled over and dismasted in the Indian Ocean, prompting a text-book rescue and recovery involving the Indian and French Government. Abhilash seriously damaged his back and after heavy surgery took years to go back to walking, sailing and ultimately flying aircrafts again in the Indian Navy.

Abhilash fell on his back in the Indian Ocean, and was steering by hand last week for 12 hours during a gale and soon after was plagued by back pain and numb limbs. He spoke to his Doctors in India who gave him exercises to regain control of his leg, as well as the official race doctors MSOS for pain treatment. He was advised to rest and mend himself for a few days before attending to Bayanat’s extensive to-do list prior to diving to Cape Horn, including rigging and mainsail track maintenance and repairs. He is now sailing to keep the boat comfortable under reduced sails, rather than racing downwind. This is making his route longer and slower than Kirsten’s Cape George 36, which has struggled to catch up to Bayanat in the Southern Pacific so far. This may last a few more days yet. Abhilash is safe and does

not require any assistance and is in complete control. He knows he must rest now, so the pains do not return again. GGR is closely monitoring the situation.

Leaving Les Sables d’Olonne was hard on the rescued sailor as he suffered post-traumatic stress during the first 10 days of the race, unable to eat anything. He recovered but crashed again during the Cape Town film drop, declaring the GGR was “Not a race” but just a game of chance and that he was not racing anymore. He thought he had put his demons behind him when he passed the Indian Ocean longitude of his rescue and was excited and happy at the Hobart film drop to be back in the game! Now the memories are back haunting him in a physical rather than psychological way.

Capt. GUGG Nuri Sardines, now 3rd in the fleet, is impressively steady and prepared.

The revelation of the Pacific definitely is Michael Guggenberger (AUT) who since the South Atlantic found the manual to get his ketch-rigged Biscay 36 Nuri Sardines go fast and steady, matching the speeds of the other Biscay in the fleet, Simon Curwen’s cutter rigged Clara. Although still 1200 miles back of the runners-up, Nuri has not lost ground on the most experienced sailors of the fleet, which says a lot!

It’s not only the pace of Nuri Sardines that forces respect. New to sailing 10 years ago, Michael has matched both the pace and the preparation level of much more experienced sailors, presenting no significant damage after 18000 grueling miles in the GGR.

His only issue being depleting water reserves, holding until March 19 at 1,5 litre/day.

Puffin coming in 4th at speed into the Pacific!

The last GGR sailor in Suhaili Class, playing the game of attrition with success is Ian Herbert-Jones (GBR). So many times since Les Sables d’Olonne he has questioned his GGR reality and seriously considered stopping. The boat is fine, but the isolation and lack of contact with family and friends has pushed him to the limit! Arriving 5th into Hobart swept all that away for good. He is apprehensive about Cape Horn, but he is ready and he is now sailing home!

He left Hobart one day after Jeremy Bagshaw (ZAF) now in Chichester Class who stopped for a few days to clean his barnacle infested hull. Both made the fastest Tasman Sea crossing of the fleet, in a mere 8 days, a week faster than others.

They will get plenty of northerlies this week sending them quickly north of the exclusion zone and into their Southern Pacific ride.

Guy Waites (GBR) has been battling consistent heavy weather the past four days under Australia with more to come. He has been sailing under bare poles towing warps often. Another large low-pressure is on the way with 11mtr seas and 50-60 knot winds forecast. Guy is tired, but getting ready. He confirmed all is well onboard Sagarmatha and looking forward to a break. He did not make the mandatory Hobart gate on time, and will be retired from the GGR once passing the longitude of Hobart.

2023 GGR Results (as of 7 February)

	Boat	DTF
1.	Kirsten Neuschäfer Cape George 36	8,143
2.	Abhilash Tomy Rustler 36	8,242
3.	Michael Guggenberge Biscay 36	9,262
4.	Ian Herbert Jones Tradewind 35	11,323
Chichester Class – Received Assistance		
1.	Simon Curwen Biscay 36	7935
2.	Jeremy Bagshaw OE32	10970
3.	Guy Waites Tradewind 35	13170
Retired		
	Tapio Lehtinen Gaia 36	---
	Pat Lawless Saga 36	---
	Mark Sinclair Lello 34	---
	Guy DeBoer Tashiba 36	---
	Ertan Beskardes Rustler 36	---
	Elliott Smith Gale Force 34	---
	Ed Walentynowicz Rustler 36	---
	Damien Guillou Rustler 36	---
	Arnaud Gaist Barbican 33	---

ASMFC - WINTER MEETING

Continued from Page 25

Assessments since the Sciaenids Board did not meet this week. The Board approved the TORs noting they would like the Stock Assessment Committee to look at changes in natural mortality rates over time, with a specific focus on predation potential, for spot and Atlantic croaker. For red drum it was suggested the Stock Assessment Committee reach out to NOAA’s Ecosystem Dynamics Assessment Branch for potential participation in the Committee’s work.

Lastly, there was a request that a bag and size limit analysis be conducted regardless of stock status for Atlantic croaker and spot. Staff confirmed that the analysis could be conducted shortly after the assessment is complete.

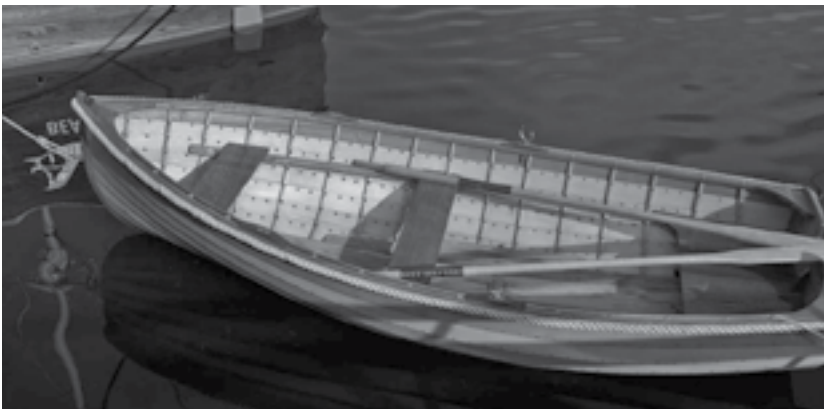
Under other business, Emerson Hasbrouck invited the Board and members of the public to complete a survey on monkfish. The Fisheries Department of Cornell Cooperative is working with industry and food exports to increase consumption and

demand of local seafood throughout the Northeast region, specifically monkfish via a Saltonstall-Kennedy Grant Program. Lastly, NOAA Fisheries commented on recent questions regarding the NOAA representatives voting on allocation issues during species management boards. It was stated NOAA’s interest in allocation issues is focused on the creation of more dynamic allocation systems that set up the Commission and Regional Councils to be more responsive to climate-induced impacts on fisheries.

Motions

Move to approve the Terms of Reference for the 2024 Red Drum Benchmark Stock Assessment as presented today. Motion made by Mr Bell and seconded by Mr Geer Motion carries by unanimous consent.

Move to approve the Terms of Reference for the 2024 Atlantic Croaker and Spot Benchmark Stock Assessments as presented today. Motion made by Ms. Fegley and seconded by Mr Bell. Motion carries by unanimous consent.



EFFORT AND ART

PRIDE AND JOY

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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

4 January
Page 2.

Gloucester Fishermen. – The fishing business at Gloucester winds up much better for the fishermen than was anticipated a month or two ago, 106 fishing vessels were at the port of Gloucester, and all of them, but about twenty, have paid their bills. Some crews have made four to five hundred dollars each. The collector of Gloucester port will pay on the first of January to the fishermen of that and the neighboring town, from forty to fifty thousand dollars bounty money.

Page 3.

Eastern Ship-building – Vessels built in the district of Bath, Maine in 1849, 27 ships, 7 barks, 5 brigs, 4 schooners, 1 steamer – total tonnage 22,263 29/95th. Built in Waldoboro district 15 ships, 21 barks, 13 brigs, 19 schooners – total tonnage 2396 55/90th. For Waldoboro this is an increase on any former year.

SHIP NEWS.

Port of Belfast.

Arrived. – 29th, COMET, Rogers, Boston; 21st, PACKET, Welch, Beverly; ALBERT, Carter, do; EXCHANGE, Soule, Frankfort.

Sailed. – 1st, TIPPECANOE, Anderson; 2d ORIANTE, Burgess, Islesboro; SARAH, Libbey, Castine.

Arrived at Boston 27th, M. TAYLOR, Nickerson; E. BROWN, Watts; ONECO, Snow; and ELLEN, Nickerson, Norfolk; arrived 28th, ZION, Reynold, Baltimore; J. NICKERSON, do; L. BEAN, Noyes, Baltimore, via Holmes Hole; CHICKOPEE, Emery; WM. NICHOLS, Leighton, Philadelphia; SCIOTA, McFarland, Jacksonville; COURIER, Rogers, Richmond; FAME, Kelley, Norfolk; PALO ALTO, Holbrook, Rapahannock; MT. VERNON, Harding, Tangier, Virginia; MILWAUKIE, Stowers, Baltimore; CABOT, NICKERSON, New York; cleared CORDELIA, Snow, Trinidad, Cuba; FLOREO, (new, 95 22/05ths tons) ALLEN, Jeremie; VALHALLA, Tinker, Darien, Georgia; arrived 29th, SPARTAN, Cook, Messina; ELM, Taylor, Philadelphia; cleared HY ATKINS, Colbord, Cardenas; AVOLA, Ryder, Charleston; GEM, Nickerson, Philadelphia; BRAGANZA, Palmer, Frankfort, to load for Cuba; A. GALE, Ryder, Belfast; METAMORA, Kendrick, Baltimore; arrived 30th, SYLPH, Ryder, and EUTAW, Mathews, Baltimore; ABBOT LAWRENCE, Crowell, Philadelphia; LEANDER, Mayo, Cape Haytien; E. REED, Chipman, Newport, Rhode Island; arrived 31st, O. H. PERRY, Burpee, Richmond; IOWA, Cheney, Newburyport; cleared LOGAN, Treat, Trinidad; J. CROSBY, Pendleton, Cardenas; VELOCITY, Atkins, Savannah; GEN. SCOTT, Kent, Frankfort; H. MCLEOD, Stanley, Belfast; BATAVIA, Eells, Searsport.

Arrived at Gloucester 26th, TIONES-TA, Boston for Ellsworth; TORPEDO, do for Vinalhaven; M. ELIZABETH, do for Castine; MARGARET, do for Northport; FRANCES, do for Frankfort; GEORGIA, do for Seaville; 28th, GAZELLE, Whicher, South Thomaston.

At Provincetown 27th, UNCAS, Boston, for New York.

Arrived at Bristol 26th, HARRIET NEWELL, Warren, Baltimore; sailed MARIA, Ingraham, Matanzas.

Sailed from New Haven 28th, LAGRANGE, Wolf, Camden.

Arrived at New York 26th, TEXAS, McNair, Savannah; cleared SAMUEL B. STAPLES, Jacksonville; GEN. CASS, Kellar, Cedar Keys; cleared 27th, PHILURA, Thatcher, Savannah; B. A. TUFTS,

Norton, Havana; arrived 29th, EMILY, Nichols, Charleston; cleared WREATH, Talbut, Darien, Georgia; C. CURTIS, True, Jacksonville; OSCEOLA, Nichols, Navy Bay; arrived 29th, EXACT, Stevens, Savannah; HORACE GREELEY, Kelley, Darien, Georgia.

Arrived at Philadelphia 26th, MARY H. CROWELL, Boston, and cleared for do, cleared J. CASTNER, Somers, New Orleans; cleared 27th, SULLA, BAKER, and EMPIRE, Crowell, Boston; LAMARTINE, Soule, Cardenas; went to sea 28th, SEA BEAU, Merethew, Boston; arrived 29th, ELK, Mayo, Boston.

Sailed from Baltimore 26th, E. DOANE, Loring, Boston; arrived 28th, T. C. MATHER, Nickerson, Boston.

Cleared from Charleston 22d, J. REED, Rogers, Boston; arrived 23d, LILY, Monroe, Camden, 20 ds; arrived 25th, TRITON, Brown, Baltimore.

Arrived at St. Marks 11th, LLEWELLYN, Pendleton, Key West; sailed 12th, APPHIA MARIA, Trefethen, New York.

Cleared from Fredericksburg previous to 20th, T. F. KNOX, Belcher, Boston.

Arrived at New Orleans 15th, E. TAYLOR, Claussen, Genoa; TORONTO, Parker, New York. KATAHDIN, Morse, do 17th. LUCINDA, Delano, do; PACIFIC, Sawyer, do. GEN TAYLOR, Jordan, Savannah; 18th, ARTHUR, Spear, Thomaston; MYSTIC, Smith, Tampa Bay; cleared 15th, S. LORD, Curtis, Liverpool; AFFGHAN, Coupland, Boston; P. R. HICHBORN, Volcord, Georgetown, DC; arrived 19th, GOV. HINCKLEY, and SUSAN SPOFFORD, New York; arrived 20th, O. J. CHAFFEE, Thomas, Belfast, Maine; (?); CHALLENGE, Clark, Rum Key; arrived 21st, BRENDA, Young, Boston; LARCH, Rogers, Savannah, in distress; arrived 24th, SARANAC, Yates, Charleston; cleared 20th, CATHERINE, Watts, Philadelphia; ZENOBIA, Carlton, St. Peter; AMULET, Howes, Boston.

Schooner JAVA, Boston for Blue Hill, (before reported wrecked on Rye Beach) has bilged, and was to be sold by auction 20th. Capt. Romer owned her, and had no insurance. She had but little cargo.

11 January

Page 2.

Shipbuilding in Maine. – In the district of Portland and Falmouth for the year 1849, there have been built 11 ships, 8 barques, 6 brigs, and 6 schooners; total tonnage, 10,174. There are several vessels on the stocks the average tonnage of which will not fall short of 2500, so the whole tonnage will not fall short of 12,500 tons. In the district of Bath there have been built 27 ships; 7 barques; 5 brigs; 4 schooners, and 1 steamer; total tonnage 1,342. In the district of Waldoboro there have been built 23,965, and increase over any former year.

There were built in the district of Portland and Falmouth, Maine, last year, 11 ships, 8 barques, 6 brigs, 6 schooners; -- tonnage, 10,179 23/95th. Several other vessels are nearly finished, which will make the tonnage over 12,000.

Page 3.

MARRIED.

In this town on the 6th inst. by Rev. N. C. Fletcher, Capt. Sumner P. Lothrop, and Miss Ann M. Sargent.

DIED.

At Muscleridge Plantation, November 14th; Mrs. Ruth, wife of Capt. Israel Gregory.

SHIP NEWS.

Port of Belfast.

ARRIVED. – January 4th, MARGARET, Boardman, Salem; HARVEST, Perkins, Gloucester; 6th, H. MCLEOD, Stanley, Boston; A. GALE, Pattershal, do; 7th, PALESTINE, Wells, Calais; SAVANNAH, Cottrell, do; 8th, MAJOR RINGGOLD, Richards, Frankfort for Cardenas.

SAILED. – 4th, schooners EXCHANGE, Gould, Portland; REGULATOR, Brown, Eastport; 6th TAHMAROO, Cunningham, Boston; 7th, FRANCES ELLEN, Ryan, do; 9th, PACKET, _____, Beverly; HERO, Smith, Frankfort; CARROLL, Robinson, Cutler; LYDIA, Brooks, MAYHEW, Boston.

Correspondence of Journal.

Gouldsboro, January 2, 1850.

Messrs. Moore & Co. – The Schooner SPLENDID, of this place, Capt. David Young, master, was abandoned off Seguin, last Sunday afternoon, nearly full of water, and in a sinking condition. Capt. Henry Allison, of Jonesport, Maine, passed within a mile of the SPLENDID, taking no notice of her, though she had a signal of distress flying at the time. The wind blowing fresh, and knowing his vessel must soon go down, Capt. Young took to his boat, though he

could hardly expect her to live in the tremendous sea. He was, however, picked up in a few hours by Capt. Norris Crowley, of Jonesport, and landed at Gouldsboro. Of Capt. Allison I can hardly speak with proper coolness. I leave him to himself. His actions, I am told, speak well his character.

Yours &c

FRANKFORT – Arrived 2d, PACKET, Stone, Boston; sailed brig JESSE, Baker, Cardenas; sailed 4th, GRANDTURK, Berry, do; 6th, schooner MAJ. RINGGOLD, Richards, do; ST. LEON, Lowell, Boston; arrived 8th, MATILDA, Staples, Prospect, sailed 9th, ship PHOENIX, Curtis, Sacramento City, via Boston; arrived schooner FOUNTAIN, New York.

PASSENGERS – In the SWIFTSURE, from Boston for California, cleared 5th Capt. L. Kempton, and Henry Campbell, of Frankfort, Maine; Hathorn Hitchborn, of Damariscotta, and others.

In the PERU, Swazey, from Boston for San Francisco, cleared 2d E. A Nason, Samuel Colway and Abraham M. Hammond, of Bucksport, Maine; Timothy Bachelder, of Prospect, Samuel Clements, of Frankfort.

To be Continued in the Next Issue.

Maine Dept. of Marine Resources

Continued from Page 11

work of the Program. “All of my scientific research has been focused on understanding climate change impacts on marine organisms,” said White.

Prior to joining DMR, White worked as the Interim Director of Hatchery Operations and Director of Research and Development for Mook Sea Farm, as a Visiting Assistant Professor in the Department of Earth and Oceanographic Sciences at Bowdoin College, and as a Postdoctoral Research Scientist at the Bigelow Laboratory for Ocean Sciences.

White received a Ph.D. in Biological Oceanography from Massachusetts Institute of Technology/Woods Hole Oceanographic Institution, and a Bachelor of Science in Biochemistry from Lafayette College.

DMR Uses Grant Funds to Support Public Education and Protection of Endangered Atlantic Salmon

With \$6,131 in funds from a Maine Outdoor Heritage Fund (MOHF) grant, the Maine Department of Marine Resources (DMR) has developed an outreach campaign to increase public awareness and protection of the endangered sea-run Atlantic salmon.

The funds have allowed DMR, in collaboration with NOAA Fisheries and Maine Sea Grant, to produce educational brochures and tackle box stickers that will be distributed to recreational fishermen by Maine Marine Patrol Officers and other conservation law enforcement agencies in the state.

“Maine’s rivers, streams, and lakes are home to two types of native Atlantic salmon; sea-run Atlantic salmon, commonly referred to as Atlantic salmon, and landlocked Atlantic salmon, more commonly known as landlocked salmon,” said Department of Marine Resources Scientist and project lead Danielle Frechette, Ph.D.

“They are the same species, look the same, and both spend time in our rivers, streams, and lakes. However, because Atlantic salmon are listed as endangered by the federal government, it is illegal to harvest

them,” said Frechette.

To minimize the likelihood that anglers targeting landlocked salmon will accidentally take a federally protected Atlantic salmon, Maine Marine Patrol Officers and Maine Game Wardens will distribute the brochures and tackle box stickers during routine patrols.

The brochure includes information about how to identify Atlantic salmon, when they are in our rivers and lakes, how to practice safe catch and release of Atlantic salmon, and contact information for Maine Marine Patrol and the Maine Warden Service.

The brochure was developed and designed with the help of Maine Sea Grant staff including Communications Manager Hannah Robbins, Ecosystem Project Coordinator Justin Stevens, and Science Publications Designer Kathy Tenga-Gonzalez.

The tackle box sticker, featuring the artwork of renowned fish illustrator Joseph Tomelleri, also provides the DMR web address where the public can learn more about Atlantic salmon and what DMR is doing to aid recovery of this iconic species.

The MOHF also awarded funds to DMR to purchase two handheld scanners that Maine Marine Patrol Officers will use to check fish caught by recreational fishermen for PIT (passive integrated transponders) tags. PIT tags function like the microchips used to identify household pets.

“As part of our routine assessment for sea-run Atlantic salmon, DMR tags some fish with uniquely coded PIT tags,” said Frechette. “Scientists are then able to identify and track the tagged Atlantic salmon if they are re-captured during monitoring work.”

“If a Marine Patrol Officer encounters a fisherman who is unsure whether the fish they have landed is an Atlantic salmon or a landlocked salmon, the Marine Patrol Officer can scan the fish. If a tag is detected, it can be confirmed as an endangered salmon and released unharmed,” said Frechette.

“Maine DMR is working hard to restore endangered Atlantic salmon, and this public education program is a key step in our overall effort,” said Frechette.

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POWER



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



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



17' SCOUT 175 2023 SPORT DORADO, 2023. With 2023 Yamaha F90LB & '23 Venture trailer. Midnight blue hull color upgrade and bimini top. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103.



18' LUND OPEN FISHERMAN,

POWER

1988. Powered by 2000 Yamaha 50hp 2-stroke engine. Includes Calkins bunk trailer. \$8,900. New Meadows Yamaha Freeport. (207) 869-4008.



18' NAUTICA 180, 2006. Powered by 2019 Yamaha F115hp engine. High end rib and rigid bottom. Very clean and well maintained. Engine runs well. \$29,500. New Meadows Yamaha Freeport. (207) 869-4008.



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



20' PIONEER ISLANDER, 2019. Powered by Yamaha F175hp engine. Extras include, 9" Garmin GPS/depth sounder, spray shield and gull wings, protective canvas and isinglass, porta potty, docks/lines and more. Galvanized single axle EZ Loader bunk trailer. Professionally maintained. Winter stored inside/heated. \$47,000. New Meadows Marine, (207) 869-4008.

POWER



21' BOSTONWHALER CONQUEST, 1998. Powered by Yamaha F200 engine with new controls. Optional repower with a used Yamaha F250 engine with new controls at \$42,500, or new Yamaha F225 or new F250 at \$50,000+. Includes radar, chartplotter, depth sounder, Fusion stereo, cushions and eisenglass enclosure. Calkins roller trailer. \$39,900. New Meadows Yamaha Freeport. (207) 869-4008.



21' SCOUT 215 XSF, 2023. With Yamaha F150 outboard and 2022 Venture trailer. Midnight blue hull color, ski pole, raw water washdown, powder coated T-top hardtop, forward seating backrests and stern seat. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103.



21' SCOUT 215 XSF, 2022. With Mercury 150XL outboard and 2022 Venture trailer. Midnight blue hull color, custom canvas console cover, raw water washdown, powder coated T-top hardtop, forward seating backrests and stern seat. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com.

POWER



21' ZODIAC PRO 650, 2017. With Yamaha F150XB - 170 hours and 2019 EZ Loader trailer. Clean and loaded. Asking price \$58,500. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com.



24' REGAL 242 COMMODORE CRUISER, 1997. Powered by Mercruiser V8 I/O engine. Engine runs well. Outdrive in good shape but needs new bellows and v-joints. Small galley below. \$9,500/Best Offer. New Meadows Yamaha. (207) 869-4008.



24' SCOUT 240 XSF, 2023. With Yamaha F300XSB DES Outboard. Shark gray hull color upgrade, Garmin 8610 upgrade, Garmin VHF 315, JL audio speaker upgrade, Grigio cushion package, upgraded leaning post, rocket launchers, diaphragm overboard discharge, fresh water washdown, self-contained porcelain head, removable teak bow table, Seadeck helm footrest and helm pad. Call for pricing and more details. Casco Bay Yacht Sales, (207) 865-4103.



24' SCOUT 245 DORADO, 2002. With Mercury 300XXL Verado V8 AMS factory pearl fusion white o/b, full black hull color, Garmin VHF radio, fiberglass hardtop, bow cover, cockpit cover, 2022 Venture tandem axle trailer. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103.

POWER



25' LARSON CABRIO 254, 2002. With MerCruiser 250 hp I/O - 503 hours and 2002 Venture tandem trailer. Asking price \$23,500. Call for more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103. www.cascobayyacht.com



27' BLACKFIN COMBI 27, 1988. With twin 2002 Yamaha F225TXRB - 257 hours. Ready to fish. Asking price \$39,900. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com.



27' SCOUT 277 DORADO, 2023. With twin Mercury 225VL V6 DTS factory pearl fusion white outboards, Midnight blue hull color upgrade, Garmin 8612XSV upgrade, Garmin 24XHD radar, Garmin VHF 315, deluxe stereo upgrade, Grigio cushion package, hardtop full canvas enclosure with aft curtain, rocket launchers, Lumitec light bar, 12v drawer fridge, inverter system, diaphragm overboard discharge and removable teak bow table. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; www.cascobayyacht.com.



30' SCOUT 305 LXF, 2023. With twin Mercury 300XXI Verado V8 AMS factory pearl fusion white outboards. Midnight blue hull color upgrade, 2 Garmin 8312XSV upgrade, Garmin B175H transducer, GMR 24XHD



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