

Maine Coastal News

Volume 36 Issue 6

June 2023

FREE

Kirsten Wins the Golden Globe Race!



A hero's welcome in the legendary channel of Les Sables d'Olonne despite a late arrival trapped by no wind (credit Rob Havill/GGR2022).

GGR Day 229: 800 miles to a Hero's welcome in Les Sables d'Olonne
Abhilash Tomy and Kirsten Neuschäfer trading places one week from the finish after 229 days and 29000 miles. First GGR sailors in Les Sables d'Olonne expected for Labour Day week-end, 29/30th April. Come and welcome them into the Channel! How is the fuel allowance and time compensation granted for Tapio's rescue work? Captain Gugg, third, served his 4,5 hours penalty now headed to Les Sables d'Olonne. Ian Herbert Jones back on land in Cape Town today
21 April, 2023

229 days from the start with just one week till the finish in Les Sables d'Olonne with 29.000 miles under the keel, Abhilash Tomy (IND) BAYANAT and Kirsten Neuschäfer (ZAF) are now separated by only a few miles. This is an incredibly tight finish for the two fantastic sailors who have led the fleet since February after Simon Curwen (GBR) HOWDENS moved into Chichester Class.

On paper, the situation looked dire for Kirsten Neuschäfer last week. She had lost all of her lead in the very wide doldrums, and Bayanat the Rustler 36 of Abhilash Tomy is a better boat for the all-round conditions of the North Atlantic, with upwind, downwind in the medium to light conditions. Abhilash had made a bold move over the last weekend,

tacking to the NNE with negative VMG, in pursuit of the low pressure that was pushing the high away. He did lose precious miles in the operation, but the payback was well worth it as he sailed in more wind, longer, and a better angle, catching up on Kirsten and finally snatching the lead on Wednesday! Nursing a wounded boat home, Abhilash is skirting the low pressure, constantly arbitrating between speed and safety, keeping the boat together for a safe return. Today, he tweeted that his starboard runner broke but that he was doing a repair.

Kirsten still has a few cards up her sleeve however. The wind will be fair and downwind for both sailors after April 21st once the low pressure north of Abhilash has gone east. They will then surf the Atlantic swell all the way to Cape Finisterre and the entry of the last -but not least- stretch to Les Sables d'Olonne. They will be side by side entering the Bay of Biscay and that means Kirsten will be virtually one day ahead of Abhilash when you account for Kirsten's 23-hour net time compensation from Tapio's rescue.

The Bay of Biscay presents plenty of challenges in the last 400 miles to Les Sables d'Olonne, with highly localised and fast changing weather systems and where both fishing and shipping traffic are intense. The skippers cannot let their guards down after more than 230 days at sea. There is sure to

be true suspense as both navigate this last obstacle that will decide the winner of the toughest game on the planet!

Minnehaha is in fine form and Kirsten is pushing as hard as she can, flying the spinaker on her bowsprit and racking up miles. In fact, she has posted the best 24-hours and 7-day distance of the last 30 days as per the [GGR Underground](#) page curated by Jonathan Endersby. Also, she has proven time after time how resourceful she is in making most of the cards she's dealt with, and not shy of bold options that have paid-off more often than not.

A tale of three heroes...In the blue corner, Indian Navy Commander, Abhilash Tomy nearly lost his life in the GGR 2018 in the Indian Ocean after his Suhaili Replica got rolled over in a storm. He was left hanging from the spreaders by his watch strap, which eventually gave in, falling on the boom, breaking his back in the process, unable to move, until rescued by the French navy ship *Osiris*.

With welded vertebrae and several years of hard work to be able to walk, fly planes and sail, Abhilash was back in 2022 with unfinished business, but the road was not easy. Bayanat suffered a collision with a ship during the SITRAN Challenge from Gijon, nearly ending his race before it started. He then suffered from PTSD after the start, unable to eat or sleep in the Bay

of Biscay due to his past trauma. In Cape Town he delivered an extraordinary outburst to organisers suggesting the GGR was not a race anymore, he was not enjoying it and he was no longer racing. This all changed on passing the position of his GGR 2018 roll-over and rescue, apologising to organisers. After Southern Ocean storms he spent most of 2023 repairing his yacht showing incredible DIY skills and ingenuity in the process.

To see him leading the GGR is a testament to his skills as a sailor but equally to his incredible resilience and resources.

In the red corner, professional sailor Kirsten Neuschäfer has by far the most miles at sea than any other sailor in the fleet, in excess of 250.000 miles working on deliveries and skipper with sailing legend Skip Novak (USA) [Pelagic expeditions](#) in the most inhospitable places of the southern Atlantic. At 22 years of age, she cycled back alone from Europe to her home in a 15.000 kms voyage which enabled her to pick French on the way.

She is made for this stuff. Out there, she is at one with the sea, whales and marine life, she loves the solitude at sea without ever being lonely, and being cut from technology. Her ongoing fight for the lead is nothing short of extraordinary and the mental toll of ignoring and not knowing where the

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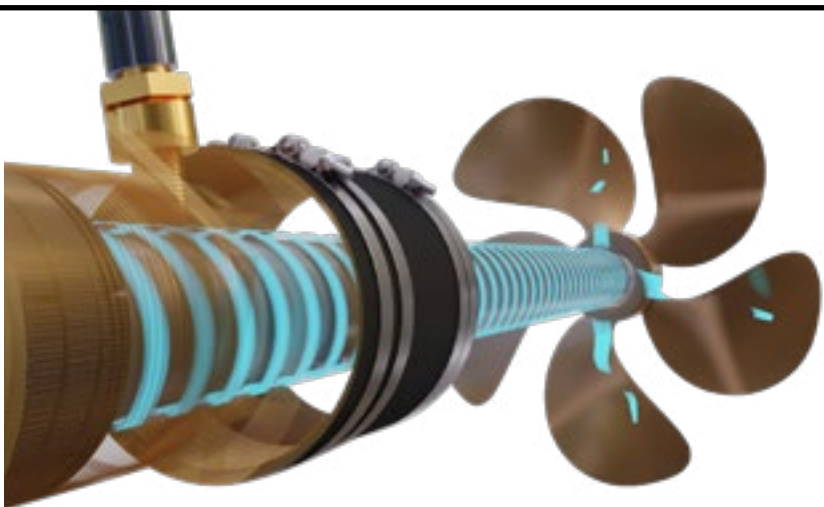
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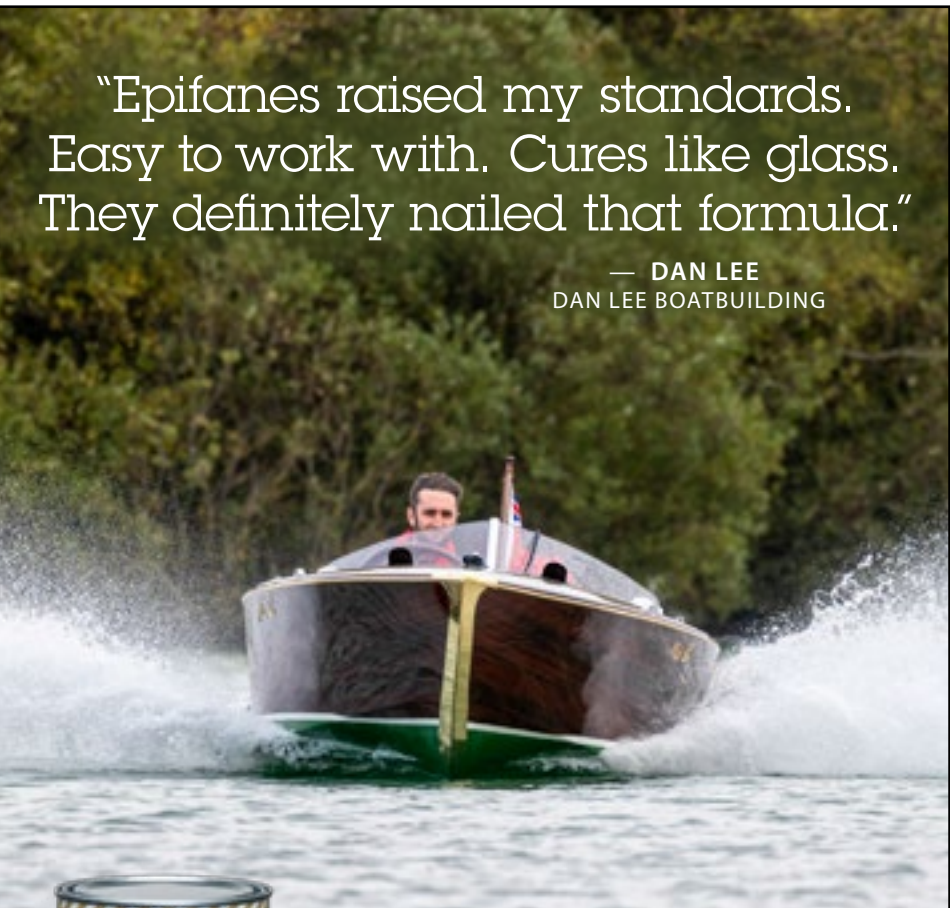


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Advertising Deadlines: The deadline for the July issue is June 16.
The deadline for the August issue is July 14.

Publisher's Note

I know that there were a lot of readers that were following Kirsten Neuschäfer on board MINNEHAHA in the Golden Globe Race. As she worked her way up the Atlantic Ocean to the finish off France, she had a difficult time getting through the doldrums. She had no idea where the competition was, so she sailed as hard as she dared. She only learned that she had won when she reached the finish line. I am not sure she realized what this win would mean when she began chasing the idea. However, I am sure she quickly realized the impact as the biggest names in ocean racing congratulated her and the media splashed her name around the world as she was the first woman ever to win a singlehanded, non-stop race round the world. When I met Kirsten a couple of years ago, and did an interview, it was obvious she had the experience, and with a good boat, a little luck, she would be a tough competitor. She proved just how tough she is and now the next question is what comes next?

Finally, the weather has turned from wet and dreary, but time is now the enemy as I try to get both wooden boats ready for the water. When I stopped at Royal River Boat Yard in Yarmouth, owner Alan Dugas took me on board one of his John's Bay Boats, ROLLING STONE, which he purchased four years ago. I know a lot of boaters who need to have an absolutely perfect finish and Alan has done just that. I was looking around the split wheelhouse and asked how much time it took to refinish it. He said that it was 40 hours per coat and there were seven coats. I have got a long way to go to get to this level. I am trying to be more proficient at getting a perfect finish. I talked with several people who do this for a living in a boat yard and you get several different ways to reach that goal. One caught me by

surprise when he said that he does not use primer. He explained that a wooden boat person who has been refinishing boats for more than six decades said that this was the weak link. Then in between the book I am reading on the history of London I grab a book by Maynard Bray on paint and varnish published by WoodenBoat Magazine. This has had a number of great tips. SARI ANN I is beginning to look better, but there is still a lot more sanding and filler needed to get a halfway decent finish. One refinisher said that he has a scale of one to twenty. If it looks good at one foot that is a one; but if it looks good at 20 it is a 20. I am hoping for a 10.

Yes, I am still banging in custom house records. Presently, I am inputting the New York City records. I discovered with the Portsmouth, NH records that some vessels are not listed in the district where they were built, they were first listed where they were homeported. Curious, I looked at several towns in the New York records and the quick check proved that there were several vessels not listed in the records where they were built.

Why spend hours and hours documenting all these vessels? Every once in awhile I get a query from a researcher and recently I received one on the schooner I. SNOW owned by I. L. Snow of Rockland. Another e-mail from the person added that the ISRAEL SNOW was originally the PEM-BROKE and then they included a couple of newspaper articles. The current records I had did not show that. They showed that there were two schooners named ISRAEL SNOW: one built at Owl's Head in 1853 and another at Rockland or South Thomaston in 1867. There is a lot of missing information

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MCN's Calendar

On-going Exhibits

Penobscot Marine Museum
Rusticators on the Water
Working the Sea
In Extremis: Historic Ships in America (to 5 August)
Sam Murfitt, Maine' Working Waterfront (6 August to 15 October)
Searsport's V-ALT Students Present
At Home, At Sea: Searsport's Maritime Stories
Searsport
Info: penobscotmarinemuseum.org/

Maine Maritime Museum
Women Behind the Lens
SeaChange: Darkness and Light in the Gulf of Maine
Featured Finds
Bath
Info: mainemaritimemuseum.org

Cape Ann Museum
Native Waters, Native Lands
Our Place, Our Stories
A View From My Window
This Unique Place: Paintings & Drawings by Jeff Weaver
Fitz Henry Lane Gallery Re-Envisioned
Gloucester, MA
Info: capeannmuseum.org

New Bedford Whaling Museum
Re/Framing the View: Nineteenth Century American Landscapes
Common Ground: Community Stories
Local Artist Showcase
New Bedford, MA
Info: (508) 997-0046

Mystic Seaport Museum
Fish & Forest
Global Foundation for Ocean Exploration
The Sea Connects Us
Temperance and Trade
Mystic, CT
Info: mysticseaport.org

- 2023

JUNE
- 10

Centreboard Regatta
Centreboard Yacht Club
South Portland
Info: regattaman.com
- 17

Boothbay Lobster Boat Races
Boothbay Harbor
Info: Ashlee Lowery (207) 808-9230
- 17

PYC Pilot Regatta
Portland Yacht Club
Falmouth
Info: portlandyachtclub.com
- 17

RYC Solstice Race
Rockland Yacht Club
Rockland
Info: rocklandyachtclub.org
- 18

Rockland Lobster Boat Races
Rockland Harbor @ Breakwater
Rockland
Info: Nick O'Hara (207) 542-4348
Mike Mayo (207) 542-1879
- 24

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

- 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

- 1

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

- 8-9

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

- 9

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

- 9

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

- 14

RBC Paper Cup Challenge
Rockport Boat Club
Rockport
Info: jahamilton33@gmail.com

- 15

Open House
Portland Yacht Services
Portland

- 15

PYC Casco Bay Fiasco
Portland Yacht Club
Falmouth
Info: portlandyachtclub.com

- 22-23

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

- 23

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

- 27-29

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

- 28-29

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

- 30

Harpwell Lobster Boat Races
Harpwell
Info: Amanda Peacock (207) 756-3104
- 3104

Kristina York (207) 449-7571

- AUGUST
- 3

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

Robert Blood Buys Newcastle Marine

NEWCASTLE – Sometimes keeping up with everything going on along the Maine coast can be challenging. There is the usual news and events, but as time passes so do some of the businesses. Fortunately, there is usually someone who comes in and takes it over. Last summer, wooden boatbuilder and repairer Robert ‘Rob’ Blood purchased Newcastle Marine from John Trainor and for those of us passing up and down Route 1 through Newcastle we have noticed the changes. There are certainly more buildings and bigger wooden boats and when Richard Stanley complimented him to me, I had to stop in.

“For about ten years I was operating out of my house where I had a small shop in Standish,” explained Rob. “I grew out of that space and then I rented space at the oil tank farm in South Portland. There was a defunct tank and they had converted it to storage. I rented space inside and outside there and put up some sheds. I did that for a few years, and we were just growing, outgrowing the space. My wife suggested that I start looking for land or a building and there was nothing that far south that was available. I had always wanted to be up this way anyway and so we broadened our search a little bit and happened upon Newcastle.”

He first put an offer in on Coastal Marine in Newcastle. He explained, “It wasn’t full asking. I knew it was a long shot, but it was a fair amount of money, more than I really wanted to afford anyway. After that went up in smoke, a couple of days later my wife called and said, ‘Another one just came up in Newcastle, you should take a look at that.’ We jumped on it and made an offer, as quickly as we could. It took them a little while to accept it, but I could not move until after the spring rush and John couldn’t move out of here until after the spring rush, so we lengthened our closing time and made it work. John wanted it to stay a boat yard. He didn’t want to see it turn into something else. He also wanted his customers to be taken care of because some of them have been with him for a long time. He wanted to make sure that I was able to continue to service his customers and their outboards and what not. I have never had a mechanic on staff. I found a mechanic who was willing to come with me so now we have a full-time mechanic to do diesels, outboards, and systems work. We will do a repower if someone asks us to, but we will also suggest they talk to a place like New Meadows and just compare our price to theirs. They are a dealership, they have everything available to them, whereas we are going to go to them and buy a motor to put on your boat.”

When Rob purchased the business the name Newcastle Marine came as part of the

deal, but he also goes by R. E. Blood Boat Works. Before the deal was done, Rob went down to Riverside Boat, owned by Paul Bryant, just to make sure he was not stepping on anyone’s toes. Paul was more than pleased that Rob was taking over as there was more than enough business for the two of them.

What changes would he like to make? He said, “I would ultimately like to be building and restoring wood boats and that is what we do. We have three restoration projects, a Concordia, a Sparkman & Stephens and a Hodgdon lobster boat. The 39-foot Concordia is a full keel up restoration. It has a new keel, every frame is brand new, all the dead wood and all but the top three feet of the stem is brand new. We are starting to plank that now. It will be essentially a brand-new boat. The stringers, shear clamp, and the beam shelf were saved and that is about it. We’ll finish planking the hull hopefully this summer and then we will put a deck on it and build a new cabin house. It is a multi-year project. The other one is a 44-foot Sparkman & Stephens, which was at Portland Yacht Services for 12 years. We are taking on that and hopefully we will get started on it soon. Most of her frames were replaced and we have already made all of the deck beams. That was one of my subcontracting projects at Portland Yacht Services was making all the deck beams. She has no deck, no cabin house, no rig and doesn’t have an engine. She is an interesting boat and the guy that owns her is motivated to get her done.”

The Hodgdon lobster boat is a 29-footer and she needs some backbone work and a fair amount of planking. They hope to start this project this summer.

Outside the main shop is CRESTA, a 52-foot Sparkman & Stephens sailboat, which had been donated to a non-profit. The non-profit could not handle her and Rob ended up with her. He said, “Hopefully I can get to her someday. She needs a lot. She has virtually no interior, no rig and needs a deck house. Parts of the hull are good and most of the framing is surprisingly good. Her keel timber should be replaced if we are going to restore her properly. A lot of her planking is shot so it is a big job. If someone wanted her, I would prefer to sell it to someone who wanted to restore it.”

MICKEY FINN, which was built by Paul Rollins of York and sailed by him for a number of years, is in one of the temporary buildings getting her annual maintenance and new keel bolts. A major plus of moving around to where the work is is meeting people you would not normally see. One that Rob enjoyed being around was Paul Rollins, amazed at his vast knowledge and Paul has even sent work his way.

Rob owns all the way to the cemetery.



Robert Blood of Newcastle Marine in Newcastle making repairs to a rudder.


He explained, “I would like to clear a fair amount of that and expand our outdoor storage. I also would like to put up another larger building. These buildings are all 30-feet deep so we can only put up to 30-foot boat in there that is 10-feet wide. Right now, we don’t have any indoor space for anything bigger. Down here, this roof isn’t high enough to put a big boat in. That Concordia fits in there because it doesn’t have a cabin trunk. I’d like something that is a little bit more spacious to be able to put our bigger projects in and keep that primarily workspace. Then just more outdoor storage.”

How did Rob get here? He lived in Peterborough, New Hampshire until he was eight years old. They were not close to the water, but every weekend that it was warm enough to go sailing his parents (Robert and Ann) packed up his sister and him and headed for either Cape Cod or Rhode Island.

Rob added, “My grandparents had a place around Hyannis. We had Hobie cats so we would go wherever the regattas were, every weekend. I think I was eight when we moved onto a boat. They bought a small catamaran and they sold the house in New Hampshire. It was a British built boat called a Heavenly Twins. It was a 26-foot catamaran that was very, very heavy, a cruising catamaran and it was slow. We lived on that boat and cruised mostly the east coast to the Bahamas, as far as Trinidad for 7 years. We used to haul out at Walter Greene’s yard. He’s amazing. He has some stories to tell about his racing career. Then we landed on Martha’s Vineyard at Edgartown and we continued to live on the boat. My mother was a real estate agent so she would find us rental for the winter. I went to the charter school there which I did


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Golden Globe Race 2023 Update

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competition is, is real. For the other sailors, she never was the “woman in the Race” but a fierce, experienced sailor, feared and respected.

In the middle, Simon Curwen (GBR) is “fast cruising” in Chichester Class as he says himself, and now out of the rankings. The most Francophile of British sailors, terror of the Solent onboard his J/105 *Voador*, and in the Mini Transat which he finished second in 2001, behind Yannick Bestaven (FRA), the Vendée Globe 2022 winner. “*L’Indétricable*” as the French called him had been leading the GGR from Cape Finisterre until the fateful day when his Hydrovane broke in a storm on the way to Cape Horn, but never lost his humour or his competitive spirit.

Without spares to affect a repair, he made a 2000-mile round trip to get them and stopped three days in Puerto Montt, then another two days waiting for a weather window on anchor. He eventually caught-up and passed Michael Guggenberger (AUT) at Cape Horn and is now playing the shifts and the Joker between King Abhilash and Queen Kirsten, potentially arriving first in Les Sables d’Olonne.

Whatever happens in the next week, they all battled overwhelming odds to be leading the fleet of five, and will be duly celebrated by the people of Les Sables d’Olonne, the Vendée and the Pays de la Loire together with the extended GGR family.

We’re expecting an early arrival on Friday 28th of April and all three could be docked and on dry land by Labour Day.

Saving a life...and time credits

It is a long-held tradition of the sea, that if a mariner is in Distress and declares a “Mayday”, all other mariners will use their best endeavours to immediately assist if they are safely able to do so. Such was the case for Abhilash on *Bayanat* and Kirsten on *Minnehaha* when asked by GGR control to assist in the rescue of fellow GGR entrant Tapio Lehtinen (FIN) on *Asteria*. Both altered courses immediately and stopped racing on receiving the request. The rescue was successful.

To calculate time compensation for both sailors all the factors affecting both sailors were considered, focusing on the primary impacts of: Time away from the course; Changing and new weather systems on resuming the course; and Position at the start and finish of their diversion.

PRIMARY DATA

Abhilash acknowledged the rescue message at 0930 UTC and was subsequently released at 13:50 UTC, (4:20 hours). He confirmed he resumed sailing at 1400 UTC (total 4:30 hours) and he also stayed on a higher course (80° approx.) for the duration of the rescue in case he may be needed. Engine: did not use the engine. Distance 27.5 nm @ 50°, approx. Lateral 23 nm/vertical 15 nm

Kirsten acknowledged the rescue message at 1303UTC and called to confirm transfer to vessel at 0745+1 but stayed on scene until 1000 UTC before proceeding

under reduced sails: total 22 hours. Engine hours: 2 beginning, 2 middle, 3 at the end for a total of 7 hours. 5 hrs @ 1.8K rpm=3.5 l/h= 17,5lt and 2 hrs @ 2.4K rpm=5 l/h = 10lt. Total 27.5 litres; Distance 100 miles @ 38°approx, lateral 57 nm/vertical 83 nm

The following time compensation has been determined by GGR team: Kirsten Neuschäfer 35 hours + 30 litres of fuel; Abhilash Tomy 12 hrs.

Abhilash and Kirsten both commented that it took some time to let the adrenaline go and get back into racing mode. Although released from rescue effort, Abhilash was emotionally involved and remained on a more northerly course than normal for the duration of the rescue, asking to be regularly updated on progress and Kirsten had steered Minnehaha all night and manoeuvred at close quarters to the vessel for Tapio’s transfer.

“While it seemed far-fetched at the time, that they would be neck to neck for victory in Les Sables d’Olonne several months later, there had been a precedent in the Vendée Globe for Kevin Escoffier’s rescue. While such calculations are always subjective by nature, we have been extremely careful in the fairness and equity of the compensation between Kirsten and Abhilash, but also in comparison to Simon who was leading in good winds at the time of the rescue.” SÉBASTIEN DELASNERIE, GGR RACE DIRECTOR

South Atlantic closing...

It’s closing time for the fleet with various misfortunes in the “Mental Bermuda Triangle” a term coined by Jeremy Bagshaw (ZAF) Chichester Class, in his last safety call. Closing the fleet, *Olleanna* and her skipper are continuing their “longue route” now crossing the equator. He did not turn right to save his soul or even towards home in Simon’s Town, clocking miles before getting into the doldrums. Jeremy has sailed an exemplary race, and the doldrums he is entering this weekend look particularly narrow, only at the end will we know if his personal goal of the best time between Hobart and Les Sables d’Olonne will stand!

Michael Guggenberger (AUT) NURI who has been struggling for weeks in trade winds he doesn’t recognise! Unstable in strength and direction, alternating calms, squalls, rain, humidity, and heat, he suggests they are only an extension of the doldrums, and a purgatory for Nuri on the way back. But will they lead to heaven?

It was not that simple earlier this week

when Race Control sent him a message informing him, he must serve a 4.5-hour penalty (for sailing into the Pacific exclusion zone) in a penalty box. To achieve that, at 1200 TU on a given day he must turn south and not cross north of that point for at least 4.5hrs. He refused to do it. After it was explained that if he did not, he would be deemed “not to have completed the course” and therefore disqualified from the GGR. He eventually complied and continues in 3rd place of the GGR.

“Since before Cape Town we have had several conversations with Michael as he expressed frustrations with the race course and communication systems used. We know that the isolation and challenges of such a long arduous voyage can play havoc on the mind and emotions of all entrants. We understand that and take the mental well-being of our entrants seriously. But the Rules of the Notice of Race are the GGR itself and must be adhered to.” DON MCINTYRE GGR FOUNDER & CHAIRMAN

PUFFINS Tracker has now lost power so we do not know where she is, but happy Ian is on the dry land in Cape Town!

Ian Herbert Jones arrived safely in Cape Town today onboard the ZI DA WANG having been rescued from *Puffin* following her dismasting during a rollover on April 10th. It was previously reported that *Puffin* was scuttled and had sunk, but Ian did not have time during the “Do or Die” rescue that took place. She was known to be drifting as her satellite tracker lost power, but her status is unknown. Ian is very grateful to all involved, especially the exceptional hospitality of the master and crew of ZI DA WANG during this repatriation voyage to Cape Town.

GGR Day 232 - Kirsten likely to break all records. ETA Les Sables d’Olonne

Friday 28th!

Kirsten is holding a strong lead in the GGR. If she is first home to Les Sables d’Olonne, she will create many firsts! Lead trio slowed down by light winds on Sunday and will again on Wednesday! How to welcome the three heroes in Les Sables d’Olonne? The film of the GOLDEN GLOBE RACE 2018 is now available for pre-order

25 April

The trio of Simon, Kirsten and Abhilash are close now sailing within 170 miles of each other as they approach the Bay of Biscay and the final run toward Les Sables d’Olonne. But the Race is on for Kirsten Neuschäfer (ZAF) who is leading by 90 miles on her runner up. With a 23-hour compensation for Tapio’s Indian ocean rescue, she looks unbeatable, but it’s not over! First they need to negotiate the heavy traffic in the Bay of Biscay after months sailing empty oceans, and Abhilash Tomy (IND) on *Bayanat* is not slowing down!

Both have steady downwind conditions, but on Wednesday winds drop and become much lighter from the West and then South on Thursday. The two different boat designs act differently in different weather, so there could be last minute surprises! But with just a few days to run in light westerlies from Thursday onwards, it is a huge challenge for Abhilash. The finish will be under a spinnaker and a timid sun, so it all points to a Kirsten!

ETA’s are still to be refined after Wednesday’s light winds and will be updated on the GGR website. Kirsten continues to push hard with at times 8.1kt speeds. She could cross the line on Friday the 28th in the morning, followed by Abhilash less than a day later. Simon Curwen (GBR) in

Continued on Page 20

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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U. S. NAVY NEWS

Navy to Christen Future U.S. Navy Ship Cleveland

14 April 2023

The Navy will christen and launch the newest Freedom-variant Littoral Combat Ship, the future USS Cleveland (LCS 31), during a 10:00 a.m. CDT ceremony on Saturday, April 15, in Marinette, WI. This event marks the last planned side-launch of a ship at the Fincantieri Marinette Marine, Marinette, Wisconsin Shipyard. Follow-on ships are planned to be launched using a shiplift system.

The principal speaker Mr. Andrew Haeuptle, director of Navy staff, will deliver the ceremonial principal address. Remarks will also be provided by Rear Adm. Thomas Anderson, program executive officer, ships; Mr. Austin Davis, senior policy advisor, City of Cleveland, Ohio; Mr. Steve Allen, vice president, small combatants and ship systems, Lockheed Martin Integrated Warfare Systems and Sensors; and Mr. Mark Vandroff, chief executive officer, Fincantieri Marinette Marine. Mrs. Robyn Modly, wife of former Acting Secretary of the Navy and Cleveland native, the Honorable Thomas B. Modly, will break a bottle of sparkling wine across the bow to symbolically christen the ship.

“This christening is a significant milestone for the future USS Cleveland, the ship’s sponsor Mrs. Robyn Modly, and the prospective crew,” said Secretary of the Navy Carlos Del Toro. “LCS 31 will be another step closer to joining our fleet, sailing the open seas, continuing to defend our nation, and representing the strong connection our Navy has with the city of Cleveland.”

Cleveland is the 16th and final Freedom-variant LCS and the fourth ship to be named in honor of the city of Cleveland, Ohio. Previous USS Cleveland’s were the World War I cruiser (C 19), the World War

II light cruiser (CL 55), and the Vietnam-era amphibious transport dock (LPD 7), decommissioned in 2011.

The Littoral Combat Ship (LCS) class are fast, optimally-manned, mission-tailored surface combatants that operate in near-shore and open-ocean environments, winning against 21st-century coastal threats. LCSs integrate with joint, combined, manned, and unmanned teams to support forward presence, maritime security, sea control, and deterrence missions around the globe.

The LCS class consists of two variants, Freedom and Independence, designed and built by two separate industry teams. The Freedom variant team is led by Lockheed Martin (for the odd-numbered hulls, e.g. LCS 1). It is a steel monohull design constructed by Lockheed Martin in the Fincantieri Marinette Marine Corporation’s shipyard in Marinette, WI.

Navy to Christen Future U.S. Navy Ship Kingsville

21 April 2023

MOBILE, AL - The Navy will christen and launch the newest Independence-variant Littoral Combat Ship, the future USS Kingsville (LCS 36), during a 10:00 a.m. CST ceremony on Saturday, April 22, in Mobile, AL.

The principal speaker, the Honorable Franklin Parker, Assistant Secretary of the Navy for manpower and reserve affairs, will deliver the ceremonial principal address. Remarks will also be provided by the Honorable Sam Fugate, mayor of Kingsville; Rear Adm. Fred Pyle, director, Surface Warfare Division, office of the Chief of Naval Operations; Mr. Rusty Murdaugh, president, Austal USA; and Mr. Stan Kordana, vice president of Surface Systems, General Dynamics Mission Systems. Ms. Katherine Kline will break a bottle of sparkling wine across the bow to

symbolically christen the ship. Ms. Kline is a member of the sixth generation of the King Ranch family, descendants of steamboat Capt. Richard King who founded the King Ranch located in Kingsville, Texas, in 1853. Naval Air Station Kingsville, located three miles from Kingsville, was founded in 1942 and continues a special relationship with the King Ranch.

“USS Kingsville highlights not only the city of Kingsville and Naval Air Station Kingsville, but also shows the efforts of two communities working together for the betterment of the nation,” said Secretary of the Navy Carlos Del Toro. “As we christen her today, I look forward to seeing the work that the officers and crew of USS Kingsville will do.”

Kingsville is the 18th Independence-variant LCS and is the first ship named after Kingsville, Texas.

The Littoral Combat Ship (LCS) class are fast, optimally-manned, mission-tailored surface combatants that operate in near-shore and open-ocean environments, winning against 21st-century coastal threats. LCSs integrate with joint, combined, manned, and unmanned teams to support forward presence, maritime security, sea control, and deterrence missions around the globe.

The LCS class consists of two variants, Freedom and Independence, designed and built by two separate industry teams. The Independence-variant team is led by Austal

USA (for the even-numbered hulls, e.g. LCS 2).

Navy to Christen Submarine Massachusetts

05 May 2023

WASHINGTON - The Navy will christen one of its newest Virginia-class fast-attack submarines, the future USS Massachusetts (SSN 798), during an 11 a.m. EDT ceremony Saturday, May 6, 2023, at Huntington Ingalls Industries-Newport News Shipbuilding, in Newport News, Virginia.

The principal speaker will be the Honorable Erik Raven, Under Secretary of the Navy. Remarks will also be provided by the Honorable Bobby Scott, U.S. Representative, Virginia’s 3rd District; Vice Adm. Scott Conn, Deputy Chief of Naval Operations for Warfighting Requirements and Capabilities (N9); Ms. Jennifer Boykin, Newport News Shipbuilding President; and Mr. Kevin Graney, president, General Dynamics Electric Boat.

In a time-honored Navy tradition, the submarine’s sponsor, Ms. Sheryl Sandberg, will christen the boat by breaking a bottle of sparkling wine across the bow. Sandberg is the founder and chair of the Sandberg Goldberg Bernthal Family Foundation, a nonprofit organization that works to build a more equal and resilient world through three key initiatives: LeanIn.org, OptionB.org, and the Dave Goldberg Scholarship Program.

Robert Blood Buys Newcastle Marine

Continued from Page 5.

graduate from by the skin of my teeth. In the meantime, I worked as an apprentice for Myles Thurlow who does a lot of traditional rigging and boatbuilding. He was just a kid at the time too but he knew a lot more than I did. Then I worked with Gannon & Benjamin for a little while after that and that is how I got into this end of it. I worked back and forth with whoever needed me. Myles and I built a 28-foot boat together. She was a Nomansland boat. He designed it and built it for a non-profit. She was clinker built, all riveted, thousands and thousands of rivets, which I became intimately familiar with. It was a fun project. We took it down to the Hudson Clearwater Revival rowed and sailed from Martha’s Vineyard down to New York and came back and then brought it up to Rockland for an Atlantic Challenge. That had to be 2003 or 2004.”

After graduating from the charter school, Rob went to Maine Maritime Academy in Castine to study small vessel ops. He explained, “I went for a year and the first two weeks of the second semester and left. I was not ready for more school. I was ready to be out on my own working and sailing. The first year was mostly prerequisites and I was just done with that. The best part of Maine Maritime for me was working on BOWDOIN.”

After leaving MMA he traveled around working on boat projects. He worked on SPIRIT OF SOUTH CAROLINA, then became AB and then mate on NIAGARA, did some work in Maryland before coming back to Maine and working on BOWDOIN with Andros Kypergoros.”

Rob always liked Maine and then his parents moved to Southwest Harbor. His father worked at Wilbur Yachts for a time doing systems work. Rob briefly worked there doing finish carpentry. He then went back and worked at Portland Yacht, then to Boothbay Harbor Shipyard. He said, “I worked on ERNESTINA the first round and then SHENANDOAH.”

I met Rob’s wife Becca when she was sailing on board WANDERBIRD out of


Winterport when she was attending Bowdoin College. “We first met when I was working on MDI,” said Rob. “We were renting a little house right next to the Coast Guard Station in Southwest Harbor. I was working for Carl Bruner on his Friendship Sloop. I think the following summer Becca sailed IWALANI into Bass Harbor. I was working in the Morris yard on a boat as a subcontractor and someone there was friends with Becca and he said, ‘We are going out to get drinks, do you guys want to come?’ A couple years later when I moved down to Portland to work at Portland Yacht we met again and ended up together. She hired me to work on her boat. It was a Bueller design and a guy down the Georgetown peninsula built it. He built it for himself and I think it took him 15 or 20 years to finish it. Then he sailed it around the world and when he came back, he put it on the market. Becca bought it and she had it for quite a while. Then we got married and had kids and things fell by the wayside a bit. I remember on our way to the wedding; we had an engine fire and just about lost the whole back end of the boat. We were going to pull the engine out and rebuild it, but it was pretty rough and I started digging into things. Five years went by of us not getting enough work done because we had a lot of other stuff going on and finally, we gave up on her. We actually gave it to the boatyard that she was at and they were happy to have it.”

They now have a 36-foot schooner named OUTWARD BOUND hailing from Stockton Springs. She was designed by George Stadel and built in Massachusetts in 1948 and launched as STAND BY. Rob explained, “Becca is a teacher, so she has all summer off so she and the boys are on the boat pretty much all the time. I try to get up there, but last year I didn’t take any weeks off because I had just bought this place. This year I am trying to spend every weekend on the boat.”

So, if you are looking for a place to have work done on a wooden boat or cruising the upper end of Penobscot Bay and you see OUTWARD BOUND, meet Rob and Becca.

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U. S. NAVY NEWS

“The Commonwealth of Massachusetts has been influential in our nation’s culture and continues to play a prominent role in history, higher education, science, research and technology,” said Secretary of the Navy Carlos Del Toro. “Nearly eight decades later, I am proud to see Massachusetts’ legacy continue, this time as a future attack submarine.”

The future USS Massachusetts (SSN 798) is the ninth U.S. Navy vessel named in recognition of the state. The first USS Massachusetts was a steamer built in 1845 and acquired by the U.S. War Department in 1847 to use as a transport vessel during the Mexican-American War. Prior to SSN 798, the last USS Massachusetts (BB-59) was commissioned in 1942 as a South Dakota-class fast battleship. It spent most of its career in the Pacific, decommissioning in 1947.

Virginia-class submarines are built to operate in the world’s littoral and deep waters while conducting anti-submarine warfare; anti-surface ship warfare; strike warfare; special operations forces support; intelligence, surveillance, and reconnaissance; irregular warfare; and mine warfare missions. Their inherent stealth, endurance, mobility, and firepower directly enable them to support five of the six maritime strategy core capabilities — sea control, power projection, forward presence, maritime security and deterrence. These capabilities allow the submarine force to contribute to regional stability and preservation of future peace while operating everywhere international law allows, so everyone else can too.

USS Cooperstown is Commissioned in New York
From Ensign Nicko West, Commander, Naval Surface Force, U.S. Pacific Fleet
06 May 2023

NEWYORK – The U.S. Navy commissioned its newest Freedom-variant littoral combat ship, USS Cooperstown (LCS 23) May 8, 2023, in New York City, New York.

Cooperstown is the first naval ship named after Cooperstown, New York and honors the 70 Hall of Famers who served the United States during wartime in a range of conflicts spanning the Civil War, World War I, World War II, and the Korean War.

“I am pleased to be here in my hometown of New York City to commission the Navy’s newest littoral combat ship, USS Cooperstown,” said Secretary of the Navy Carlos Del Toro. “LCS 23 honors the baseball greats, who in service of our Nation, sacrificed their baseball careers for us. I have full confidence that the officers and crew of this great ship will continue to honor their legacy.”

Major League Baseball Hall of Fame player and manager, Joe Torre, was the ceremony’s principle speaker and highlighted the ship’s ties with the namesake service members.

“It is critical that we honor the legacy of these Hall of Famers, not just for what they did on the field, but for what they sacrificed and what they accomplished off the field. Their legacy lives on with the USS Cooperstown and with the Sailors here today and in the years to come.”

Guest speakers for the event also included Vice President and General Manager of Lockheed Martin Rotary and Mission Systems, Integrated Warfare Systems and Sensors, Mr. Chauncey McIntosh; Chairman of the Board of Directors, National Baseball Hall of Fame and Museum and Honorary Sponsor, Ms. Jane Forbes Clark; and Chief of Navy Reserve, Vice Adm. John Mustin.

The Ship’s Sponsor Ms. Alba Tull, gave the first order to “man our ship and bring her to life.”

“Cooperstown has a long-standing tradition of excellence and dedication to preserving the history and legacy of baseball, and the USS Cooperstown is a fitting tribute to that tradition,” said Tull. “The ship represents the best of America, our values, our commitment to defending our Nation and the interests of our country”

Built by the Lockheed Martin and Fincantieri Marinette Marine in Marinette, Wisconsin. Cooperstown was launched Jan. 19, 2019, christened on Feb 29, 2020, completed acceptance trials Dec. 14, 2020, and was delivered to the U.S. Navy Sep. 20, 2022.

“The USS Cooperstown’s commissioning is a proud moment for us all, made possible by the tireless efforts of our dedicated crew,” said Cooperstown’s Commanding Officer, Cmdr. Daxton Moore. “They have

Publisher's Note

Continued from Page 4

on both vessels. What was obvious from the newspaper articles is that I. L. Snow & Co. salvaged a number of wrecked vessels and these were rebuilt and given a new name. Bertram Snow’s book “Main Beam” giving a history of the documented vessels of Rockland, helped, but many of the salvaged and rebuilt vessels were not covered. One of these was the schooner WANDERER, a former slaver, which was purchased from the U. S. Government by the Snows and rebuilt at their yard just after the Civil War. I remember seeing something on WANDERER, and then it dawned on me I had read several items one her when I was copying out maritime articles from the Gloucester Telegraph for 1861 when she was captured. Finding additional information is needed so that the documentation is as accurate and as complete as possible. So, when I finish with the custom house records, which take a couple of years, I need to focus on the newspapers.



The commissioning of the USS COOPERSTOWN.

demonstrated remarkable teamwork and a relentless commitment to excellence, working hard to ensure that this ship is ready. We are honored to carry the name Cooperstown into the fleet.”

Cincinnati Reds Catcher, Johnny Bench, who was elected into the Baseball Hall of Fame in 1989, presented the long glass during the ceremony. The crew was host for a week-long series of events celebrating the ship, its namesake city, and the community it honors.

LCS are fast, agile, mission-focused

platforms designed to operate in near-shore environments, winning against 21st-century coastal threats.

Cooperstown will sail to its homeport of Mayport, FL.



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In Gramp's Day

By Sheila Dassatt

We are at a crucial point in our existence as Commercial Fishermen concerning survival. As I write this article, I look over the most popular pages of the newspapers and magazines that I receive every month, this one included. I have found that the pictures and articles of yesteryear are a big draw for most of us. They are almost like history books with real life “how it was then” type of pictures in them. So how can I do these times justice with my article?

For starters, I am fortunate to come from a generational fishing family and have lived it or heard the old stories about Gramp, Dad and the fishermen of their time. Let’s envision this, if you may: the boats were made of wood, the most elite vessel may have had a shelter top, but a lot of them had what they called a “spray hood.” This was basically a canvas shelter in the forward section of the boat, from the helm forward. It protected you “a little” from the elements if the wind came up and you were hit with spray from the chop and wind. I suppose it also gave you a little privacy if you needed to use the bucket (you know). All of the boats then had buckets for plumbing, not heads with holding tanks in them. Most of the fishing boats still have buckets to this day!

Not to get off track, but when Mom and

Dad had the Red Baron in San Diego for the America’s Cup Challenge, Pact 95, the Baron was the weather boat representing the Team Young America. Team Young America was the group representing the Maine sailing vessel that was in the race. Anyway, Dad had what he called “dignitaries” on the boat with him and when they asked where the head was, he pointed to a bucket down below. They were appalled! Just saying, that the Baron was a true fishing boat and raced a little bit on the side.....

Getting back to where I was, the traps were made of oak (wooden traps), that had to be soaked with rocks or bricks before you could even begin to fish them. A large gang of traps back then was around 150. That was putting in a good day’s work, mostly hauling by hand or if you were fortunate, a winch on the hauling side that you wrapped the rope around to bring the trap in. (There is another name for it, but I am being politically correct). The buoys were hand whittled out of wood and the toggles may have been glass bottles. The glass bottles of yesteryear were made of very heavy glass. I have a picture of Gramp on his dock painting the buoys that he whittled out of wood.

They did not have VHF radios or the electronics that we have today. What they used for a sounder was a piece of lead that

was attached to a long string. This was used to put overboard to decide where to set their traps. In my opinion, these guys really had to know what they were doing to make a go of it. We should all know how to do these things in case we should get in a pinch some day. You just never know when things are going to break down, even electronics.

The houses were mostly built along the shore and had what was called a widow’s window in the front. My grandmother had a rocking chair in that window and faithfully would sit and watch for the boat to come in by a certain time of the day. If it didn’t come in, they had to run on faith. There were times when the boat would break down and not get in until the next day. The joy of a fishing village, even now, is if you break down there is usually another fisherman close by to come along and help you out. If you need a tow, that is what was done and still is done that way to this day. We have been towed in and have also towed others in. It’s what we all do and an unspoken code of the fishermen. You don’t leave anyone stranded, not even someone that you don’t take to.

The fishermen in Gramp’s day fished year ‘round, after lobstering, they fished for cod, haddock, crabs, etc. In the spring, the take was for halibut, then it would turn around and it would be time to set for lobster again. My Dad and his brother, Howard would ice down a wheelbarrow and pack it with the catch of the day and peddle the fish

around the neighborhood. They would give the money to my grandfather, and (save out a little for penny candy) at the local store! This was also a regular chore that they did to help the family survive. The women would pick crabmeat at home to help with the family income and the family would also salt the cod and hang in on their clotheslines to dry. That was great, us kids used to walk through the yards to go to town and pull off a little piece to snack on! Nobody seemed to mind as long as we didn’t take too much.

This is how it was, and yes, times have changed over the years. What would they say if they could see how it is all done now and see the issues that we are going through?! So when we say that we need to save the lobstermen, in my mind, we are also saving a heritage. We do not want to lose our way of life and lose forever the hard work and conservation measures that our ancestors worked hard to put into place for our benefit.

We want to hang onto our working waterfronts for “Dear Life” and not let the wrong things evolve for the sake of turning over a dollar. Once it’s gone, we will never get it back again.

There is a certain kind of awareness that we need to be reminded of so we don’t lose sight of who we are and where we came from. So with this thought, let’s have a good season and remember who we are.

MAINE DMR News

A Message from the DMR Commissioner Regarding Addendum XXVII
May 3, 2023

By now you have probably heard that the Atlantic States Marine Fisheries Commission (ASMFC) Lobster Management Board voted on Tuesday to approve Addendum XXVII. I have heard a lot of misinformation regarding the outcome of the Addendum, so I am writing to outline what happened at the Board meeting.

The Addendum specifies that management measures in LMA1, including changes to gauge and escape vent sizes, will only be implemented if the Board observes a 35% decline in a trigger index which looks at data on recruit abundance (71-80mm lobsters) in the trawl and ventless trap surveys. These measures are intended to allow more sublegal lobsters to reproduce before being

harvested and increase spawning stock biomass.

I heard clearly at the zone meetings and at the Lobster Advisory Council (LAC) that change was not looked at positively, but neither was stock collapse. Most of those conversations really focused in on a higher trigger but certainly the idea of a 45% trigger and understandings that landings would likely drop to around 60 million pounds before a trigger was pulled was concerning, so the advice to me seemed to focus in on the mid thirty range.

The Board was considering a range of triggers from 32% to 45%. I made an initial motion for a 38% trigger in the interest of finding a compromise, but it was clear that some states wanted either an immediate gauge change or a low trigger, so ultimately the Board narrowed in on a compromise and went with 35% trigger.

I want to emphasize that a gauge size change won’t happen this year. The ASMFC Lobster Management Board will review the data each October, and if a 35% decline is observed, the change would not take place until June of the following year.

Also, if the trigger is tripped, the changes won’t happen all at once. A minimum gauge size increase of 1/16th of an inch will be triggered in LMA1 in the year after a 35% decline is reported. The minimum gauge size for LMA1 will increase again by 1/16th of an inch in the 3rd year. The Board did vote to push back any changes to the escape vent sizes in LMA1 until year 4 based on public comments received from fishermen.

The Board also took critical action to bring other LMAs up to the conservation standards of Maine fishermen. The Board voted to prohibit the upfront issuance of replacement trap tags to harvesters in LMA1 and 3 unless trap losses are documented. This is a practice which Maine has implemented for some time and now other jurisdictions will meet Maine’s standard.

The Board also established a maximum gauge size in Outer Cape Cod (OCC) state

Continued on Page 11

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Commercial Fishing News

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

From the Director -

Here we are in May already! It seems that we had the grayest and bitter cold winds kind of winter and then it suddenly started showing signs of the real spring coming through. Now we feel that we can be outside and start getting our boats ready to go overboard and start setting gear soon.

Some have already gone overboard, hoping that the price of around \$10 a pound would hold, but after just a couple of weeks, the price has already dropped to \$5 a pound. Let's hope that this trend won't last and we can have a better season than last year. That was one of the most difficult seasons that we have seen in a while. We wish everyone the best for this coming season. It shows signs of "stick-to-itiveness" to set those traps and keep trying! We don't give up that easily.

The 131st Maine Legislature is still going on, with a few bills recently that we weighed in on. LD 710 An Act to Fund the Lobster Legal Defense Fund, which was sponsored by Rep. Billy Bob Faulkingham. This bill was originally proposed to provide \$1 million from the general fund to help reimburse the MLA and the Union 207 for their labor costs involving the whale regulations. Rep. Faulkingham amended the bill to direct

20% of the Maine Lobster Marketing Collaborative funds until 2030 with no general fund support. This bill was held over until the next session.

We put a testimony in that did not agree with taking funds from the MLMC, due to the fact that we put a lot of time in to re-structure them in 2013. You may not remember, but I was on a sub-committee with other industry leaders and had meetings with John Suave, the "Blueberry Guy" to guide us through the process. This re-structure was very carefully done with the best intentions in mind to help us promote our product to the best of our ability. Last year, fishermen saw record low prices due to negative propaganda about Maine lobster. Our Marketing Collaborative, being short funded, was unable to launch a strong promotion to offset the negative publicity.

It is understandable, for the good intentions of our Representative, we are simply saying that we do not want to take away from one to give to the other. There must be other opportunities for reimbursing funding from other sources. I didn't realize that all of the efforts were to be reimbursed, to be perfectly honest. There is a lot of funding being donated at this time for the cause. If

you would like to see our testimony, just go to Maine.gov legislature, and it will take you to the testimonies of everyone that sent one in.

The next important bill is LD 1552, sponsored by Sen. Vitelli of Sagadahoc. This bill is so the fishermen receive a stipend for their participation in new lobster fishing technologies. This is through a one time appropriation for 2023/2024 and 2024/2025. Again, there's good intentions for this particular bill. It is good for the fishermen to receive funding for their efforts. There has been a lot of money floating around, and the fishermen should be able to be included for survival efforts. The only concern that is brought to surface, is a lot are afraid that it will be in an effort to promote "ropeless fishing gear." This was mentioned at the hearing and is not necessarily what the intentions are for the origin of this bill. Most were in favor, with that stipulation about using ropeless gear in restricted areas, even with a special permit. We were "neither for or against" due to these concerns, although the bill has good merit and intentions for the fishermen.

There are still more bills to come, we will continue to weigh in on, such as Offshore Wind bills that have not yet been printed or presented yet. We are keeping a close eye on the Offshore Wind situation as well. It seems like we just put out one "brush fire" and we gain two or three more.

We have our "Endangered shirts" in stock and hope that everyone will help us

to promote them. We can send them to you or you are welcome to stop by on 129 North Main St., Stonington to pick one up. The more folks that start wearing them, bring an awareness to folks that are not aware of all that we are facing these days. It's amazing how long ago these shirts were actually made available, which shows how long we have been fighting these issues. This is one reason why we brought them back - by popular demand.

We would like to Thank everyone that has been staying in touch with us and sharing their concerns and support. Please, don't forget that we are always open for new memberships! You can join as a Fisherman, Associate Business member or a Friend of DELA, which all are welcome! Joining is also very important, it gives us a bigger voice in the industry. Every member counts!

We will see you around the dock, stay safe! Sheila

MAINE DMR NEWS

Continued from Page 10

waters, finally closing a loophole which allowed oversized lobsters to be imported from Canada. In addition, the Board established a more conservative v-notch definition in OCC state waters of 1/8" (previously 1/4"), creating a consistent v-notch definition between LMA3 and OCC. LMA1 maintains a zero-tolerance v-notch definition.

Finally, I made a motion that the Board requests the ASMFC Interstate Fisheries Management Policy Board approve the

creation of a subcommittee to engage Canada in issues related to importation of lobsters between the two countries. These conversations will be critically important to ensure equity for our harvesters and to support continued strong working relations between US lobster processors and Canada.

I recognize that it's an especially tough time to think about future changes in the fishery, but this change to the Fishery Management Plan is necessary if we want to ensure the long-term resilience of this important fishery.

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Commercial Fishing News

ATLANTIC STATES MARINE FISHERIES - SPRING MEETING

AMERICAN LOBSTER MANAGEMENT BOARD
American Lobster Board Approves Addendum XXVII
Addendum Establishes Measures to Increase Protection of Spawning Stock Biomass of the Gulf of Maine/Georges Bank Stock

ARLINGTON, VA – The Commission’s American Lobster Management Board approved Addendum XXVII to Amendment 3 to the Interstate Fishery Management Plan for American Lobster. The Addendum establishes a trigger mechanism to implement management measures – specifically gauge and escape vent sizes – to provide additional protection of the Gulf of Maine/Georges Bank (GOM/GBK) spawning stock biomass (SSB). It also implements changes to management measures for Lobster Conservation Management Areas (LCMA) 1, 3, and Outer Cape Cod (OCC) to improve the consistency of measures across 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 rapidly 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 low settlement could foreshadow declines in recruitment and landings. In the most recent years of the time series, declines in recruitment indices have also been observed.

In response to these trends, Addendum XXVII establishes a mechanism where changes to the current gauge and escape vent sizes in LCMA 1, 3 and OCC will be implemented automatically based on observed changes in recruit abundance indices. If the index of recruit abundance declines by 35% from the reference level (equal to the three-year average from 2016-2018), a series of gradual changes to gauge and vent size will be initiated in the following fishing year. These include two increases to the minimum gauge size in LCMA 1 (Gulf of Maine) and a single decrease to the maximum gauge size

in LCMA 3 (offshore federal waters) and OCC. The gauge and escape vent size changes are intended to increase the proportion of the population that is able to reproduce before being harvested, and to enhance stock resiliency by protecting larger lobsters of both sexes.

Additionally, Addendum XXVII implements measures that resolve discrepancies between the regulations for state and federal permit-holders, provide a more consistent conservation strategy, and simplify interstate commerce and enforcement across management areas. Specifically, the Addendum implements a standard v-notch definition of 1/8” with or without setal hairs in LCMA 3 and OCC, and a standard maximum gauge size of 6 ¾” for LCMA 3 and state and federal permit holders in OCC. It also modifies the management program such that for LCMA 1 and 3 permit holders, states must limit the issuance of trap tags to equal the harvester trap tag allocations unless trap losses are documented. The implementation date for these changes is January 1, 2024.

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 Addendum XXVII, the Board also received a brief update on the implementation of Addendum XXIX. The work group tasked with reviewing and approving tracking devices for use in the federal American lobster and Jonah crab fishery has approved four devices, and is working with the states to establish processes for administrating the electronic tracking program.

Staff also provided a progress update on the ongoing benchmark stock assessment for Jonah crab. The assessment workshop was held in April 2023, and the assessment is on track to be completed and peer reviewed for Board consideration at the Annual Meeting.

Given concerns about potential economic impacts associated with the management measures adopted under Addendum XXVII, the Board requested the Interstate Fisheries Management Policy Board create a subcommittee to communicate with Canada’s Department of Fisheries and Oceans. The subcommittee would discuss trans-boundary issues related to the importation of lobster as it relates to different minimum gauge sizes in the two countries.

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

Motions

Main Motion

Move to select under Issue 2, Option B a trigger level of 38%.

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

Motion to amend to select under Issue 2, Option B a trigger level of 35%.

Motion made by Ms. Patterson and seconded by Mr. McKiernan. Motion passes (Roll Call: In Favor – NH, RI, CT, NY, NJ; Opposed – MA; Abstentions – DE, MD, VA, NMFS; Null – ME)

Motion to select under Issue 2, Option B a trigger level of 35%.

Motion passes (10 in favor and one abstention from NMFS).

Main Motion

Move to select under Issue 2, Option B a modified “Measures Option 2” in which LMA3 and OCC move to a 6½ maximum gauge size in the final year of changes and do not decrease their maximum gauge size further. Initial changes to the gauge sizes for all GOM/GBK management areas should occur on June 1st in the following year. For example, if a trigger is tripped at the fall Annual meeting in 2023, a minimum gauge size change would be implemented June 1, 2024. Should a future stock assessment conclude that the GOM and GBK stocks are not a single biological stock, the Board can revisit the max gauge size decrease in OCC and LMA 3.

Motion made by Mr. Keliher and seconded by Ms. Patterson.

Motion to Amend

Move to amend that the increase in the escape vent size in LCMA 1 be implemented in year 5 after the trigger has been reached.

Motion made by Mr. Grout and seconded by Mr. Train. Motion fails (3 in favor, 5 opposed, 3 abstentions).

Move to amend that the increase in the escape vent size in LCMA 1 be implemented in year 4 after the trigger has been reached.

Motion made by Mr. Borden and seconded by Mr. Train. Motion passes (10 in favor, 1 abstention).

Main Motion as Amended

Move to select under Issue 2, Option B a modified “Measures Option 2” in which LMA3 and OCC move to a 6½ maximum gauge size in the final year of

changes and do not decrease their maximum gauge size further. Initial changes to the gauge sizes for all GOM/GBK management areas should occur on June 1st in the following year. For example, if a trigger is tripped at the fall Annual meeting in 2023, a minimum gauge size change would be implemented June 1, 2024. Should a future stock assessment conclude that the GOM and GBK stocks are not a single biological stock, the Board can revisit the max gauge size decrease in OCC and LMA 3. The increase in the escape vent size in LCMA 1 would be implemented in year 4 after the trigger has been reached.

Motion to Amend

Motion to amend to strip the motion of the maximum size changes in OCC and LCMA 3 that are scheduled to go in this motion.

Motion made by Mr. McKiernan and seconded by Mr. Borden. Motion fails (4 in favor, 6 opposed, 1 abstention).

Main Motion as Amended

Move to select under Issue 2, Option B a modified “Measures Option 2” in which LMA3 and OCC move to a 6½ maximum gauge size in the final year of changes and do not decrease their maximum gauge size further. Initial changes to the gauge sizes for all GOM/GBK management areas should occur on June 1st in the following year. For example, if a trigger is tripped at the fall Annual meeting in 2023, a minimum gauge size change would be implemented June 1, 2024. Should a future stock assessment conclude that the GOM and GBK stocks are not a single biological stock, the Board can revisit the max gauge size decrease in OCC and LMA 3. The increase in the escape vent size in LCMA 1 would be implemented in year 4 after the trigger has been reached.

Motion passes 9 in favor, 1 opposed, 1 abstention.

Move to approve Issue 1, sub-option B1 and sub-option B4. This combination of options will set a standard v-notch definition of 1/8” in LCMA 3 and OCC, maintain the zero tolerance definition in LCMA1, and establish a maximum gauge size in OCC of 6 ¾” for state and federal permit holders. It will also limit the issuance of trap tags to equal harvester trap tag allocations.

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ATLANTIC STATES MARINE FISHERIES - SPRING MEETING

Motion by Mr. Keliher, second by Mr. Borden. Motion separated.

Move to Separate

Motion to separate B1 and B4.

Motion by Mr. Borden, second by Mr. McKiernan. Motion passes by consent.

Move to approve Issue 1, sub-option B1. This option will set a standard v-notch definition of 1/8" in LCMAs 3 and OCC, maintain the zero tolerance definition in LCMA1, and establish a maximum gauge size in OCC of 6 3/4" for state and federal permit holders.

Motion passes (8 in favor, 1 opposed, 1 abstention).

Main Motion

Move to approve Issue 1, sub-option B4. This will limit the issuance of trap tags to equal harvester trap tag allocations.

Motion to Amend

Move to amend to exempt the OCC from this requirement.

Motion made by Mr. McKiernan and seconded by Mr. Keliher. Motion passes (6 in favor, 5 abstentions).

Main Motion as Amended

Move to approve Issue 1, sub-option B4, except for OCC. This will limit the issuance of trap tags to equal harvester trap tag allocations for LCMA 1 and LCMA 3.

Motion passes (3 in favor, 1 opposed, 7 abstentions).

Move to approve Lobster Addendum XXVII, as modified today, with an implementation date of January 1, 2024.

Motion made by Ms. Patterson and seconded by Mr. Hasbrouck. Motion passes (10 in favor and one vote in opposition from MA).

Move to request the Interstate Fisheries Management Policy Board approve the creation of a subcommittee to engage Canada's Department of Fisheries and Oceans to discuss transboundary issues related to the importation of lobster as it relates to different minimum gauge sizes in the two countries. The subcommittee

shall be made up of up to four members of the Lobster Management Board who have license holders that fish in Area 1 and/or 3, one representative from the National Marine Fisheries Service, and the Commission's Executive Director or his designee.

Motion made by Mr. Keliher and seconded by Mr. Borden. Motion passes by consent with one abstention from NMFS.

ATLANTIC MENHADEN MANAGEMENT BOARD

Meeting Summary

The Atlantic Menhaden Management Board met to review a report by the Commonwealth of Virginia on recent developments in the management of its menhaden fishery, receive an update on the Atlantic menhaden single-species and Ecological Reference Point (ERP) stock assessments, and consider approval of the Draft Terms of Reference (TORs) for the ERP Benchmark Stock Assessment.

In response to public comments at recent Board meetings, the Board requested a report from the Commonwealth of Virginia on recent menhaden management in the state. Virginia representative Pat Geer updated the Board on the proposed and enacted legislative and regulatory changes since 2019, as well as management responses to recent fish kill events.

The Board received an update on the Atlantic menhaden single-species and ERP stock assessments. The Stock Assessment Subcommittee (SAS) and Assessment Science Committee recommended converting the single-species assessment from a benchmark to an update, since the model has been peer-reviewed several times and no new data sources were identified that would necessitate utilizing the benchmark process. Additionally, the Board considered and approved the Draft TORs for the ERP Benchmark Stock Assessment. The Single-Species Assessment Update and ERP

Benchmark Stock Assessment are scheduled to be presented to the Board at the Annual Meeting in 2025.

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

Motions

Move to approve the Terms of Reference for the 2025 Atlantic Menhaden Ecological Reference Point Benchmark Stock Assessment and Peer Review.

Motion made by Dr. McManus and seconded by Mr. Kane. Motion carries unanimously.

SCIAENIDS MANAGEMENT BOARD Black Drum Benchmark Stock Assessment and Peer Review Find Stock to

be Not Overfished nor Experiencing Overfishing

The 2023 Black Drum Stock Assessment and Peer Review Report indicates the Atlantic coastal stock of black drum are not overfished and not experiencing overfishing. The Commission's Sciaenids Management Board approved the benchmark stock assessment and peer review report for management use. No management action was taken because there were no major concerns with the stock.

The assessment estimates annual spawning biomass (SB) and exploitation (H; i.e., the proportion of stock biomass removed by fishing). Estimates from the last

Continued on Page 21



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Boat And Ship Yard News



The hard-chine wooden lobster boat PAMELA B. owned by Jim Bartlett of Beverly sitting on the hard at Bittersweet Boat Yard in South Bristol. She has just had her bottom blasted by Aqua Terra Vapor Blasting.




Peter Buxton of Buxton Boats in Sunset is getting real close to finishing this Cayman Island cat. Next it will be getting paint and then readied for shipping to the Cayman Islands.



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Belmont Boat Belmont

The winter has been busy with several repowers. One was on a Morgan 38, which received a new Beta. They had to have custom engine beds made and installed, relocate all the intake plumbing and then upgrade the console area. With the engine out, they painted the engine room and placed in more Soundown.

The biggest project at the yard this winter was on the custom 42-foot sailboat

ZINGARA designed and owned by Stephens & Waring. They removed the mizzen mast, relocated the chainplates, adding a new carbon mast, upgraded the electrical system and then painted the deck. The deck has been painted and now they are putting the hardware back down. She is scheduled to be back in the water the end of May.

An interesting project was removing an electric motor in a mini-schooner and replacing it with a 48-volt motor to power the boat and run the 12-volt system for the house.

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Boat And Ship Yard News



The new Libby 41 plug after some modifications and a lot of fairing is almost ready to take a mould off of at East Side Boat in East Machias.

They built two 24-foot solar powered boats powered with electric outboards this winter with one going to New York.

Another new boat under construction is a wooden work skiff, which was designed and built by their lead rigger. She will be ready when they begin launching boats this spring.

As usual there is a lot of paint and varnish to do on the over 100 boats they store. The biggest paint project was ZINGARA, but also several other boats that needed top-sides painted. They also had several thrusters to install and three of these are done.

Brion Rieff, Boatbuilder Brooklin, ME

Nearing completion is a 34-foot day-sailer, which was designed by Brion, for a local customer. They are in the final stages with systems and detail work left to do. They hope to have her over early this summer.

The 8-metre racer OCTAVIA is also nearing completion. She underwent major modifications, the major aspect of which was widening her from nothing amidships to two feet at the transom. They then designed and built a new keel, which they found to be too heavy and had to remove some of the lead. She also received a new deck, cockpit, and rigging. They are in the final stages of finishing this project and she is expected to be over early summer.

The little motorsailer KISMET, which is a William Garden design and built in the early 1990s, had her aft bulkhead moved further aft. This added space for a head and more room in the galley. The Isuzu C40 diesel engine has been rebuilt and reinstalled. They also removed the fuel tanks, cleaned, and painted the engine room, and they are now stripping the exterior varnish and refinishing on the cabin sides. The setting sail was being used like a mainsail and they made one out of white plastic and sent that to Hallett Canvas & Sails in Cumberland to have a new one made. This boat is scheduled to be launched early this summer.

In the back of the shop, they have an Alerion 26, built by Proper Yachts in the 1990s, for a new deck. The decks were Balsa core and this was gone. So, they removed the deck and replaced it. They also did some electrical and plumbing work.

They have a C&C machine they bought at auction and are trying to get it up and running. They have ordered some parts and hope that this brings it back to life.

With all the boats out of the shop they will begin on a 55-foot centre console power boat for a customer from southern New Jersey. Brion did the design and then built a model of it. She is going to be powered with twin 500-hp outboards and is expected to top out at 40 knots. She will be used for excursions around the Cape May area. Brion is now working with the Coast Guard to get

her design approved so she can be used as a passenger vessel. With all the engineering testing done, he does not expect any issues, but wants the okay before he starts construction.

Deep Cove Boat Eastport, ME

The major project in the paint shop at the yard is modifying a Young Brothers, which is used as a dive boat for Cook's Aquaculture in Eastport. They have moved the winterback aft by a foot and a half and rebuilt it. They did some hull repairs as this boat is used hard, faired, and were getting ready to paint her top to bottom.

They have a 50-foot Grand Banks yacht in for some general woodworking. They removed the bonding system as it was causing issues with the wood. They put a Dutchman in on one of the blocks for the stern tube, replaced some of the windows in the house and repaired some rot in the house. They are now doing bulwark repairs.

The yacht MAINE IDEA, which is a Joel White designed powerboat, has received her annual maintenance. They also added a fir countertop in the galley, installed a farm-style sink and added a new folding teak table in the cockpit.

Next to her is a classic Chris Craft Super Sport from the early 1960s. They replaced about 5 ½ feet of her keel and to do this they had to cut the frames out so they were also replaced. They were next going to epoxy her bottom seams together. The owners of this boat have taken very good care of her and she needs absolutely nothing else done as she looks like a new boat.

Other work included redoing the brightwork on a 42-foot Sabre sailboat, which also had some mechanical work done and a lot of outboard and inboard engine repairs. The Pembroke runabout has all her woodwork done and is ready for sea trials. All that needs to be done now is make new seats.

Now it is on to the spring work. They have purchased a new boom truck and this will make life in the yard a lot easier as it is longer.

East Side Boat East Machias, ME

Making a new mould is not an easy process if you want to alter and then make it perfectly smooth. Frank Coffin, owner of the yard, explained that they have taken most of the winter to get the new Libby 41 mould done. He said, "Next week we will get the first side done and the week after we will get the second side done. We are hoping to have one out of it in the next month. The new client he's happy because he says the better it is the better my boat is."

Frank added, "The other mould was cored and it wasn't really laid up thick enough. It was cost-effective at the time back



This is the plug for the Morgan Bay 47 at Morgan Bay Boats in Frankfort. They already have two on order with others just waiting to see her in the water before they pull the trigger.

and there were a lot of flaws in it. There were a lot of plank lines and they had lengthened and widened it as well. There was a "V" in the stern and that had actually started to flatten out over time. We added that back in. We also deepened the keel 10 inches, so she will swing at least a 40-inch wheel now. We raised the sides 4-inches and we put a little bit of the Young Brothers flare in the bow. It is a proven hull, why change it, it works. It is a good, efficient boat. With the times in the fishing industry, we had to bring it up to be doing charter boats and luxury boats."

They have four lobster boats to do and the first one is going to go to Alabama as a charter fishing boat. Down below she will have a V-berth, head and may be a hydraulic room. For power she is getting the 1,150-hp Scania. The owner does trip fishing for king mackerel and needs to be able to steam 100-120 miles in 24-hours. To make sure there

is enough fuel there will be three aluminum fuel tanks under the platform for a minimum of 600 gallons.

The owner currently has a 38 Libby and loves the boat, but it is not fast enough. Frank said, "I guess their king mackerel quota, you are allowed 3,000 pounds a day, land to land."

The plug also belongs to a customer from Alabama. They had laid up a hull and then made all the changes to it and used that as the plug. She even has the bulkheads and floor flange glassed in. With time running out on the building season as they need to be ready for fishing season, Frank was not sure who was finishing this one off, he thought maybe Norman Libby might.

The second one is going to a lobster fisherman south of Rockland, the next to

Continued on Page 18

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Boat And Ship Yard News



This is the second Stanley 36 from John Williams, Boatbuilder of Hall’s Quarry. She was given a major rebuild at Rich’s Boat Yard in West Tremont this winter. All that was left when they stripped her down was the V-berth and the platform. They are nearing the end as they paint the top of the trunk cabin.



CORRECTION!
No this is not the schooner ELIZABETH, it is ELEANOR! This photo was taken the day before she headed for the harbor to be launched and looking like she was a new boat. Looking for a nice sail off the coast of Southern Maine give them a call at (207) 967-8809.

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Lebaron Libby, Jr. and Kenneth Densmore, who help make the plug wants one. Frank added that there are others that wanted one but needed to find the time to do them. He still needs to make a top mould and that needs to be done this spring.

In the bay next to the plug, they have a Mitchell Cove 37, which they are finishing out as a lobster boat for Nick Beal of Jonesport. The Libby’s were putting down the platform and then she just needed the wiring and systems hooked up. They hoped to have her done and launched early May.

Morgan Bay Boats Frankfort, ME

On the floor there are two Morgan Bay 43s being finished and the plug for the 47. The plug is almost done as they were just fairing and buffing. Then they will pull a mould off of it as they already have two sold

to customers from New York and will be finished out as sportfishermen. A couple of owners of their 43 are also interested in, but they want to see one in the water and running.

The two 43 are being finished out as sportfishermen for customers from California and Massachusetts. Both have a V-berth, head and shower to port and quarter berth with a bunk to starboard down forward, but up in the shelter they are different. The one going to California has the galley to starboard and settee to port and this is reverse on the one going to Massachusetts. The engines are different also: the one heading to California is powered with 750-hp John Deere with a 2:1 gear and the one for Massachusetts has a 1,150-hp Caterpillar with a 1.75:1.

Rich’s Boat Yard West Tremont, ME

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Boat And Ship Yard News



A 1950s Chris Craft runabout having some bottom work done at Deep Cove Boat in East-port.



SARI ANN I is looking better. Ann and I have sanded the topsides and started putting coats of primer on. Hoping to get four coats of primer and two of final on her before she goes over.

the Bunker & Ellis 42 JERICO. This year there was no major repair work, but lots of cosmetic work. All the brightwork is getting sanded and re-varnished. They had not done much down below, but this year they are and it is a big job. The only project might be adding holding tanks down forward, but that has not been decided on.

The big project this winter was stripping out the second Stanley 36s for a local fisherman. The original owner passed away a couple of years ago and the boat is now owned by his grandson. All that was left when they were done was the engine, platform, and V-berth. Wayne Rich said, “We built everything back in Coosa and tried to make it look as close to original as we could. He wanted a few modern updates so we went with the rain visor, rounded windows. She had straight square windows, but he wanted a modern look. He hadn’t seen it since we had just laid the sides in. We didn’t have the top or anything on and he saw everything, windows all cut out and wow, he was pretty happy with it.”

The engine, a 405-hp QSL Cummins, is just a few years old. The thought is next year the owner may opt for replacing the platform. All that was left to do was paint and hook ups.

Outside was a salmon pen barge, which had sunk. They have dropped an engine into her and the crew from the salmon company are doing the rest.

Another Stanley 36 was outside getting some major work done. They have removed her platform and everything underneath it. They are replacing the fuel tanks and checking the boxes. The hope is next year she comes back in for a new top.

Other work includes Jamie Thurlow, owner of the yard, has a Libby 41 he is finishing out; a Newman 36 came in after losing the transmission; and the two trucks with hydraulic trailers are getting busy as the weather warms.

was recently sold and the new owners are having them make some minor modifications and regular maintenance. The boat was in good shape, but they are adding some new gelcoat on the outside. The owner is excited and may bring her back for more work in the fall.

In bays #2 and #3 they have new boats under construction, both sportfishermen. One is a 42 heading to Massachusetts. She

has a split wheelhouse, but front and back, not side by side. The other is a 46 and has a full shelter, not split, which is their usual sportfish design.

In bay #4, they have a 42, which came in with jets. She has been stretched to a 46 and the jets have been removed. The jets are going to be replaced with the Volvo pod drives. They are waiting on the engines and do not expect this one to be in the water until

the end of the year.

In bay #5 there is a twin screw 50, which was recently sold. The new owner wanted to add a few systems and this one will be ready this spring or early summer.

What is next: they have a Wesmac 38, followed by a 46 and then two or three 50s.

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Wesmac Surry, ME

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In Bay #1 there is a Wesmac 46, which



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Golden Globe Race 2023 Update

Continued from Page 7

Chichester class could arrive in Les Sables d’Olonne as early as Thursday 27th.

If Kirsten was crossing the line in first place, she would be the first woman to win a round the world race by the three great capes, including solo and fully crewed races, non-stop or with stops, and the first South African sailor to win a round-the-world event! She would join the famous Bertie Reed (ZAF) in the South African Hall of Fame, and Isabelle Autissier (FRA) who in 1994 famously led the BOC Challenge after her win in the first leg before dismasting in December in the Pacific, 920 miles SE from Adelaide. She would also join Sir Robin Knox Johnston (GBR) and Jean-Luc Van Den Heede (FRA) the winner of the Golden Globe Race.

“Who would have guessed that after 233 days alone we have a photo finish. Everyone who reaches the finish line of the Golden Globe is a winner yet Kirsten and Abhilash have played out an epic battle right to the end. The GGR is all about the stories and this one is EPIC!!! Don McIntyre, GGR Founder.

A guide to the heroes’ welcome in Les Sables d’Olonne

Don will update the ETA daily on the GGR Facebook Page. Once the competitors cross the line, they will be towed into the Channel so as to not use precious fuel, and enjoy the legendary welcome from the people of Les Sables leading into Port Olona. There, they will moor in the Vendée Globe dock where they will be welcomed by Yannick Moreau, the Mayor of Les Sables

d’Olonne, Don McIntyre, the GGR Founder and Chairman and Jean Luc Van Den Heede, the 2018 winner, the media and the public.

They will then cross to the stage next to the Centre des Formation Maritimes des Sables d’Olonne where the GGR Race Control is housed. They then move to a quiet room to see their family and friends for 30 minutes before heading to the Press conference. Should they dock after 10.00 pm, the press conference will be held the next day.

No doubt the people of Les Sables d’Olonne will give a hero’s welcome to Simon Curwen in Chichester Class who led the GGR fleet from Cape Finisterre until January 31st when he was forced to divert to Puerto Montt for repairs. Simon has no line crossing as he is not racing, but will take his own time for his incredible round the world voyage.

He will moor on the Vendée Globe dock where he will receive the same welcome as the GGR competitors on the marina, open to the public before heading to the GGR office to meet with his family, friends and members of the media. Simon is in great form.

The film of the GOLDEN GLOBE RACE 2018 is now available for pre-order.

The Voyage of Madmen is the story of Don McIntyre’s 50 year anniversary recreation of the infamous race and his quest to attract amateur sailors to compete in small boats, taking on the perils of the sea entirely against the odds. It’s a race without modern technological aids where actually surviving a non-stop lap of the world *is the achievement*. Of the 18 solo sailors to depart France in 2018 – five solitary skippers cross the

finish line – the final finisher spending 322 days alone at sea.

This is the story of the longest sporting event in history. A display of brutal individualism by characters longing for a by-gone era who are hell-bent on recreating the longest, loneliest and most gruelling sports event on the planet.

“Buying this film helps and supports us greatly...THANKS and we hope you really enjoy it. To us the 2018 edition of the GGR will go down in history for many reasons. It is a tribute to the 18 sailors who risked all to follow a simple dream!”

Don & Jane

GGR Day 236 Kirsten makes history, Simon first boat home, Les Sables gearing up for Abhilash Tomy Bayanat Welcome

Kirsten Neuschäfer wins the Golden Globe Race in 233 d 18h 43m 47s. Clara/Howdens was the first boat home in Les Sables d’Olonne. Abhilash Tomy expected in the LSO channel Saturday 29/04 @ 10:00 am local (0800UTC). 28 April 2023

It’s been a long time in the making for Kirsten Neuschäfer who got becalmed just hours before going through the finish line, off the coast on the world’s solo sailing capital Les Sables d’Olonne. Several boats joined her 8 miles offshore and this is when she learnt that she was going to be the winner of the GGR.

Earlier in the same day, Simon Curwen GBR sailed up the Channel as the first boat home despite his stop in Puerto Montt to repair a broken windvane, and came up the channel with his wife Clare, cheered by many supporters under a slight drizzle under the Howdens spinnaker.

He was welcomed by Yannick Moreau, the Mayor of Les Sables d’Olonne, GGR 2018 winner and International Association of Cape Horners’ President Jean-Luc Van Den Heede and GGR President Don McIntyre and presented with the Cape Horners ensign have done a fantastic round the world trip, leading the fleet from Cape Finisterre until the 31st of January.

At 19:43:47 on Thursday the 27th Minnehaha crossed the GGR finish line before going up a channel lit in red, where the people of Les Sables gave her the warm welcome, she deserved for coming first in the gruelling GGR 2022-2022. She had spent 235 days at sea, with an official time of 233 days, 18 hours, 43 minutes and 47 seconds after her 35 hours of compensation awarded for Tapio’s rescue were discounted, and no fuel penalty since she only consumed 30.7 litres of fuel in her round-the-world voyage.

Kirsten Neushafer received a hero’s welcome in the Channel of Les Sables d’Olonne where thousands of Sablais, Sablaises and fans from all around the world greeted her. She hugged her mother Annett on the dock after many months away, saw her friends and Eddie Arsenaault (CAN) from Prince Edwards Island who guided the refit of the Victorious Cape George 36, which did not suffer any significant failure in the voyage.

Vendée Globe legend Catherine Chabaud (FRA), came specially to greet and congratulate Kirsten on her historic win. “Kirsten is at the image of the race which promotes simplicity and sobriety, and it’s led her to victory” she said on the stage were officials joined Jean-Luc Van Den Heede, Yannick Moreau and Don McIntyre to congratulate her: Kirsten becomes the first woman to win a round the world race via the three great cape!

Abhilash Tomy (IND) is expected to cross the line on Saturday 29 of April around 10:00 local time. The Indian Navy

Commander who got heavily injured in 2018 came back with unfinished business in 2022. It was not an easy battle since his Rustler 36 *Bayanat* had a collision with a bulk carrier during the Prologue from Gijon and suffered from PTSD in the first week of the Race, later passing the point of his Indian Ocean rescue and sailing a superb race into the leading group of the GGR.

Not only has he shown incredible skills in keeping his Rustler together but sailed a very competitive race ahead of the fleet, briefly sweeping first place to Kirsten only arriving a day and a half later, after 236 days at sea.

No doubt that the people of Les Sables will give him a warm welcome up the Channel after a line crossing expected around 10:00 am.

DAY 237 “Abhilash Tomy’s Remarkable Comeback: From Broken Back to 2nd Place in the Golden Globe Race”

30 April 2023

Retired Navy commander, 43 year old Abhilash Tomy, the renowned sailor and first Indian to complete a solo non-stop voyage around the world in 2013, made history on Saturday by securing an outstanding second-place finish in the gruelling 2022 Golden Globe Race. Tomy’s yacht, BAYANAT crossed the finish line at 06:46hr in Les Sables d’Olonne, France, after an intense 236-day 30,000mile journey around the globe. This incredible achievement is especially noteworthy given the numerous setbacks Tomy faced leading up to and during the race, making his triumph a true testament to his exceptional skill, determination, and perseverance.

In 2018, Abhilash Tomy experienced a catastrophic accident during his first attempt at the Golden Globe Race when a violent storm in the Indian Southern Ocean caused his yacht to roll, losing both masts and resulting in a broken back unable to move and trapped below. An international rescue effort followed and then major operations and rehabilitation before walking then sailing again. Undeterred by this harrowing experience, Tomy set his sights on returning to the GGR, displaying immense resilience and unwavering commitment to the dream.

Tomy’s entry into the 2022 Golden Globe Race was fraught with challenges from the beginning. As the last participant to join the race he was pushed for time to prepare. He faced a collision with a ship just two weeks before the start, which severely damaged the bow of his yacht. Despite this significant obstacle and rushed Euro 50,000 repair, Tomy remained steadfast in his determination to complete the race. Once underway he was often struggling to cope with the memories of his 2018 accident, until he passed the spot in the ocean where it all happened. A huge weight lifted from his shoulders and in his mind and the world looked a better place!

Throughout the race, BAYANAT was beset by a series of breakdowns in his rigging and windpilot windvane. However, Abhilash Tomy earned the nickname “Mr. Fix It” for his tireless efforts to keep his vessel afloat and on course. He demonstrated extraordinary resourcefulness and ingenuity, solidifying his reputation as one of the world’s leading sailors.

Abhilash Tomy’s remarkable journey in the 2022 Golden Globe Race highlights his unwavering passion for sailing and his dedication to overcoming even the most challenging obstacles. We offer our heartfelt congratulations to him on his impressive second-place finish, the highest placing for

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ATLANTIC STATES MARINE FISHERIES - SPRING MEETING

Continued from Page 13

year of the assessment (2020) are compared to the spawning biomass and exploitation associated with maximum sustainable yield¹ (MSY), SBMSY, and HMSY respectively, to determine stock status.

¹-MSY is the largest average catch that can be taken from a stock over time without negatively impacting the reproductive capacity of the stock.

This assessment also developed indicators of stock abundance, and stock and fishery characteristics. The abundance indicators include several fishery-independent indices from the Mid-Atlantic and South Atlantic regions that track young-of-year and sub-adult fish. There is also one coastwide fishery-dependent index calculated from the Marine Recreational Information Program catch-per-unit-effort (CPUE) that tracks all exploitable sizes of black drum. A majority of the indices show no clear trend, although the CPUE has been increasing throughout the time series (1982-2020). Several of the indices in the Mid-Atlantic saw greater recruitment events in the 1990s and 2000s than observed in more recent years. One index, the New Jersey Ocean Trawl, will serve as an indicator of range expansion, as black drum are becoming more common in the northern areas of their range.

Recreational harvest and discards, as well as commercial landings, will serve as indicators of fishery characteristics. Overall, there has been increased harvest in the past 20 years. The recreational fishery contributes a majority of the total harvest, with a smaller-scale commercial fishery occurring primarily in North Carolina and northward. Recreational harvest was moderately high in the mid-1980s and increased again starting around 2000, peaking in 2008 at 11 million

pounds and has remained relatively high, especially in the South Atlantic. A majority of the recreational harvest occurs in Florida. Recreational discards had been steadily increasing and peaked in 2018 at 5.4 million fish, after which they declined.

Commercial landings have been fluctuating without trend in recent years, with peaks in 2002 and 2008 at roughly 555,000 pounds and 400,000 pounds, respectively. Gill nets, pound nets, and haul seines are the primary gears used in the commercial fishery. Overall, the indicators do not show negative conditions, but will be monitored annually. Should any concerning trends occur, the Black Drum Technical Committee may recommend an expedited assessment in advance of the next benchmark stock assessment (tentatively 2028).

A stock assessment overview, which provides a more detailed description of assessment results, as well as the stock assessment and peer review report will be available on the Commission's website at <https://asmfc.org/species/black-drum> under Stock Assessment Reports. For more information on the stock assessment, please contact Jeff Kipp, Senior Stock Assessment Scientist, at jkipp@asmfc.org; and for more information on black drum management, please contact Tracey Bauer, Fishery Management Plan Coordinator, at tbauer@asmfc.org.

Meeting Summary

In addition to reviewing the 2023 Black Drum Stock Assessment and Peer Review Report and accepting it for management use (see above press release), the Board also considered an update on the 2023 Atlantic croaker and spot Traffic Light Analyses (TLAs). The TLAs, as established in Addendum III, evaluate a harvest metric and an adult abundance metric. Metrics are evaluated annually using a color proportion

of green, yellow, or red based on comparing the most recent year of data to a reference period, and management action is triggered if the proportion of red exceeds specific thresholds. Staff updated the Board with a proposal to not conduct the Atlantic croaker and spot TLAs in 2023. Benchmark stock assessments for Atlantic croaker and spot are currently underway to be completed in 2024. Not conducting the TLAs in 2023 will reduce the workload and allow the Atlantic Croaker and Spot Technical Committees to focus on conducting the benchmark stock assessments for these two species. In addition, it is uncertain if a key dataset for the TLAs will be available this year. If the TLAs are conducted without these data, the results would not be very informative. The Board agreed to not conduct the Atlantic croaker and spot TLAs in 2023. The TLAs will be conducted next year with the completion of the 2024 benchmark stock assessments for Atlantic croaker and spot. Atlantic croaker and spot management measures put into place in 2021 will remain status quo until the TLAs can be reevaluated in 2024.

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

Motions

Move to accept the 2023 Black Drum Stock Assessment and Peer Review Report for management use.

Motion made by Mr Clark and seconded by Ms. Fegley. Motion carries by unanimous consent.

Main Motion

Move to have the Technical Committee annually present the indicators, as described in the black drum 2023 Stock Assessment and Peer Review Report.

Motion made by Mr Brust and seconded by Ms. Madsen. Motion amended.

Motion to Amend

Motion to amend by adding to inform the need for a new stock assessment

Motion made by Ms. Burgess and seconded by Mr. Bell. Motion carries without objection.

Main Motion as Amended

Move to have the Technical Committee annually present the indicators, as described in the black drum 2023 Stock Assessment and Peer Review Report to inform the need for a new stock assessment.

Motion passes by unanimous consent.

ATLANTIC STRIPED BASS MANAGEMENT BOARD

ASMFC Atlantic Striped Bass Board Acts to Support Stock Rebuilding through Emergency Action and Addendum II Initiation

Addendum I Approved to Allow Ocean Commercial Quota Transfers Contingent on Stock Status

The Commission's Atlantic Striped Bass Management Board approved an emergency action to implement a 31-inch maximum size limit for striped bass recreational fisheries, effective immediately for 180 days (through October 28, 2023). This action responds to the unprecedented magnitude of 2022 recreational harvest, which is nearly double that of 2021, and new stock rebuilding projections, which estimate the probability of the spawning stock rebuilding to its biomass target by 2029 drops from 97% under the lower 2021 fishing mortality rate to less than 15% if the higher 2022 fishing mortality rate continues each year.

"Based on concern for the stock and the long-term interests of its stakeholders, the Board acted decisively to protect one of

Continued on Page 22

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Also Shipwreck Index and Chronological listing up online!

ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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

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ATLANTIC STATES MARINE FISHERIES - SPRING MEETING

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the few remaining strong year classes,” said Board Chair Marty Gary with the Potomac River Fisheries Commission. “The public is concerned about stock rebuilding and has urged the Board to expeditiously respond to the new stock projections. Striped bass is one of the flagship species of the Commission, and this action sends a strong signal that the Board is firmly committed to rebuilding the stock for current and future generations. At the same time, the Board recognizes that this action will have a profound impact on the for-hire industry and recreational anglers, however, it feels it is a necessary step to ensure rebuilding.”

As outlined in the Commission’s Interstate Fisheries Management Program Charter, a management board can take emergency action to address circumstances under which public health or the conservation of coastal fishery resources or attainment of fishery management objectives has been placed substantially at risk by unanticipated changes in the ecosystem, the stock, or the fishery.

The Board implemented the emergency 31-inch maximum size limit for 2023 to reduce harvest of the strong 2015-year class. The 31-inch maximum size limit applies to all existing recreational fishery regulations where a higher (or no) maximum size applies, excluding the May Chesapeake Bay trophy fisheries which already prohibit

harvest of fish less than 35 inches. All bag limits, seasons, and gear restrictions will remain the same. Jurisdictions are required to implement the required measure as soon as possible but no later than July 2, 2023. If it deems necessary, the Board may extend the emergency action for two additional periods of up to one year each at a future Board meeting.

The Commission will hold at least four virtual public hearings in mid- to late May to inform the public about the emergency action and identify next steps for management. A subsequent press release will provide the details of the public hearing schedule and webinar information.

Draft Addendum II Initiated

To address the concerns about increased removals and stock rebuilding beyond 2023, the Board initiated Addendum II to Amendment 7 to the Interstate Fishery Management Plan. The Draft Addendum will consider 2024 management measures designed to reduce fishing mortality to the target. Specifically, the Draft Addendum will propose options for the ocean recreational fishery, including modifications to the slot limit with harvest season closures as a secondary non-preferred option. It will also propose options for the Chesapeake Bay recreational fisheries, as well as all commercial fisheries, including maximum size limits. Board members emphasized the importance of soliciting public input through the addendum

process for 2024 measures following the 2023 emergency action.

For measures beyond 2024, the Board intends to consider the results of the upcoming 2024 stock assessment update to inform subsequent management action. To enable an expedited management response to the 2024 stock assessment update, the Draft Addendum will propose a provision that would enable the Board to respond to the results of the stock assessment updates via Board action if the stock is projected to not rebuild by 2029. The Board will consider the Draft Addendum at the Summer Meeting, when it will either approve the document for public comment, or provide feedback for further development of the document.

Addendum I Approved

The Board also approved Addendum I to Amendment 7. When the stock is not overfished, the Addendum enables the Board to decide every one to two years whether it will allow voluntary transfers of ocean commercial quota. The Board can also set criteria for allowable transfers, including a limit on how much and when quota can be transferred in a given year, and the eligibility of state to request a transfer based on its landings. When the stock is overfished, no quota transfers will be allowed.

To inform final action on this Addendum, the Board considered public comments, Advisory Panel input, and a Technical Committee report addressing the impact of additional quota utilization on stock rebuilding.

“The Board’s decision on Addendum I balances the commercial industry’s desire for a quota transfer mechanism with the need for caution when the stock is overfished,” said Board Chair Gary. “This was the most restrictive option for allowing transfers, giving the Board the ability to establish boundaries around quota transfers, as needed.”

Addendum I will be available by the end of May on the Commission website at <http://www.asmfc.org/species/atlantic-stripped-bass> under Management Plans and FMP Reviews. For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at efranke@asmfc.org or 703.842.0740.

Motions

Main Motion

Move to initiate an Addendum to implement commercial and recreational measures for the ocean and Chesapeake Bay fisheries in 2024 that in aggregate are projected to achieve F-target from the 2022 stock assessment update (F = 0.17). Potential measures for the ocean recreational fishery should include modifications to the Addendum VI standard slot limit of 28-35” with harvest season closures as a secondary non-preferred option. Potential measures for Chesapeake Bay recreational fisheries, as well as ocean and Bay commercial fisheries should include maximum size limits.

Motion made by Dr. Davis and seconded by Mr. Hasbrouck. Motion amended.

Motion to Amend

Move to add “The addendum will include an option for a provision enabling the Board to respond via Board action to the results of the upcoming stock assessment updates (e.g., currently scheduled for 2024, 2026) if the stock is not projected to rebuild by 2029 with a probability greater than or equal to 50%.”

Motion made by Dr. Armstrong and seconded by Mr. Borden. Motion passes unanimously.

Main Motion as Amended

Move to initiate an Addendum to implement commercial and recreational measures for the ocean and Chesapeake

Bay fisheries in 2024 that in aggregate are projected to achieve F-target from the 2022 stock assessment update (F = 0.17). Potential measures for the ocean recreational fishery should include modifications to the Addendum VI standard slot limit of 28-35” with harvest season closures as a secondary non-preferred option. Potential measures for Chesapeake Bay recreational fisheries, as well as ocean and Bay commercial fisheries should include maximum size limits. The addendum will include an option for a provision enabling the Board to respond via Board action to the results of the upcoming stock assessment updates (e.g. currently scheduled for 2024, 2026) if the stock is not projected to rebuild by 2029 with a probability greater than or equal to 50%.”

Motion passes unanimously.

Main Motion

Move that the Striped Bass Board, by emergency action as outlined in the Commission’s ISFMP Charter, implement a 31” maximum size to all existing recreational fishery regulations where a higher (or no) maximum size applies, excluding the Chesapeake Bay trophy fisheries. All other recreational size limits, possession limits, seasons, gear restrictions, and spawning protections remain in place. Jurisdictions are required to implement compliant measures as soon as possible and no later than July 2, 2023.

Motion made by Dr. Armstrong and seconded by Mr. Borden.

Motion to Amend

Move to amend to add “Measures for the for-hire sector will remain status quo. In the event the Board extends the emergency action past the initial 180-day effective period, the for-hire sector exemption from emergency measures cannot be extended.”

Motion made by Dr. Davis and seconded by Mr. Reid. Motion fails (Roll Call: In Favor – RI, CT, NY, NJ; Opposed – MA, PRFC, PA, NC, VA, DC, MD, DE, ME, NH; Abstentions – NOAA, USFWS; Null – None).

Main Motion

Move that the Striped Bass Board, by emergency action as outlined in the Commission’s ISFMP Charter, implement a 31” maximum size to all existing recreational fishery regulations where a higher (or no) maximum size applies, excluding the Chesapeake Bay trophy fisheries. All other recreational size limits, possession limits, seasons, gear restrictions, and spawning protections remain in place. Jurisdictions are required to implement compliant measures as soon as possible and no later than July 2, 2023.

Motion made by Dr. Armstrong and seconded by Mr. Borden.

Motion to Postpone

Motion to postpone until the Summer Meeting.

Motion made by Mr. Nowalsky and seconded by Mr. Pugh. Motion fails (2 in favor, 14 opposed).

Main Motion

Move that the Striped Bass Board, by emergency action as outlined in the Commission’s ISFMP Charter, implement a 31” maximum size to all existing recreational fishery regulations where a higher (or no) maximum size applies, excluding the Chesapeake Bay trophy fisheries. All other recreational size limits, possession limits, seasons, gear restrictions, and spawning protections remain in place. Jurisdictions are required to implement compliant measures as soon as possible and no later than July 2, 2023.

Golden Globe Race

Continued from Page 20.

any Asian sailor in any major sailing event. His success serves as an inspiration to aspiring sailors around the world.

Records

Best 4 Hour Speed Average (Last 7 Days):

7.66 knots by Kirsten Neuschafer on 21 Apr 00:00 (UTC)

Best 4 Hour Speed Average (Last 30 Days):

7.66 knots by Kirsten Neuschafer on 21 Apr 00:00 (UTC)

Best 4 Hour Speed Average (All Time):

9.80 knots by Kirsten Neuschafer on 25 Nov 20:00 (UTC)

Best 24 Hour Distance (Last 7 Days):

173.2 nautical miles by Kirsten Neuschafer on 20 Apr 00:00 (UTC)

Best 24 Hour Distance (Last 30 Days):

173.2 nautical miles by Kirsten Neuschafer on 20 Apr 00:00 (UTC)

Best 24 Hour Distance (All Time):

218.9 nautical miles by Kirsten Neuschafer on 25 Nov 04:00 (UTC)

Best 7 Day Distance (Last 30 Days):

1060.19 nautical miles by Kirsten Neuschafer on 14 Apr 00:00 (UTC)

Best 7 Day Distance (All Time):

1216.2 nautical miles by Kirsten Neuschafer on 2 Feb 00:00 (UTC)

You can see the best 24h runs and the best 24h run per skipper on the [24h Speed Runs](#) page.

2023 GGR Results (as of 8 May)

	Boat	Time
1. Kirsten Neuschäfer	Cape George 36	235d 5h 44m 4s
2. Abhilash Tomy	Rustler 36	236d 14h 46m 34s
3. Michael Guggenberge	Biscay 36	423 miles to go

Chichester Class – Received Assistance

1. Simon Curwen	Biscay 36	234d 20h 38m 55s
2. Jeremy Bagshaw	OE32	1568 miles to go

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	---
Guy Waites	Tradewind 35	---
Ian Herbert Jones	Tradewind 35	---

ATLANTIC STATES MARINE FISHERIES - SPRING MEETING

Motion made by Dr. Armstrong and seconded by Mr. Borden. Motion carries (15 in favor; 1 opposed).

January 2023 Board Motion

Move to postpone action on Addendum I and task the Technical Committee 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 Technical Committee 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.

Move to approve Option E (Board discretion of commercial quota transfer provision except no transfers if stock is overfished).

Motion made by Mr. Clark and seconded by Dr. Davis. Motion passes (10 in favor, 1 opposed, 2 abstentions, 3 null).

Move to approve Addendum I as modified today with an implementation date effective today.

Motion made by Mr. Clark and seconded by Mr. Kane. Motion passes unanimously.

LAW ENFORCEMENT COMMITTEE

Meeting Summary

The Law Enforcement Committee (LEC) met to discuss a number of items, including law enforcement activities related to species management actions, possible revisions to Guidelines for Resource Managers, and receive a presentation on the National Association Conservation Law Enforcement Leadership Academy/International Conservation Chiefs Academy (NACLELA/ICCA) Wildlife Officer Exchange Program. The LEC welcomed alternate representatives Lt. Sean Reilly from NY and Lt. Bo Hale from the US Coast Guard.

Species Issues

American Lobster - Members of ASMFC/ACCSP updated the LEC on the status of vessel monitoring system (VMS) implementation in the lobster fishery under Addendum XXIX to Amendment 3 of the American Lobster Fishery Management Plan. Specifically, a review of the current software program in use for this management measure and a review of the approved hardware vendors for VMS systems. ASMFC staff will continue to include LEC input to working group discussions regarding further VMS development and use in the lobster fishery.

The LEC discussed the current proposals under Addendum XXVII of Amendment 3. Specific discussion was about the consistency of management measures across specific Lobster Conservation Management Areas. The LEC recognizes the uniqueness of certain LCMAs but continues to support consistent management measures within each of the LCMAs.

Atlantic Striped Bass – The LEC discussed the current findings of the Technical Committee – Stock Assessment Subcommittee as reported at the May 2023 meeting of the Atlantic Striped Bass Management Board. Specifically, the technical Committee and Stock Assessment Subcommittee reported that there was a 40% increase of recreational removals, with a 33% estimated removal over both sectors of this fishery. Recognizing that the board may wish to act on these findings, the LEC discussed how a mid-season regulatory change would affect enforcement efforts in this fishery. Specifically, members reported that regulations have been promulgated and advertised for

the current fishing year. This may cause confusion among fishers and a potential enforcement concern with the inability to effectively enforce the regulatory change.

Law enforcement compliance reporting for the annual Atlantic Striped Bass Management Plan Review process was discussed by the committee. In the recent plan review the Plan Review Team (PRT) identified an inconsistency in how state law enforcement was reporting patrol activity. Some states would provide specific patrol data of inspections, citations, and seizures. Where others would report current trends and observations within the fishery. In working with the FMP Coordinator and the PRT, it was agreed by all that a narrative Identifying common striped bass violations in the current year and any new or emerging enforcement issues would be beneficial. Quantitative information is optional as most states do not collect species specific data.

Tautog Tagging Study – The LEC was briefed on an ongoing survey by ASMFC and the State of New York in reference to tautog tagging. The survey will assess the varied types of tags in different environments. The goal behind this study is to identify a tag for use that will not damage a fish in the live market and hold the appropriate information necessary for tracking in the fishery.

Other issues

Members reviewed the current ASMFC document “Guidelines for Resource Managers on the Enforceability of Fishery Management Measures (August 2015)”. This document has not been reviewed since 2015. With the always evolving strategies to address the development of fishery management plans, the LEC wished to keep this document relevant for the fishery managers of today. Our review focused on the relevance of past management measures and new and emerging management measures. Consideration of re-scoring each of the past management measures while scoring and updating newly identified measures was discussed by the committee. It was agreed

by consensus that there would be no need to completely rewrite the document. The document was still relevant but needed updating of newly identified management measures. The committee will move forward with updating this document, with a plan to have Policy Board approval in the Fall of 2023.

A presentation about the NACLELA/ICCA Wildlife Officer Exchange Program. This program is of interest as the Chair of the LEC, Deputy Chief Jason Snellbaker (NJ) was invited by the organizers to participate in this program in his role as a state officer and a NACLELA graduate. This exchange was with an ICCA graduate from the Fisheries Compliance and Enforcement agency of Belize. This shared experience helped to increase international collaboration and individual capacity to address wildlife crime globally.

A closed session of our meeting was afforded to openly discuss new and emerging law enforcement issues.

Respective agencies were provided time to highlight their agencies and offer current enforcement efforts. For more information, please contact Kurt Blanchard, LEC Coordinator, at kurt.blanchard@verizon.net.

ATLANTIC COASTAL COOPERATIVE STATISTICS PROGRAM COORDINATING COUNCIL

Meeting Summary

The ACCSP Coordinating Council met to review and take action on the FY2024 ACCSP Funding Decision Document and Request for Proposals package. The Council was provided an overview of the updated documents to support approximately \$1.6 million for Partner and Committee projects. The approved RFP is now open for proposal submissions through June 16, 2023. See <https://www.accsp.org/what-we-do/partner-project-funding> for more information. All proposals will be evaluated and ranked on merit according to the schedule in the RFP.

The Council was also provided an ACCSP Program update that included a summary of activities involving accountability and commercial data validation workshops, software projects, activities related to the Atlantic recreational implementation plan, the Data Warehouse spring load, stock assessments support, current funding and staffing. For more information, contact Geoff White, ACCSP Director, at geoff.white@accsp.org.

Motions

Move to approve the FY24 Funding Decision Document and RFP as presented to the ACCSP Coordinating Council.

Motion made by Mr. Bell and seconded by Ms. Zobel. Motion passes (17 in favor).

COASTAL SHARKS MANAGEMENT BOARD

Meeting Summary

The Coastal Sharks Management Board received a presentation from NOAA Fisheries on several recent and ongoing actions related to coastal sharks. Final Amendment 14 to the 2006 Consolidated Atlantic Highly Migratory Species (HMS) Fishery Management Plan (FMP) was published in January 2022. Amendment 14 establishes a new framework to use to implement acceptable biological catch (ABCs) and annual catch limits (ACLs) for Atlantic shark fisheries, with the option to phase in new ABCs. It also allows for ACL management of recreational fisheries, removes linkages between commercial quotas, and changes quota carry-over provision.

NOAA Fisheries recently published the Atlantic Shark Fishery Review (SHARE) document. The SHARE document is a review of the state of the Atlantic shark fishery as a whole that may be used to help develop future management measures. It identifies areas of success, concerns, and potential future modifications to regulations and management measures, and assesses external

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ATLANTIC STATES MARINE FISHERIES - SPRING MEETING

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factors affecting the fishery.

A proposed rule was published in March 2023 to consider prohibiting retention of oceanic whitetip sharks in US Atlantic waters. Oceanic whitetip sharks are listed as threatened under the Endangered Species Act. Thus, the rule proposes adding oceanic whitetip sharks to the prohibited species group. NOAA Fisheries is seeking public comment on this action by **May 22, 2023**.

Over the next few months, NOAA Fisheries will also be scoping for Amendment 16 to the HMS FMP. The scoping document will consider a range of issues and options, including a variety of commercial and recreational fishery options based on the framework established under Amendment 14, potential revisions of shark management groups and quotas, and commercial and recreational management measures.

A proposed rule will be published later this month for Draft Amendment 15 to the HMS FMP, which considers two issues: (1) modification, data collection, and assessment of four commercial longline spatial management areas, and (2) administration and funding of the HMS pelagic longline electronic monitoring program.

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

Motions

No motions made.

EXECUTIVE COMMITTEE

Meeting Summary

The Executive Committee met to discuss several issues, including the proposed FY24 Budget; the potential for a Legislative and Governors Appointee Commissioner (LGA) stipend; potential changes to the Conservation Equivalency Policy; a Legislative Committee update and the Executive Director’s Performance review. The following action items resulted from the Commit-

tee’s discussions:

Staff presented the proposed FY24 Commission budget which was reviewed by the Executive Committee, which was unanimously approved by the Committee. Staff presented an update on the potential for a LGA members stipend. It was determined there is not a way for ASMFC to offer a tax break or benefit for participation in the Commission’s meetings. Additionally, the determination of who is eligible and who would accept a stipend needs to be worked through. Ultimately, the Committee decided that LGA Commissioners will continue to serve on a volunteer basis and not receive a stipend from the Commission. Staff presented the work group’s recommended revisions to the Commission’s Conservation Equivalency Policy. There was considerable discussion on the proposed revision, and a bit of concern about the revision being too prescriptive and not flexible enough. The Chair requested that staff work on a further revision of the Policy, and set aside time at a future meeting to go through the Policy step-by-step to determine the appropriate revisions to the Policy. Staff presented on four bills that the Executive Committee should be aware of. These included: the Federally Integrated Species Health Act (FISH Act, H.R. 872), National Oceanic and Atmospheric Administration Act of 2023 (H.R. not yet assigned), Restoring Effective Science-based Conservation Under Environmental laws protecting Whales Act of 2023 (RESCUE Whales Act, H.R. 1213), and the Recovering America’s Wildlife Act (S. 1149). Bill Hyatt, the Chair of the Legislative Committee, noted that the Reinvesting in Shoreline Economies and Ecosystems (RISEE, S.373 and H.R.913). Act has been reintroduced in the 118th Congress and should continue to be monitored. The Executive Committee went into a closed session to discuss the Executive Director’s Performance Review.

For more information, please contact Laura Leach, Director of Finance &

Administration, at lleach@asmfc.org or 703.842.0740.

Motions

Move approval of the FY24 Budget.

Motion made by Mr. Keliher and seconded by Ms. Patterson. Motion passed unanimously.

Move moved to accept Option 1 of the Stipend White Paper, which states “the LGA Commissioners will continue to serve on a volunteer basis and not receive a stipend from the Commission.”

Motion made by Mr. Keliher and seconded by Mr. Gilmore. Motions passes (14 in favor, 1 opposed).

INTERSTATE FISHERIES MANAGEMENT PROGRAM POLICY BOARD Meeting Summary

The ISFMP Policy Board met to receive an update from Executive Committee; discuss follow up from the 2022 Commissioner Survey results; consider options for possible paths for Atlantic bonito and false albacore management; receive an update on the next addendum for the harvest control rule; discuss the future of the Mid-Atlantic Fishery Management Council’s (MAFMC or Council) Research Set-Aside Program (RSA), receive Assessment Science Committee (ASC) and Law Enforcement Committee reports; receive and update on the East Coast Climate Change Scenario Planning Initiative; consider a recommendation from the American Lobster Management Board; and review a request from New York regarding tautog tags, and a request to streamline the commercial quota transfer request process.

The Commission Chair, Spud Woodard, presented the Executive Committee Report to the Policy Board (for more details see Executive Committee meeting summary earlier in this document).

Commissioner Survey

Commissioners completed a survey of Commission performance in 2022, which measures Commissioners’ opinions regarding the progress and actions of the Commission in 2022. The Policy Board discussed the results of the survey in February. The Board reviewed possible short- and long-term issues and drivers of change from the survey results. These include issues such as improving meeting efficiency, summaries of lengthy documents, greater incorporation of ecological consideration in decision making, conflicts with offshore wind, and stocks not responding to management decisions. No action was taken at this time.

Management of Atlantic Bonito and False Albacore

In February, the Policy Board tasked staff to present an options paper on possible paths forward for management of Atlantic bonito and false albacore after concerns were raised regarding increased recreational catch of juvenile fish in some state waters. There is currently no federal or Commission fishery management plan for either species. Staff presented three possible options for developing different paths to management for both Atlantic bonito and false albacore including limitations to state processes. These included states developing measures on their own, development of a white paper, or the initiation of a fishery improvement project (FIP). It was noted if additional species were added to the Commission portfolio, it would increase the workload for Commission and state staff, some of which are already at full capacity. Staff noted there was an extensive literature review of both species submitted as public comment by American Saltwater Guides Association. Some Policy Board members were concerned with the Commission directing the states regarding these species because their states have determined

management is not needed at this point. While there are some states that would like to further explore possible management due to concerns of what increased harvest could do to an unregulated species. Those states with an interest will work together to explore state management and report back to the Policy Board if they find further action by the Commission may need to be discussed.

Next Steps in Recreation Management Reform Initiative

In June 2022, Policy Board and the MAFMC passed a motion when taking final action on the Harvest Control Rule Framework/Addenda to start a new draft management document to further develop the approved percent change approach for recreational management of summer flounder, scup, black sea bass and bluefish, in addition to two of the other options in the document that had gone out for public comment. Staff presented a timeline for the new draft addendum/framework and Recreational Amendment (addressing sector management and recreational accountability for summer flounder, scup, black sea bass and bluefish). The Board also approved the Plan Development Team (PDT) membership to work on developing the draft addendum. Approved PDT membership includes Corrine Truesdale, Rachel Sysak, Mike Celestino, Alexa Galvan, and Sam Truesdall. The Board also approved a work group of Commissioners and Council members to provide direction to the PDT/Fishery Management Action Team in developing the draft addendum.


MAFMC Research Set-Aside Program

In 2014, MAFMC suspended the RSA Program due to concerns associated with administrative, enforcement, and science issues. The Council is considering the potential redevelopment of the RSA program. From July 2021 through February 2022, the Research Steering Committee (RSC) held a series of four exploration workshops focusing on the key issues of RSA research, funding mechanisms, and enforcement, monitoring, and administration. Based on input from the workshops, the RSC developed a draft framework for a potentially revised RSA program that would seek to address the issues of the original RSA program. At its August meeting, Council staff will provide the Council with a presentation on a potential draft RSA framework, draft RSA program elements, and recommendations developed by the RSC for Council consideration. Any potential management action considered by the Council through a management document would need to be developed cooperatively with the Commission for jointly managed species to ensure a consistent and compatible RSA program across FMPs. Policy Board members were concerned there was not sufficient time to discuss and recommend a position on re-establishing the RSA program. A webinar will be held prior to the Council’s August meeting for Board members to continue the discussion and develop recommendations.

Assessment Science Committee Recommendations

The Assessment Science Committee met on April 17th to discuss and approve a revised Commission Stock Assessment Schedule, in anticipation of overwhelming stock assessment subcommittees workloads for 2023-2025. The Board approved the following recommended changes to the schedule: Atlantic menhaden and Atlantic sturgeon will switch from benchmark stock assessment to an assessment update, and while river herring will still be peer-reviewed in 2023, the results will not be presented to the Board until early 2024.

Staff presented a report of the Law



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ATLANTIC STATES MARINE FISHERIES - SPRING MEETING

Enforcement Committee (LEC) work (more details can be found in the LEC meeting summary earlier in this document)

Commerce of American Lobster between the US and Canada & Tautog Tagging

Under other business, the Policy Board approved a motion establishing a subcommittee that will find solutions that are beneficial to both the sustainability of the lobster stock and commerce between the US and Canada and then work with Canada on implementing those solutions.

New York reported the state will be conducting a new tagging study to look at additional tag types for the tautog program. While the new study is conducted, New York requested the ability to tag fish in a different location for this fishing season, if needed to address concerns raised by industry. The Policy Board had no issues with the requested change. Lastly, a Policy Board member requested staff to look into possible ways to simplify the quota transfer communication process, if allowed by the FMPs. For more information, please contact Toni Kerns, Fisheries Policy Director, at tkerns@asmfc.org.

Motions

Move that the Commission establish a temporary technical committee to review the two papers on Atlantic bonito and little tunny that were submitted by the American Saltwater Guide Association. The Commission will inform the State Directors of this proposal and ask them to nominate a scientific staff member of their choice to join the review. The review will assess the technical quality of the papers, the relevance of the information, and suggest possible revisions, data gaps, and management implications and options. The committee will convene online, elect their own chairperson, and prepare a report with their findings and recommendations for presentation to the ISFMP Policy Board at the Summer Meeting.

Motion made by Mr. Borden and seconded by Dr. Davis. Motion fails (2 in favor, 11 opposed, 3 abstentions, 1 null).

Move to approve the ASMFC Stock Assessment Schedule as presented today.

Motion made by Mr. Fote and seconded by Mr. Bell. Motion carries unanimously.

On behalf of the American Lobster Board, recommend ISFMP Policy Board approve the creation of a subcommittee to engage Canada's Department of Fisheries and Oceans to discuss transboundary issues related to the importation of lobster as it relates to different minimum gauge sizes in the two countries. The subcommittee shall be made up of up to four members of the Lobster Management Board who have license holders that fish in Area 1 and/or 3, one representative from the National Marine Fisheries Service, and the Commission's Executive Director or his designee.

Motion made by Dr. McNamee on behalf of the American Lobster Management Board.

Motion to substitute to request the ISFMP Policy Board create a subcommittee to be made up of up to four members of the American Lobster Management Board who have license holders that fish in LCMA 1 and/or 3 and at least one representative from NMFS and the Commission's Executive Director or his designee. The Subcommittee, prior to the engagement with parties in Canada who have an interest in lobster management and commerce, shall discuss and develop an approach on how best to find solutions that would be beneficial to both the sustainability of the lobster stock and

commerce between the countries.

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

HORSESHOE CRAB MANAGEMENT BOARD

Horseshoe Crab Board Approves Best Management Practices for the Biomedical Industry

The Commission's Horseshoe Crab Management Board accepted revisions to a guidance document on *Best Management Practices (BMPs) for Handling Horseshoe Crabs for Biomedical Purposes*. The document recommends broadly applicable industry standards that are expected to minimize mortality and injury of horseshoe crabs associated with the biomedical process. It also provides background on the horseshoe crab biomedical fishery, information on current regulations in the Interstate Fishery Management Plan (FMP) for Horseshoe Crab related to biomedical collections, and research recommendations that could further inform the BMPs and potentially further reduce mortality or injury of biomedical horseshoe crabs.

The revised document is the product of a Board-appointed work group that was tasked with reviewing and updating the BMPs for handling biomedical catch since over a decade has passed since the BMPs were originally developed. The work group included technical committee and advisory panel members with expertise in horseshoe crab biology, ecology, and biomedical processing.

It is the Board's intention to keep this document up-to-date, with periodic updates in the future. The final document will be posted to the horseshoe crab webpage at <https://asmfc.org/species/horseshoe-crab> under quick links by the end of May.

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 accepting the revised *Best Management Practices for Handling Biomedical Catch of Horseshoe Crabs*, the Board also discussed potential approaches for evaluating management objectives for the Delaware Bay horseshoe crab bait fishery. The Board agreed to form a work group to develop a survey that will be distributed to stakeholders including bait harvesters and dealers, biomedical fishery and industry

participants, and environmental groups. The results of the survey will inform the Board on whether to consider future changes to horseshoe management for the Delaware Bay region.

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

Motions

To move to accept the draft BMP document as final and publish it on the ASMFC website.

Motion made by Mr. McKiernan and seconded by Mr. Bell. Motion approved by consent.

Move to pursue option 1 from the memo dated April 17, 2023 with the intent to include a wide range of stakeholders in a survey formulated by a workgroup of board members.

Motion made by Ms. Madsen and seconded by Mr. Jacobson. Motion approved by consent.

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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

Editors Notes: I have taken the liberty to removed the ship movements from the "Ship News." I feel that for most people this could put them to sleep.

1 March
Page 1.

Captain Kimball’s California Packet, lying at the north side of Central wharf is quite a curiosity. A great many people visited her on Sunday. It is said that Capt. K. received only \$100 from the proceeds of the (?) last week, which (?) to (?). The Packet will probably sail during this week. We think that if ladies and gentlemen who live at home (?) would visit her between deck it would do them good, by causing them to do good to the enterprise families who have embarked on such a long voyage.

Page 2.
EVENING PRAYER ON SHIPBOARD.

The sun was sinking to his home,
Beneath the ocean wave.
And bright upon the waters shone
The parting glance he gave;
While in her pathway through the east,
The silver moon arose,
To rule, with gentle sway, the hours
Of quiet and repose.
Far o’er the surface of the deep
Rearing its form on high,
A water spout burst from the sea,
Into her peaceful sky;
Decked with the rainbow’s hues, its stood
Upon its base of foam,
A chrystal column, bright with gems,
Supporting heaven’s blue dome.
Now from the vessel’s crew, a hymn
Broke through the silent air, -
For in the ship the sunset hour
Was the holy hour of prayer.
How touching was the simple song,
How to the soul it thrilled.
That song to Him who ruled the calm
The angry tempest stilled.
The monsters of the deep were awed,
To bear these simple lays,
And even He who formed the sea,
Was listening to their praise.
He who surveys unnumbered worlds
With His all-seeing eye,
Was watching o’er those holy men,
From the o’erarching sky.

Page 3.

MARRIED.

In East Thomaston, 14th, Capt. John F. Cables, of Cohasset, Massachusetts, to Miss Priscilla E. Grant, of East Thomaston; Wm. W. Shepherd, to Flora E. Hall; Jabez F. Ames to Huldah A. Spaulding.

DIED.

In Ellsworth, Maj. John Jellison, 90; Capt. Edwin Lord, aged 32.

**SHIP NEWS.
FOREIGN PORTS.**

Schooner FLORIO, of New York from Jeremie was struck by lightning on the 18th inst., and Jos. Wallyn, of “Brooklyn, Me,” was killed – no damage mentioned to the schooner.

It is now stated that the protest in the case of schooner SAMUEL WHITMORE, of Deer Isle, (before reported) is legally drawn up and signed, and describes the disaster, but does not say a word about cutting away the masts as mentioned in a letter from Havana. The S. W. had a cargo of hides, tobacco, fustic, and honey and left Port au Platt for New York on the 6th ult. On the 16th, while scudding under her topsail close reefed, she shipped a sea which swept away both masts, bowsprit and jolly boat and broke the wheel. On the 18th, fell in with barque R. H. KNIGHT, which vessel, not being able to furnish them with spars or sails, took off the captain and crew, and carried them to Havana.

8 March
Page 2.

One of the Belfast Boys. – Wm. Boyd, Esq., of Bangor, has received a letter from his brother, first officer of the Barque F. A. EVERETT, Capt. John W. Carlton, of this town, dated Valparaiso, December 26, in which he says the F. A. E. spoke and passed five California bound vessels, one the barque RIO GRANDE, from Bangor, and another the ship NORFOLK, and that she out-sailed everything she has seen on the way. It will be seen that the F. A. E. was less than one hundred days from Belfast to Valparaiso, including the time in port at Rio Janeiro, the exact time of which we do not recollect. Capt. C. is a young gentleman just out of his

minority, and has been master of a vessel for some years. Take the two circumstances together, and we should say that he is hard to beat. The letter states that the (?) were six California bound vessels in Valparaiso, all with lumber, and that freights were very high.

* * * * *

From Rio Janeiro. – Capt. Young, of the bark C. GODFREY, at New York on Saturday evening, reports that the prince, the next heir to the throne, had died of yellow fever a few days previous to his sailing from that port.

* * * * *

Large quantities of lumber have been shipped to California from Bangor during the past summer and fall, and the stock now on hand is exceedingly light. Prices have advanced within sixty days at least fifteen percent, and the best lumber is held at a higher rate than in Boston. Heavy shipments have also been made from the towns along the coast between Portland and Calais, and also from the province of New Brunswick. – Boston Courier.

Page 3.

DIED.

In this town, 2d inst., Capt. William Tilden, aged 53 years and 8 months.

In Northport, 1st inst., Miss Lovina F., daughter of Capt. G. W. and Rebecca Brown, 16 years, 8 months.

SHIP NEWS.

Schooner T. O. THOMPSON of Frankfort, which went ashore on Cape Cod in January last, has been got off, and taken into Provincetown harbor, with trifling damage.

Loss at Sea. – The schooner TIPPECANOE, Capt. H. J. Anderson, Jr., at this port from Cardenas, had a succession of heavy gales, from lat 30 to lat 35; was boarded by a sea which washed every moveable from the deck, carried away bulwarks, and stove in dead lights. Scuffing before NW gale, with cross sea, started deckload, and was obliged to cut it away. Lost 22 hhds. molasses from the deck. This left the schooner so much by the head as to require the staving of 18 hhds. in the hold. Loss from \$800 to \$1000 – insured in Boston offices.

**PASSENGERS IN THE CALIFORNIA
PACKET.**

From Boston for California and Oregon.
Mrs. C. M. Kimball, [captain’s wife] of Frankfort; Miss A. Kimball, [school teacher] of do; Miss Adelia Kimball, of do; Miss M. G. Whitman of Dorchester, Massachusetts; Miss M. A. Bacon of Cutler, Maine; Miss M. A. Luce of Worcester; Miss M. A. Hathaway of East Machias; Miss S. E. Hathaway of do; Miss H. Hathaway of do; Miss M. E. Douglass of Deer Isle; Miss S. Padin of East Machias; Miss L. R. Bickford of do; Miss M. Grant of Cutler; Miss S. E. Grant of do; Miss P. M. Grant of do; Miss N. B. Greenleaf of Boston; Mrs. Hathaway of East Machias; W. U. Cates of Cutler; Wm. R. Blanchard of St. Stevens, N. B.; E. Tuppee of Crawford; H. C. Cottle of Alexandria; G. Harmon of Machias; Wm. Ramsy of Crawford, J. Bradford of Calais; J. Merriam of Camden; H. Merriam of Cooper; H. Merriam of do; J. W. Hanscom of Crawford; R. M. Leary of Machias; C. Hopkins of Thomaston; O. Archly of Cutler; J. S. Merrill of Harwood, NH; N. Nellis of Port Plain, New York; E. Griffin and G. A. Wood of Boston, Massachusetts; J. Jones of Hyde Park, New Jersey, J. H. Boyes of do, J. H. Rutherford of Machias, M. T. Cates of Cutler, J. R. McFarly of St. Patrick, N. B.; J. B. Tupper of Claremont, New Hampshire; W. T. Keen of East Boston; C. H. Rower of do; J. W.

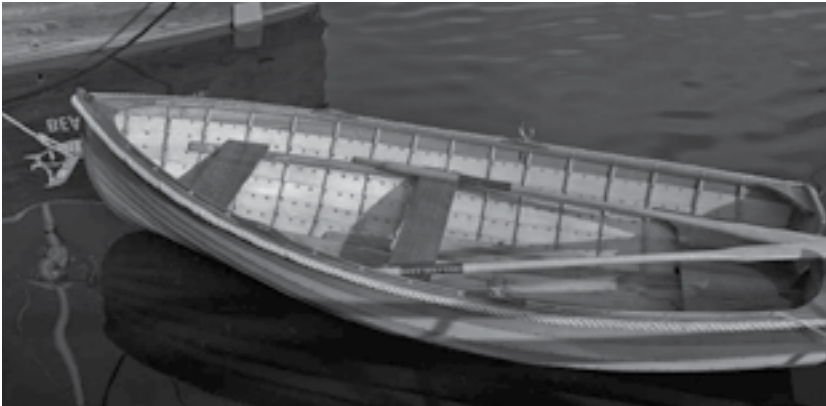
Newell of Waltham, Massachusetts; J. W. Munson of Cooper, C. Munson of do; E. Grant of Cutler; R. G. Skolefield of Barring; J. Foster of Machias, H. W. Waldron of East Machias; E. McGraft of do; L. Calderwood of Lincolnville; J. Perry of do; N. Fales of Thomaston; E. Fales of do; J. Howard of do; M. Merehar of Frankfort, L. Hathaway of East Machias, J. Hathaway, do; J. C. Cates of Barring; R. A. Merrill of Falmouth, J. H. Gray of Orland; S. H. Foster of East Machias; J. McDonald of P. E. Island, S. Friedman of Blue Hill; G. C. Vance of Readfield, A. Fulson of Frankfort; M. Fulson of do; J. H. Miller of East Machias, James Lanyer of Portland, S. Day of Cooper; W. M. Huntress of Boston, Massachusetts; J. W. Bridges of Calais, G. Bridges of do; R. Bridges of do; M. McClanneng, of North Yarmouth; W. Lothrop of Boston, Massachusetts; J. Kelley of do; Wm. W. Green of Reading; Rice Nichols of Princeton, New Jersey; C. P. Newhall of Waltham, Massachusetts; A. McFarlin of St. Patrick, N. B.; J. H. Wilt of Machias, C. H. Greene of Gorham, L. A. Webber of York; N. J. Prince of Falmouth, E. Fegan, Frankfort; A. W. Cole, Alfred; B. W. Strickland, Madison; D. Houston, Portland; J. C. Strout and F. Nichols, do; W. F. Post, Westfield; J. S. Woodbury, E. Stoughton; L. Muzney, Searsmont; U. Miller, Appleton; L. Chadbourn, J. Fernald, S. Johnson, G. W. Michael, and T. Seavey, Frankfort; T. Gibbot and J. McVey, Boston; L. Sawyer and J. F. Emery, Waltham; H. Hartford, Camden; W. J. Williams of Maine; O. Wilson, Lubec; B. Cole (editor), Boston; Wm. Dorr, do; W. E. Phillips, Charlton; R. Frye, Covington, NH; E. B. Frost, Boston, Massachusetts; E. D. Stevenson, New York; M. Bell, Baltimore; W. W. Cochran [physician] do; M. Mcvase, Boston; S. Prescott of Maine; J. N. Prescott of Calais, J. B. Lyle, Machias; A. Dennis, Corinth; W. Purdy, Cutler; W. H. Dennison, do; L. Deapp and W. Williams of do; S. Perley of Fredericton, N. B.; C. W. Gates of Machiasport; Peter Elliot, Frankfort; J. C. Evan, do; J. Davin, Bath; E. Kimball, Cutler; J. Hathaway 2d, Machias; A. Douglass, Deer Isle; N. Douglass, do; G. Vane, Readfield; Dr. Bayne, [physician of the ship] Belfast, and about 10 others; also 12 children from 1 to 10 years of age, names not given.

The following compose the officers and crew, and are shareholders in the ship; G. Kimball, [master of Cutler; T. Street, [sailing master] Portland; S. P. Kimball, [clerk] of Cutler; A. Gadcomb, [2d officer] Eastport; R. Douglass, [carpenter] of Deer Isle; W. H. Terry, do, Frankfort; H. Harmon [baker] of East Machias, E. H. Stevens, [head cook] Crawford; J. Huntley, [2d cook] Cutler; W. E. Phillips [tender] of Charlton, U. Albee, [fireman] Cutler. Seaman – E. Davis 3d of Cutler; W. Hathaway, East Machias, G. L. Heal, Lincolnville; A. Young, Camden; O. Gates, Corroll; P. Libby, Alexandria; P. B. Libby, Whiting; L. Hathaway of East Machias; F. Douglass, Deer Isle; O. Cushman, Carroll; T. Bowdoin, Prospect; B. Bowdoin, do; P. Foster, of East Machias.

*A portion of the names of those living at a distance are omitted.

15 March
Page 2.

United States mail steamer GEORGIA arrived at New York on Sunday evening at 10 o’clock, from Chagres February 27, with California mails of February 15 and January 1, and 250 passengers, among whom were Major Vinton and Mr. and Mrs. Fremont. The GEORGIA also landed 50 passengers at Havana, to go by the FALCON to New Orleans. She had no gold dust on her manifest, but the passengers are supposed to have \$300,000. The PANAMA brought to



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MARITIME NEWS FROM THE PAST - Republican Journal - 1850

the isthmus from San Francisco \$693,594 worth, of which \$16,000 is consigned to Rev. W. M. Rogers, of Boston, and \$88,198 to Macondray & Co.

The EMPIRE CITY, which left Chagres 22 hours before the GEORGIA, arrived at New York on Saturday evening, with more than half a million in gold.

Mrs. Farnham's suit against Capt. Windsor, of the ANGELIQUE for leaving her at Valapaiso, resulted in a verdict for the defendant. She claimed \$15,000 damages. The judge granted her a new trial because her character had been aspersed some of the witnesses testifying that she liked to climb the rigging, and tried to make her white servant girl marry the black steward.

One of the lady passengers in the California Packet, (we published the list last week), not liking the motion of the vessel, returned to Boston with the pilot in his boat. We think she belonged in East Machias. Also, Dr. Baynes, of this town, reported ship physician, did not go.

Captain Simpson, of barque SULIOTE, arrived at San Francisco, from Paita, January 23rd. He sold sweet potatoes at 16¢ per pound, onions 40¢, flour \$13 for 200 lbs., and will make well, we think by his voyage. He describes San Francisco as the muddiest place imaginable. Captain Simpson discovered a man in the streets, who, all appearances, had no legs, but on closer examination, he proved to be a rash man who had attempted to cross the street. We learn that he contemplated selling the barque or leaving her in charge of the first officer, Mr. Stephen Moody, and coming home.

Page 3.

Ship News.

Schooner ELIZA BROWN, of and from Thomaston, with lime, before reported

spoken near the Belize of the Mississippi, on fire in the hold, was sunk at the SW Pass. Her sails, rigging, anchors, &c. were sold by auction on the levee 27th ult., and the hull with the spars standing, as she laid sunk.

Brig MARY FARROW, Warren, from Pensacola (February 8) for Portsmouth, New Hampshire, with a cargo of pitch pine lumber, arrived at Nassua 19th ult, in distress. She experienced heavy weather, and on the 4th, in a very heavy westerly gale, got ashore at the Bahama Banks; on the same days sundry wrecking vessels fell in with her and tendered their aid. The weather continuing boisterous they could do nothing until the 6th, when they commenced to lighten the vessel by throwing over a portion of the cargo. On the 9th she again floated, and in company with the wreckers proceeded to Nassau.

Brig SUSAN LOUD, Pendleton, from Savannah for New Orleans, with rice, put into Nassau about 19th ult, with loss of foremast and sails. Schooner WM. T. BRYANT, Simmons, from Rum Key for Elizabeth City, North Carolina, with salt, put into Nassau about same time, with loss of sails, having experienced very bad weather.

Brig TASSO, Benson, of New Orleans, was condemned at Porto Bello previous to 18th ult.

Schooner CHRISANTHUM, Penniman, from Boston for East Thomaston, with an assorted cargo, went ashore near Franklin Light, night of 1st inst., and became a total loss. Most of the cargo saved; \$450 insured on vessel.

22 March
Page 3.

For California. The brig REINDEER, which sailed on Tuesday, carried as passengers, George Berry and Charles Pote, of Belfast, and Miles Howard of Searsmont. The brig is a superior vessel and will make quick passage. She went from her moorings near steamboat wharf to Turtle Head in twenty-five minutes. *Signal.*

Married.

In East Thomaston, 6th, Mr. Joseph H. D. Blake, of Boston, to Miss Amanda, daughter of Capt. John Crocker, of East Thomaston, 10th, Mr. Nehemiah J. Kelley to Miss Mary E. Swett.

Ship News.
Port of Belfast.

Launched – In this town from the yard of John Pierce & Co., a fine schooner, called the FRANKLIN, 86 tons burthen. She is to be commanded by George V. Pierce, and is to sail in two weeks for California, with an assorted cargo.

Foreign Ports.

Brig OSCEOLA, of Searsport, with coal for steamers, ran on a reef near Chagres previous to 27th ult., and was towed off by steamer PHILADELPHIA, with loss of keel, rudder, &c. and stern post started, and would probably be condemned. The OSCEOLA sailed from Chagres, January 31st, and has since been reported at Trinidad.

Steam ship CHEROKEE at New York, from Chagres, reports March 8th, lat 33 17, lon 73 48 fell in with brig R. CARVER, (of Vinalhaven); she had been knocked down on her beam ends on night of 7th, and was obliged to cut away mainmast and foretopmast to right her, supplied her with a cask of water and spare topmast; she was six days from New York for Georgetown, South Carolina.

Brig CASILDA, Grant, at Baltimore 15th from Havana, encountered severe weather on the passage, lost head of foremast, and sustained other trifling damage.

Barque TURK, Nickerson, from Boston, 6 days out, bound for Savannah, with cargo of ice, came in contact, night of 9th inst. 30 miles N. of Cape Romaine, with the U. S. Mail steamer VANDERBILT, Marshall, from Charleston, for Wilmington, North Carolina and so sudden and violent was the shock that the most serious if not fatal consequences were anticipated. Capt. M. hove to until both vessels had been examined and found perfectly tight; the steamer was seriously damaged in her upper works, and the barque lost bowsprit and cutwater. Both

vessels resumed their courses at 11 p.m. being one hour after the accident.

A letter dated San Francisco January 13, states that brig JOSPEHINE from Oregon for San Francisco was lost in the Columbia River, no date given. She was loaded with lumber and produce, and valued at \$20,000.

Bark SARANAC, Yates, from Charleston arrived at New Orleans 4th inst. The SARANAC sailed from Charleston on the 7th ult, and from the length of time, she was out there were some fears for her safety. She got ashore on the Bahamas, and lost anchors and cables, and was compelled to throw over 30 casks of rice.

Page 4.

Origin of the Old Naval Uniform. – Perhaps it is not quite correct to say as has been said, that George II, conferred no distinction on the navy; he gave them what they had not hitherto had, a fixed uniform dress. From the portraits in the Naval Gallery in the Greenwich Hospitals. Mr. Locker has furnished an amusing account of the various modes in which our old Admirals were clothed. Some of these ancient heroes, at one of their clubs, resolved, “that a uniform dress is useful and necessary for commissioned officers, agreeably to the practice of other nations” and a committee was appointed to wait on the Duke of Bedford, then first Lord of the Admiralty. Admiral Forbes was final selected to this office; he was shown into a room surrounded with dresses; on being asked which he thought the most appropriate, he said, “One with red and blue, or blue and red, as these were national colors.” “No,” replied his grace, “the king has settled it otherwise; he saw my duchess riding in the park a few days ago in a habit or blue faced with white, which took the fancy of his majesty, and he has ordered it as the uniform of the royal navy;” and in 1748 it was established accordingly. We have a kept the blue and white until within a few years back; but now the red has superseded the white, and thus his late majesty, William IV, reported to us our “national colors.” – *Sir. J. Barron's Life of Earl Howe.*

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2015 14' Maritime Skiff. With '14 25hp Evinrude E-tec. Trailer Included.

\$15,900

16' Peeler Skiff. Homemade. With '12 15hp Suzuki. Trailer included.

\$7,800

2020 17' Salty Boat. With '20 50 hp Honda o/b. Trailer included.

\$22,000

1988 18' Eastern CC powered with '18 75 hp Evinrude. Sea Lion trailer included.

\$19,900

2005 20' Maritime Skiff. With '05 70 hp Suzuki. Optional trailer for an extra \$5,447.

\$24,500

1998 20' Grady White Adventure. With '98 175 hp Evinrude. Trailer included.

\$15,000

1983 22' Searay. With 5.7L Mercruiser. Trailer included.

\$4,500 OBRO

2016 23' Maritime. With '16 200 hp Evinrude G2. Trailer included.

\$69,900

1999 24'9" Pursuit Denali. With 5.7L Mercruiser. For boat only \$22,500. For boat & trailer -

\$25,000

1998 Mako 253 with enclosed T-top. With with '20 200 hp Evinrude G2s.

\$59,000

2008 25' Monterey. With 5.7 Mercruiser I/O. Trailer included.

\$38,500

27' Boston Whaler. With twin 200 hp '07 E-tecs. Trailer included.

\$29,500

2006 25' Hydra Sports 2500. Powered with twin '19 200 hp Evinrudes. Trailer included.

\$85,000

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