

# Maine Coastal News

Volume 39 Issue 4

April 2026

**FREE**

## ATLANTIC STATES MARINE FISHERIES - WINTER MEETING



Just how cold can it get? Here is the Novi FALLS POINT iced in at the Town Dock in South Freeport early February.

### AMERICAN LOBSTER MANAGEMENT BOARD

#### Meeting Summary

The American Lobster Board met to review annual data updates for Jonah crab and American lobster indices; a report from the Technical Committee (TC) on Board tasks; a report from the Advisory Panel (AP); an update from NOAA Fisheries on the Request for Information related to the Joint New England and Mid-Atlantic Fishery Management Council Alternative Gear Marking Framework; and updates from Maine, New Hampshire, and Massachusetts on engagement with the Gulf of Maine lobster industry. The Board also approved a new Advisory Panel (AP) member.

The Jonah Crab TC provided the annual data update of indicators for the Offshore Southern New England (OSNE) stock with data through 2024, as recommended following the 2023 stock assessment. Indicators include the number and proportion of trips landing Jonah crab, the number and proportion of lobster/crab permits landing Jonah crab, landings, catch per trip, price per pound, and fishery-independent abundance indicators from the Northeast Fisheries Science Center bottom trawl survey. Additionally, fishery-dependent catch rate data from the Commercial Fishery Research Foundation's (CFRF) Research Fleet ventless trap sampling were revisited during this

second update. The results of the data update indicate stock conditions are consistent with the findings of the stock assessment where abundance was not depleted to historic lows and fishery performance indicators, such as catch per unit effort, were poor. These conditions suggest unfavorable market factors continue to be dominant factors influencing effort to target and land Jonah crabs. The TC recommended additional efforts to aid in interpreting the data update, including 1) comparing offshore wind farm survey data to available indicators, and 2) identifying a process to track buyer-imposed Jonah crab trip limits that might provide context for changes in fishing effort or landings.

The American Lobster TC presented the annual data update with data through 2024, following the recommendation from the 2020 stock assessment to more closely monitor changes in stock abundance and at the Board's request following its review of the 2025 stock assessment. Data sets updated during this process indicate exploitable lobster stock abundance conditions expected in subsequent years, including young-of-year (YOY) indicators, recruit abundance, survey encounter rate, and ventless trap survey (VTS sex-specific abundance indices. This data update also includes a combined index for tracking recruit abundance in the Gulf of Maine/Georges Bank (GOM/GBK) stock, which averages relative recruit abundance

across three survey indices. Overall, GOM indicators show marginal changes since the stock assessment and GBK indicators are unchanged since the stock assessment, with some improvements in YOY and ventless trap indices, and minor deterioration in trawl survey encounter rates. The GOM/GBK combined recruit indicates that recruit abundance has declined by 44% since peak levels in 2017. Southern New England (SNE) indicators show continued unfavorable conditions since the stock assessment, with most updated indicators at or near time series lows.

The Board discussed additional data that could be updated annually to monitor environmental changes and suggested collaborating with NOAA Fisheries to identify information available in the State of the Ecosystem Report that may be relevant to the lobster stock. The Board also tasked the TC and Stock Assessment Subcommittee (SAS) with developing possible biological reference points for the GOM/GBK stock that account for changing environmental conditions and productivity by the 2027 annual meeting. This work is intended to precede the next stock assessment and allow for reference points to be fully evaluated through the peer review process.

In response to recommendations in the 2025 stock assessment, the Board tasked the TC with reviewing the process for con-

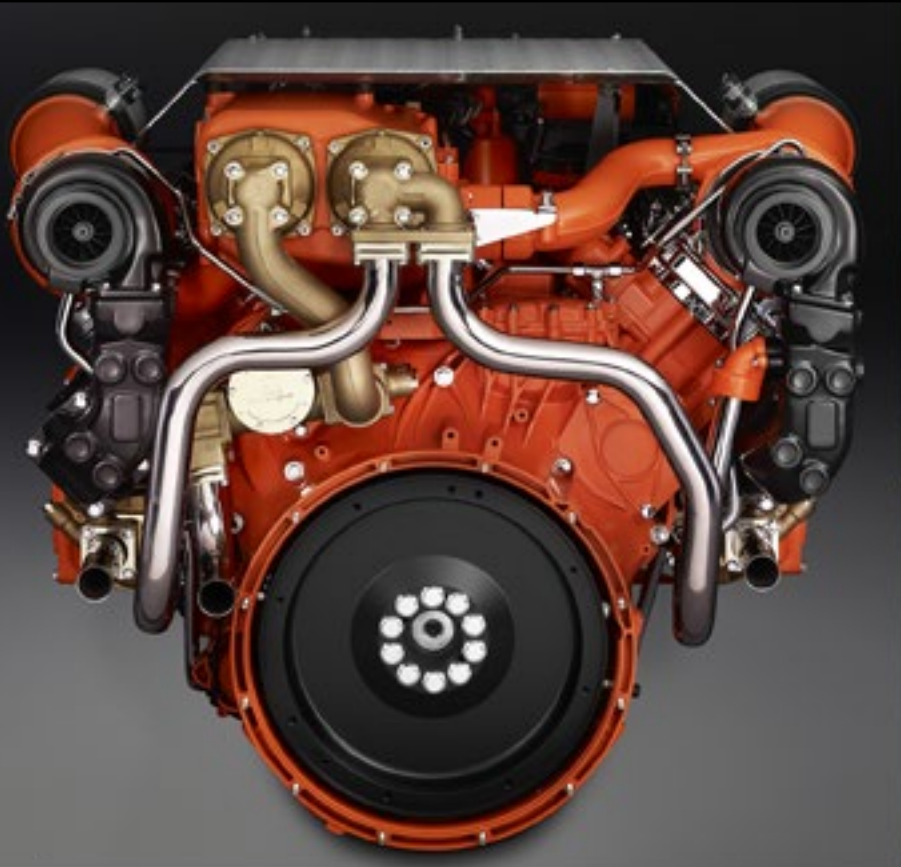
ducting a Management Strategy Evaluation (MSE) for the GOM/GBK stock. As a critical first step, the TC recommends initiating a formal process to identify management goals and objectives for the future of the GOM/GBK lobster fisheries, including a series of meetings at local and regional scales led by a third-party facilitator. The TC recommends the Board form a Steering Committee through a nomination process, with representation from the Board, TC, Commission staff, the Commission's Committee on Economics and Social Sciences, industry stakeholders, and the Commission's Assessment and Science Committee or Management and Science Committee with past experience in MSE. The Board recognized the importance of aligning management with fishery objectives and supported pursuing the first step; the Board agreed to form a steering committee to further develop the scope of this process.

The American Lobster AP met to review the results of the 2025 Benchmark Stock Assessment and Peer Review Report and provide input to the Management Board on the assessment findings and state of the fishery. Several advisors noted that they do not support further management restrictions in the SNE stock, despite the depleted stock status, because effort is at such low levels

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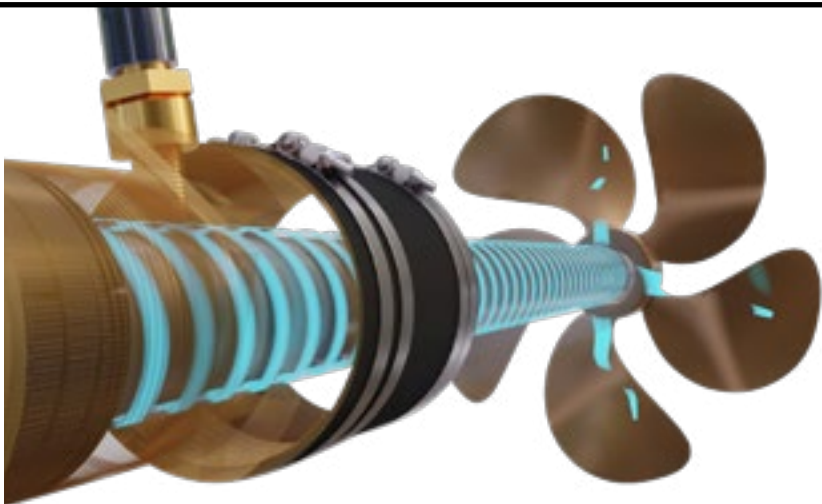
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*Maine Coastal News* is published 12 times a year and is dedicated to covering the news along the entire coast of Maine, Kittery to Eastport. We cover general marine news, commercial fishing, yachting (power and sail), boat yard and waterfront news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

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**Advertising Deadlines:** The deadline for the May issue is April 3.  
The deadline for the June issue is May 8.

# Publisher's Note

The days are getting longer and after January's and early February's deep freeze, 20 to 30 degrees seems like a nice spring day. I am always torn between spending time at Winterport or Jonesport. Winterport has been my homebase since the fall of 1997. All my books and research material are here, a workshop for doing half-hulls and all the books for the bookstore in Wiscasset. It is still the centre of operations. There is always a lot to do here, and I still have not taken the time to file much this winter. This means sorting papers that occupy at least two pallets, and I bet it would take several weeks to complete. I still just want to enter more and more ships into the database. At Jonesport I like to help out in the Shipyard when I can. That would be my main goal, but I have also set up a computer that allows me to do almost everything I can do in Winterport. I just cannot typeset the paper there. There is now a cottage across the creek we own that needs to be furnished and made ready to rent this summer. I do try to spend more time reading when I am down there as well.

In mid-February I was down there helping work on the hydraulic trailer. The crew had stripped it down and replaced anything which looked suspect. She got all new hydraulic pistons and hydraulic lines. They had already sanded the frame, so they just gave me a paint brush. The next week I was back and this time I had received a call from Alonzo Alley saying that I needed to pick up a new starter for the big Ford 9000 tractor, which we use for boat hauling. I got down there Friday evening and the next morning it got installed by Alonzo and Philmore. They tried to start her, but she sounded like her batteries were weak, which was the same sound they had had. So, it was not the starter, what was it? Fortunately, Philmore touched one of the wires coming from the right-side battery bank and it was warmer than it should be. The thought was that there must be a problem with the ground, either to the frame or the engine, or maybe both. We replaced several wires that did not look good and ground the contact points for the ground wires and still had the same problem. We tried starting and we were able to isolate which wire was the problem. This wire went into a wire harness and connected with the block, the left battery bank, and a buss bar in the cab. They made a new wire, attached it, and tried to start her again and she started right up. It is very easy to let things go, but you are just asking for Murphy to rear his ugly head. Annual or preventive maintenance is a must as you never want your equipment to fail when you have a million-dollar boat on it and the owner standing there watching.

When we finally solved the ground issue, they peeked at the weather. Monday showed a huge snowstorm moving up the coast with plenty of wind, so it was figured let us haul a couple of boats on Sunday. Sunday morning the crew got in, finished the wiring and Alonzo and I ran around getting jackstands and blocking in place. At noon, the first boat arrived and two hours later the second was there. I never understand why some choose to do things the hard way. Working on a weekend is not great, but hauling two boats in bad weather is a worse alternative.

I must say one company, Ramsay Welding & Machine, Inc. in Lincoln, really stepped up and got us out of a pickle. They do all of our hydraulic piston work. On Wednesday Alonzo discovered that two pistons were not the same as the others, and we needed those two modified. He called Ramsay and they said bring it in and they would make the change. This was a minor job, which meant cutting off the end of the piston that is pinned to the trailer and spin

it 90 degrees and weld it back on. They did this and Alonzo returned. When he went to put it on the trailer he found he still had a problem. He needed more space on what had been altered as it was going to hit on the trailer. He made a call back to Ramsay, and they said they were in Bangor at the basketball tournaments and would be back in Lincoln by 7 PM but would be more than happy to make the adjustment then. Alonzo got in his car and headed for Lincoln. They made the changes and he got back just before midnight. That was above the call of duty and something you do not see very often in today's world. At the yard we try to do the same. If you are broke-down, we will do everything we can to get you back out on the water so you can make a living.

\*\*\*\*\*

Some might know Stan Grayson, who has written numerous books on boating. Some of my favourites are his books on old engines and the companies that built them and catboats. While I was distributing the last issue I went into Sherman's Bookstore in Boothbay Harbor, and since I was not parked illegally, I decided to jump upstairs and see what they had new. In the maritime section there was a book "Boat Crazy," which is a compilation of Stan's articles from *WoodenBoat*. My childhood was spent in Mattapoisett so I should know something about catboats. The most noted builders were the Crosbys from Osterville and C. C. Hanley from Monument Beach in Plymouth. However, remember watching Allan Vaitses' crew build several fiberglass Marshall catboats. In fact, I believe it was this Allan's crew who made the mould. There was also a fleet of Beetle cats, which raced in the harbor on Saturday afternoons. I always wanted to race them but never got the chance. Well, the first section of his book was all on catboats, the design, their builders, the notable boats, and racing. I had not realized how much the Herreshoffs did with catboats.

At the same time, I had been transcribing some scrapbooks, which are at the Penobscot Marine Museum. There are three, about 100 to 125 pages in length and the size of full-sized newspaper page. One covers yachting, another covers merchant sailing vessels and the last naval. I began with the one on yachting and the first articles were all on catboats. What was interesting was that they covered the same aspects of catboats that Stan Grayson was discussing in his book.

The chapters after the catboat section covered the America's Cup races in the mid-1880s and the chapter I am now reading involves designer Charles D. Mower.

\*\*\*\*\*

Next comes the Maine Fishermen's Forum at the Samoset Resort in Rockport 5-7 March. I believe it is going to be a little different this year. For one, Commercial Fisheries News, who shuttered their production with the December issue, will not be there. Secondly, the fishing industry did not have a very good year so how many are probably going to opt not to attend to save a few bucks? Getting a room at the Samoset became a major issue and there have been some changes that ruffled a few feathers. However, I enjoy going to shows like this because I see people there that I do not see any other time. I also like supporting the industry and the scholarship fund. Here is to hoping it all goes better than what I am thinking it might.



# MCN's Calendar

2026

## On-going Exhibits

### Penobscot Marine Museum

SARDINELAND  
Evolution of the Maine Lobster Boat  
Working the Bay  
Searsport  
Info: [penobscotmarinemuseum.org/](http://penobscotmarinemuseum.org/)

### Maine Maritime Museum

Re-Sounding  
Upon That Isle in Maine  
Historic Watercraft Collection  
Lobster & the Maine Coast  
Bath  
Info: [mainemaritimemuseum.org](http://mainemaritimemuseum.org)

### Cape Ann Museum

Breath of Life: C. B. Fisk, Pipe Organs  
Feathered Friends & Facing Back, Facing Forward  
Down to the Sea, Photos of Ernest L. Blatchford  
Hammers on Stone, Cape Ann Granite Industry  
Gloucester, MA  
Info: [capeannmuseum.org](http://capeannmuseum.org)

### New Bedford Whaling Museum

Up from the Depths  
Entangled in the Lines, Figuring Moby Dick  
New Bedford in the 1800s  
New Bedford, MA  
Info: (508) 997-0046

### Mystic Seaport Museum

The Art of the Boat  
Entwined: Freedom, Sovereignty and...  
The Sea Connects Us  
Mystic, CT  
Info: [mysticseaport.org](http://mysticseaport.org)

## MARCH

5-7 Maine Fisherman's Forum  
Samoset Resort  
Rockport, ME  
Info: [mainefishermensforum.org](http://mainefishermensforum.org)

## MAY

4-75 ASMFC Annual Meeting  
Westin Crystal City  
1800 Richmond Highway  
Arlington, VA

## JUNE

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

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

26-28 WoodenBoat Show  
Mystic Seaport  
Mystic, CT

28 Bass Harbor Lobster Boat Races  
Bass Harbor  
Info: Colyn Rich (207) 479-7288  
Elean Mitchell (207) 266-6968

## JULY

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

## J. B. Turner and Front Street Shipyard

BELFAST – There are a number of very high-profile boat yards on the coast of Maine and each of them are headed by a dynamic individual. Running a boat yard is not a simple endeavour. You never know from one day to the next what you will be confronted with. It is very challenging and knowledge of all aspects of the yard, coupled with knowing the hurdles and pit falls of business can help you navigate around a potential disaster.

One, if not the most successful individuals running a high-profile yard here in the State of Maine is J. B. Turner of Front Street Shipyard in Belfast.

JB grew up in Noank, Connecticut. He said, “It is not a well-known little town. It is an old fishing village at the mouth of Mystic River. I had a great time growing up. It was one of those older family things where you come home from school, cross the bridge and then the whole town is yours because there is only one way in and one way out. So, when the whistle blew at 6:00 you’d go home for supper and if you are not there by 6:15, you didn’t eat.”

JB’s father had several different boats while he was growing up. JB added, “He grew up sailing, the first one of the family. Both my grandparents weren’t into boating at all. They lived in Mystic and Noank as well but weren’t into it. My father took to lobstering and sailing especially. I started with an S-boat, in the 60s. After that we got a family cruising powerboat for a couple of years. That almost blew up a couple of times because it had big gas engines that were dangerous. Then we bought a C & C 31 and sailed on that as a family for five or six years. My father always named boats after birds. I grew up sailing Beetle cats. We had two of them. The Mystic River Beetlecat Association, my father was part of that, so

we raced Beetle cats. We went to the shop when I was a kid. My father took us up to Cape Cod and we met with them and they showed us how they were building them. It was interesting. There were only a couple people who worked in the shop. As a kid, oh, this is cool.’ I will never forget going to that shop.”

While JB was going up in the Mystic area there was still several small boat-building shops as well as lobstering. JB recounted, “There was a lot of lobstering back then. My neighbor was one of the biggest lobstermen in Connecticut and he ran a bunch of boats. My brother worked for him, I never did. We used to go down and watch them build the pots in the winter and sometimes I would help nail a few things. I always built pots with my father. He had a 25-pot license, so we built pots, anything to keep my brothers and I out of the house.”

The Turners lived in West Cove, which is on the other side of the peninsula from the Mystic River. JB added, “My father would fish around Fisher’s Island, and we’d run around picking up a few pots. He would take the meat and sell it and get enough to buy steak, which he and I would eat. My mom and my other brother would eat lobster.”

JB got into the marine business during summer vacations from college. He said, “I went to Bryant College for business management and during the summers I was helping run a charter boat business. We ran 25 boats and basically it was myself and this kid I called “the rat,” who cleaned them. It was pretty successful, but it was a lot of work. I learned a ton doing it, because basically the boat yard [Dodson Boat Yard, Stonington] said, ‘we are not going to help you.’ We have got too much going on, so

**Continued on Page 6**



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# J. B. Turner and Front Street Shipyard

## Continued from Page 5

when boats break, you have got to figure it out yourself kid.' So, I had to. Advice was free, but don't ask too many times."

After graduating from college in 1986, JB continued running the charter business that summer. During that time Bob Synder of Dodson Boat Yard asked if he wanted to come to work for them. At that point, it was either managing Cumberland Farms or managing a boat yard," said JB. "I would take the boat yard, every day of the week. I quickly moved into the yard and was assistant yard manager under Bob for a while. That first winter Bob had a stroke, so he decided to take his family west and recover. They were like, 'See you later, the boat yard is yours.' Good luck.' His brother Matt helped me because he was really good with the mechanic side. That was trial by fire. I went from running a 25-boat charter business to running a boat yard with 35 employees and storing 140 boats. Bob came back, but I just kept running the yard. Bob still runs it to this day."

JB was there eight years, but he was looking to work on bigger boats and thought to do this he should come to Maine. He had been to Maine, but only on a New York Yacht Club cruise with a customer. He said, "I thought it was always low tide and foggy. Why did anybody live here? You can't see land and there was always mud. But I wanted to work on bigger boats with bigger systems and learn more about that end of the world. I was married at the time, we just had my daughter, and we came up and stayed at the Inn at Camden Hills. I said to my wife, as I always do, "I am just going to go down to the boat yard and see what is going on." I went down to Wayfarer and I met Stuart Farnham

and chatted with him for a while and he hooked me up with Michael Mahan, who was the president at the time. We chatted for another hour or so and by the end of the day, they said they would hire me as service manager."

JB returned to Dodson and made sure the customer's transition to a new service manager went well. In the spring of 1994, he moved to Maine and started at Wayfarer Marine. "I took on the bigger boats because I wanted to learn more," said JB. "Wilson Darling and I were best friends and got along great. We were the two service managers, we split everything up and it was a good time, but it was a lot of work, 60-to-80-hour work weeks, every week. I learned more things about bigger boats, systems, different types of boats and building materials aluminum, steel, fiberglass. Then we got into some potential building. One of my favorite stories is they asked me to go over to Able's and check it out. I went over and went crawling around in the bilge, thinking this is impossible, this is nuts. We never did build a boat, but we rebuilt a lot. It was really busy back then it was crazy busy, which was good. You learned a lot."

In 1998 Stuart Farnham was now with Lyman-Morse in Thomaston and he gave JB a call saying they were thinking about building boats. "At that point it was the fall, I was completely burned out from all of the major refits we have been working on," explained JB. "I met with Cabot, who I had never met before, and just started conversations back and forth for a month or so. The whole idea was that he wanted to go sailing. So, I would run the yard, and he would go sail the Pacific."

JB was at Lyman-Morse for 11½ years. During that time, they built 34 boats ranging

in size from 30 to 94 feet, sail and power, fiberglass, or aluminum. JB added, "We could do anything at that time. We got up to 200 people. At one point, we had seven different designers working on seven different custom boats. Two hundred people were too many, 150 worked pretty good. I always focused on the boatbuilding side, the service side kind of ran itself. We had so many people that we actually drove the overhead costs down and then the service side could make a lot of money. The overhead was all being covered by the boatbuilding side. That was good."

"We built a whole bunch," continued JB, "but it wasn't so much the boats, the people were always the interesting part. One of our most important boats probably was MAGPIE, which was a 74-footer power boat, Ward Setzer design. That was a change for Lyman-Morse from the standard interiors and systems to top-end world class joinery with high-end finishes. My part was that I could, like my grandfather who was an artist, I can see the whole thing, finished with all the colours when somebody talks to me about something. When we built MAGPIE, I was sitting in the main salon in the companionway just looking out and the owner would be talking to me and I said, 'I got it, I know exactly what you want to do,' and then between myself and a couple of others we put the pieces all together. That was an important change for Lyman-Morse to bring it up to world-class. We kept that going for a long time."

When The Hinckley Company began building the 36-foot jet boat and everyone had to have one no matter who built it, Lyman-Morse joined the fray. They built a number of 30-foot jet boats. JB found them a fun project. He added, "The first two boats I was involved in was WIND WALKER, which is a 60-foot Hood. I think it was the last design that Ted Hood himself did. The other was NIGHT HAWK, which is a 55-foot S&S power boat. They were a huge learning curve for me. Luckily, the guys at the yard spent a lot of time with me and that is where I really picked up the composite side."

"We SCRIMPed all the boats" said JB, "and I was pouring resin and turning lines on. Because I grew up in a service yard I

think you really don't understand how the laminates work. When you get into the boatbuilding side, you really have to understand where the structure is and how it spreads the loads. That was really something I started learning back at Dodson. One of the great carpenters down there, Bill Mills, would spend time with me. We would sit down and he would explain how this is the triangle that's created, and this is where strength comes from and this is where the load goes. I was like a little sponge and that was cool."

One of JB's customers while at Lyman-Morse was Burt Keenan, who built an 84-footer ACADIA at Lyman-Morse. JB added, "He was a character and was involved in the original group building Front Street. He was from Louisiana and he had some great stories. He and I talked on the phone every day except Sunday for two years, every day. We got to be really good friends obviously. He had built a cat ketch with Cabot years before that and then he built the 84-footer with me. You just kind of build a lot of relationships. Boats are one thing, but the relationships are more fun in a way. I was fortunate to have a really good group of people build custom boats that knew what they wanted, for the most part. We'd become friends, all of them except one. One out of 84, that is not so bad."

JB would leave Lyman-Morse and end up at Ken-Way in Augusta. He explained, "I went to Kenway for a whole year. I called Ken [Priest, head of Ken-Way] and I asked him if he would be interested in talking with me about a job. Met him for lunch, I think it was Panera Bread in Augusta. We chatted for a while and he said, 'Yeah I think I've got a spot for you.' I got involved in some of those weird projects like the building a completely composite wind machine. The understanding of how the structure all works I learned at Lyman-Morse. When I started with Ken, we were building skiffs and the way they were infusing my heart stopped the first time I watched them. They opened all of the lines all at once, I was like, 'Oh my god, this is horrible. What are you doing?' Of course, they had dry spots because they opened all the lines at once. They said, 'Yeah, it happens every time.' 'Well, don't do it that way. You SCRIMP it. You open one line, then you go to the next line and



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# J. B. Turner and Front Street Shipyard

then the next and it works every single time perfectly. So, I went up there for a year.”

I remember being at a Maine Boatbuilder’s Show and the discussion was about JB and where was he going to end up. We knew he was at Kenway, but we figured that would not be the final landing site. He added, “How Front Street all came about was actually because of Maine Marine Trades. I was on the board, Steve White was on the board at time, and we went out to lunch afterwards. We started talking about the fact that there was some land available down in Belfast and said, ‘Well, why don’t we get together and take a look at it.’ So, we got together the next day and walked the land and got pretty excited about how flat it was, not about anything else about it, but how flat it was and it had deep water. Steve called his brother-in-law Taylor Allen and said, ‘Do you want to take a look at this with us, it looks pretty interesting. So, we all walked around again, and we all got pretty excited about it. The city actually helped us the most in the very beginning because the current owners were trying to turn it into condos and it was a mess. The city realized it was a mess and there were covenants that were made by the group that were being broken left and right. So, the city helped us start litigation against the condo owners to help them decide to negotiate. I was still working at Kenway and about two months into it I went into Ken’s office and said, ‘Let me tell you what’s going on.’ We are looking at buying this land and we are thinking about starting a boat yard. I didn’t even finish my explanation, he’s like, ‘Stop, I want in.’ So, Ken was on board. Then, Lucia, who is Taylor’s sister, joined. Then at the very end, Burt Keenan had a friend who was selling his company and Burt called him and said, ‘I think you are going to have to help these guys.’ Nobody says no to Burt, and he became a partner with us. Our investor was a huge key to our success. The banks were like, ‘We’ll give you a couple hundred thousand dollars.’ Well, that buys six pilings, but we need 600. Jack set up a loan structure, and his deal was that in three years, he wanted out and he wanted the bank to take over. So, we built everything and after 3½ years he left.”

For those that do not remember, when this group took possession there were several buildings from the sardine factory and the partial beginning structure for the condos. JB explained, “When we started, our agreement with the city was we had to tear down what was left of the sardine/condo mess. That did not take long. Literally an excavator came in and touched the deck and the whole thing just collapsed. Building 2, that was where the freezer plate was, and that is now part of the dock system. We thought and thought on how to save it and we just couldn’t, it was too far gone. What is now building 3 was where they made the sardine cans, that had collapsed in on itself. So, that was another inspiring walk-through. What we call building 4A now, was their loading dock. Building 4 was really the one building that was worth anything. That was the last building the sardine factory built and that is where they stored the sardines. Building 5 and 6 were over railroad land. So, when we started, we really had building 4 and a shack that I bought. That shack [originally their office] we cut it in half and made it into a dock house. Then we just hired every contractor we could come up with to rebuild the whole place. What you see now didn’t happen over 10 years, it was a year other than building 6. We built number 5 in 2011, the same time as we were rebuilding 3, 4, 4a.”

STONEFACE was the first big project. “That was just happenstance,” continued JB. “We were sitting down here in the shack and a guy walked in wearing a nice shirt and shorts and said, ‘Would you be interested in rebuilding a 106-foot Burger?’ ‘Sure.’ ‘So, where would you do that?’ I said, ‘Well, come out with me and we walked out and I said, ‘Picture a building over here, a big one.’ I said if you bring your boat up here, we will build a building. We went down to New Jersey and looked at STONEFACE, and it was a wreck. I was looking around the boat going ‘I don’t think you can make it to Maine.’ He kept his word, they arrived in November, we kept our word, we built the building from basically July to December, Number 5. We moved the boat in, there was still no power for the first couple weeks, but she was inside. We started to take her apart

and grow the workforce from, I think we had 10 employees in July to 115 by February. STONEFACE turned into a complete rebuild and she left in January 2012.”

The owner of STONEFACE was so happy with the job he returned with another one of his boats, a steel fishing trawler, SINBAD, and they rebuilt her.

One major plus was that when Front Street Shipyard needed employees, JB just had to put the word out and many who had worked with him in the past would come and join the team. Because they were experienced, they could go to work with little to no supervision.

Another interesting hurdle JB and the other owners had to overcome was as the boats got bigger it was quickly evident that the 150-ton Travelift was not big enough. They looked around at other yards, but the one they watched mostly was Newport Shipyard in Newport, Rhode Island. They had been looking at a 330-ton lift but ended up with a 500-ton lift. JB said, “That was probably the most our ownership group debated. I decided we didn’t really need 500, so we ended up with 440. I happened to be down at the Fort Lauderdale Boat Show and Derecktor’s lift was coming online with their 900-ton machine. I left the show and went over to see Derecktor’s and talked with them. They said Cimolai because they are just really easy to work with. Monday, I called them, and by Friday we ordered the machine. That was huge. It brought us more work, huge refits and certainly paid for itself.”

I have stated in Boat Yard News that I could go to Front Street Shipyard every month and still have new Boat Yard news to report on. They currently have about 100 employees, which are needed to keep ev-

erything moving. They always have several rebuilds, a couple of new builds and then their storage customers for regular annual maintenance. Then there are those transients that come for work or just to spend a day or more on the dock during the summer. Presently, they have several rebuilds, a naval project, a new build underway, and the annual maintenance on all the storage boats. There is talk about carbon fiber water taxi and they are always looking for the next big refit. You never know when the phone is going to ring next, but because they, JB and the yard, have an excellent reputation that will always keep the phone ringing.

*This interview was done for a Maine Built Boat film, which you can find online in its entirety at: [mainebuiltboats.com/jb-turner/](http://mainebuiltboats.com/jb-turner/)*

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# U. S. COAST GUARD NEWS

## Coast Guard Takes Delivery of 18<sup>th</sup> Mission-Ready HC-130J Surveillance Aircraft

Feb. 4, 2026

WASHINGTON — The Coast Guard is completing final delivery activities this week for its 18th fully missionized HC-130J long range surveillance aircraft, designated CGNR 2018, at L3Harris Integrated Mission Systems in Waco, Texas. The aircraft will support the transition of Air Station Sacramento, California, from C-27J aircraft to HC-130Js.

Three Coast Guard air stations currently operate the HC-130J: Elizabeth City, North Carolina; Kodiak, Alaska; and Barbers Point, Hawaii. The addition of CGNR 2018 marks a step toward expanding HC-130J operations to two additional air stations, beginning with Sacramento later this year.

The Coast Guard received \$1.142 billion in the One Big Beautiful Bill Act (OBBBA) for procurement and acquisition of fixed-wing aircraft, including HC-130Js. The investment, combined with early delivery of CGNR 2018, enables the long-range surveillance fleet to expand operations.

L3Harris executes missionization of the baseline C-130J aircraft, integrating the Minotaur Mission System Suite, Coast Guard-specific multi-mode radar, sensors

and communication systems. Additional capabilities, including enhanced approach and landing systems, expanded diagnostics and civil GPS, were integrated as part of a Block Upgrade 8.1 installation.

Including funds from OBBBA, the Coast Guard has appropriations for a total of 25 HC-130J aircraft, one HC-130J simulator, initial spare parts inventory and site activation for two additional air stations.

The HC-130J fleet serves as an on-scene command and control platform or surveillance platform, with the means to detect, classify and identify objects and share information with operational forces. The aircraft has a cruise speed of 320 knots, a range of 4,900 nautical miles and endurance of more than 20 hours.

The missionized HC-130J enables the Coast Guard to control, secure and defend the U.S. border and maritime approaches, facilitate commerce and respond to crises or contingencies.

## U.S. Coast Guard Completes the President's Contract Awards for 11 Arctic Security Cutters

Feb. 11, 2026

WASHINGTON — The U.S. Coast Guard announced today it has completed the award of contracts for 11 Arctic Security Cutters,

fulfilling President Trump's directive to rapidly expand America's icebreaker fleet. The latest award is for construction of up to five Arctic Security Cutters, bringing the President's initial order to completion and marking a historic milestone in U.S. Arctic capability.

The contract awarded today builds on previous awards announced Dec 29, 2025, and delivers the 11 Arctic Security Cutters directed by the President. Together, these cutters will form the backbone of a revitalized U.S. icebreaker fleet, protecting U.S. sovereignty and dominance in the Arctic.

"America has been an Arctic nation for over 150 years, and we're finally acting like it under President Trump. Our adversaries continue to look to grow their presence in the Arctic, equipping the Coast Guard with Arctic Security Cutters will help reassert American maritime dominance there," said Secretary Kristi Noem. "Revitalizing the U.S. Coast Guard's icebreaking capabilities is crucial for our security and prosperity, and today's announcement is an important step in that direction."

Davie Defense, Inc. will construct two Arctic Security Cutters at Helsinki Shipyard in Finland and three domestically. The Arctic Security Cutters will defend U.S. sovereignty, secure critical shipping lanes, protect energy and mineral resources, and counter foreign malign influence in the Arctic region. A robust icebreaker fleet will enable the Coast Guard to control, secure and defend U.S. Alaskan borders and Arctic maritime approaches, facilitate maritime commerce vital to economic prosperity and strategic mobility, and respond to crises and contingencies in the region.

"Awarding these contracts ensures the United States maintains its leadership as a

maritime power in the Arctic," said Adm. Kevin E. Lunday, commandant of the Coast Guard. "Accelerating construction of these cutters will enable the Coast Guard to defend our northern border and approaches, while strengthening domestic shipbuilding and reinforcing the nation's industrial base."

Delivery of the first Arctic Security Cutter is expected in early 2028.

Acquisition of Arctic Security Cutters supports the Coast Guard's modernization under Force Design 2028, transforming the Service into a more agile, capable and responsive fighting force.

## Coast Guard commissions USCGC Frederick Mann (WPC 1160) in Kodiak, Alaska

Coast Guard Arctic District Public Affairs Feb. 13, 2026


KODIAK, AK — The Coast Guard commissioned its newest and sixth Arctic District Fast Response Cutter (FRC), Coast Guard Cutter Frederick Mann (WPC 1160), for official entry into its service fleet during a ceremony held in Kodiak, Friday.

The ceremony was presided over by Rear Adm. Bob Little, commander of the Arctic District. Members of the Mann family were also in attendance, including the cutter's sponsor, Mrs. Eugenia "Jeannie" Mann Hyder, niece of Frederick Mann.

"Commissioning the Frederick Mann increases U.S. strength and ensures control of our maritime borders and approaches," said Little. "This crew will honor their motto — courage through fire — as they serve in the U.S. Arctic and Alaska."

The Mann is the Coast Guard's 60<sup>th</sup> FRC and the third to be homeported at Coast

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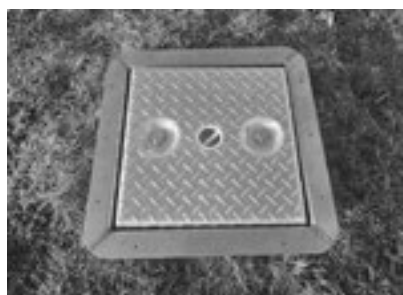
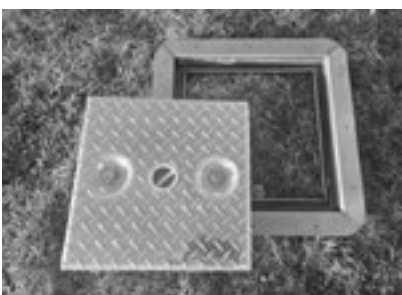
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# U. S. NAVY NEWS

## PCU John F. Kennedy (CVN 79) Completes Builder's Sea Trials

04 February 2026

WASHINGTON, DC -- Program Executive Office Aircraft Carriers (PEO CVN) announced the successful completion of Builder's Sea Trials (BST) for the future USS John F. Kennedy (CVN 79), at Newport News Shipbuilding (NNS), a division of HII, in Newport News, Virginia, Feb. 4.

Completion of Builder's Trials marks a significant shipbuilding milestone for the future John F. Kennedy, the second ship in the Gerald R. Ford-class of aircraft carriers designed to improve survivability, increase lethality, and drive down total ownership cost over their expected 50-year lifespan.

"Seeing this Navy-industry team take CVN 79 to sea for the first time was nothing short of thrilling," said Rear Adm. Casey Moton, Program Executive Officer for Aircraft Carriers (PEO CVN). "Thanks to the tireless efforts of thousands of proud American workers across the maritime industrial base, we are one step closer to delivering another Gerald R. Ford-class aircraft carrier to the fleet."

Throughout BST, Sailors from the Pre-Commissioning Unit (PCU) assigned to John F. Kennedy, shipbuilders from NNS, and personnel from the Navy's Supervisor of Shipbuilding (SUPSHIP), Naval Sea Systems Command (NAVSEA), and PEO CVN worked side-by-side testing many of the ship's key systems and technologies.

Prior to getting underway, John F. Kennedy conducted a five-day "Fast Cruise," a multi-day pier side training evolution that brings the ship to life prior to getting underway during new construction or after an extended maintenance availability. This simulated underway period exercises the ship's ability to operate at sea and affords the crew the opportunity to transition to an operational mindset before getting underway.

"There are millions of fingerprints

contributing to this successful sea trial, both of the hard-working patriots who built this great ship and of the Sailors who are now bringing her to life," said Capt. Doug Langenberg, commanding officer of PCU John F. Kennedy (CVN 79). "John F. Kennedy going to sea for the first time is truly momentous. This event is a result of years of hard work and an incredible shared effort between our shipbuilding partners and this crew who have worked side-by-side to get to this day. I'm proud of this crew and this opportunity to finally take this ship to sea where she belongs."

With the conclusion of Builder's Trials, the team will resume completion work while also addressing any issues identified during trials. The next major milestone for the ship will be Acceptance Trials, the timeline for which is currently under review.

"We're making steady progress towards completion of the ship with all required capability," said Capt. Mark Johnson, Program Manager for Gerald R. Ford-class New Construction. "We continue to work closely with the shipbuilder to ensure that the nation's next aircraft carrier is delivered to the Navy on the fastest possible path to combat readiness."

## Keel Laid for Future USNS Ruth Bader Ginsburg

13 February 2026

SAN DIEGO - The keel for the future USNS Ruth Bader Ginsburg (T-AO 212) was authenticated at the General Dynamics NASSCO shipyard on Feb. 13. The event marked a major construction milestone for the John Lewis-class replenishment oiler.

The ship's namesake, Ruth Bader Ginsburg, was an advocate for justice who served on the U.S. Supreme Court for 27 years.

Keel laying authentication ceremonies are a centuries-old tradition marking a significant construction milestone where a ship transitions from design to reality.

The keel was authenticated when the ship's sponsor, Jane Ginsburg, daughter of the late Justice, welded her initials onto a steel plate. This plate will be permanently affixed to the ship's hull, remaining with the vessel throughout its entire service life as a symbol of its beginning.

"This keel laying marks the first of many significant milestones for this ship and we are excited to bring this vessel to the Fleet," said John Lighthammer, program manager, Auxiliary and Special Mission Shipbuilding Program Office.

John Lewis-class replenishment oilers are a critical component of the Navy's Combat Logistics Force and are a cornerstone of the Navy's fuel delivery capability. These 746-foot vessels are engineered to provide robust support, with the capacity to carry up to 162,000 barrels of diesel ship fuel, jet fuel, and other cargo.

Operated by the Military Sealift Command, these ships enable the Navy's warships to remain at sea for extended periods, providing the fuel, supplies, and provisions necessary to sustain global missions.

## Secretary of War Inducts Naval Aviator and Medal of Honor recipient into the Pentagon's Hall of Heroes

From The Office of the Navy Chief of Information

25 February 2026

Last night President Donald J. Trump awarded retired Navy Capt. Elmer Royce Williams the Medal of Honor at the State of the Union address at the U.S. Capitol. Today, Secretary of War Pete Hegseth, Secretary of the Navy John Phelan, and Chief of Naval Operations Adm. Daryl Caudle inducted Williams into the Pentagon's Hall of Heroes for his heroic actions during the Korean War.

"Captain Royce Williams did what warriors are called to do when the moment comes — he stood his ground, took the fight to the enemy, and protected his fellow Amer-

icans. Outnumbered, outgunned, and alone in the sky, he prevailed through sheer skill, courage, and will," said Hegseth. "Today, we honor not just a remarkable dogfight, but a lifetime of quiet strength and service. Captain Williams embodies the fighting spirit of the United States Navy and the warrior ethos that keeps this Nation free."

Williams was joined by an audience of family, friends, fellow Naval Aviators, and senior Navy leaders.

"Captain E. Royce Williams represents

**Continued on Page 25**



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# Shop Talk

By Sheila Dassatt

Every month I ponder how I want to write this article. Do I want to get down and serious or lighten things up a little because of all that is going on in this world. Well, things are really mounting up in the world right now and we all need to take life one day at a time, that's for sure. Things are happening in the Middle East right now and we don't know from one day to the next where it is all going to end up. At this point, we must simply keep the faith and try to keep moving forward.

With this being a boat-based publication, I thought it would be kind of fun to relate to life in a boat shop. I'm sure that we all have stories about life in the shops that they work in and it would also be fun to share some of these stories. If you have stories that you'd like to share, please send them along. I'd love to share your stories too and lighten up a little.

In 1982, after the collapse of the poultry industry in Belfast, I needed to go to work to help make ends meet. This was a little difficult because I also had two young children at the time. My family had an established boat shop that was founded in 1973 and could also use some extra help. You're probably familiar with Holland's Boat Shop, which was a family run business. I asked my brother, Glenn, if they could use some help in the shop and he said (with me being female and all), that if I could keep up the pace, he'd let me give it a try. I started right out in the lay-up shop, which is where the boats started their life's journey. We waxed

the molds, sprayed them up with gelcoat and then laminated the layers of resin and fiberglass in the molds. At that time, I worked with Willy, who also was willing to give me a working chance. Believe it or not, I really enjoyed working in the shop even though the work was hard. As time marched on, my sister-in-law Cathy came into the shop too. I think we probably drove Willy crazy!

It worked pretty well because we had our kids get off the school bus right there because our parent's house was there too. They could get off the bus and go right up with Nana for their afternoon snack. It was really an awesome situation.

My Dad, Corliss, was also working in the shop at the time. Working with Dad was a real hoot! Dad was a real prankster and always made coming to work a little on the fun side. One time, he had a can of "phew" given to him for Christmas. They were finishing a 38 footer in the finish shop and he went over there with that can. He was spraying it in one of the thru hull openings, and they guys couldn't understand where the hissing was coming from when they were hooking up the hydraulics. Then they got a whiff of the smell! It was out of the bag then, they knew it was Dad out there with that can! What a laugh that we got out of that one!

There was the time that we had a one-piece mold for a smaller boat. The first time that we pulled the boat out of the mold, we had a fella that we called "Bobby Bones" and that was why, he was very thin and agile. We had chains hooked onto it, lifting it up high to

clear the mold with Bobby in the boat pulling the chain lift, the next thing we next thing we knew, it flipped over sideways and we were all waiting for Bobby to fall out. He didn't! We didn't dare look, but we did, and he was plastered in there with his dry laugh, and "deer in the headlight eyes." Anyone else would've fallen out, but Bobby just glued himself to it. We will never forget that one!

Mentioning the chain falls, they came in pretty handy with the kids when they got out of hand. It was all in fun, but we would hook the chain hook onto their belt and heist them up. We told them that it was all discipline and for them to behave, but they loved every minute of it. They would get off the bus and come down to the shop carrying a small boom box that played cassettes at the time. We could hear them coming down to the shop with "We Built This City On Rock and Roll" over and over again. They also played a lot of Michael Jackson's "Beat It" which we told them to do just that. That was one of those times that we would heist them up on the chain falls. We didn't realize how much fun we all really had as a family in the shop until they all grew up and went their own way.

As time went on, Mike joined the crew and it was a total family affair then. We actually got to know each other working in the boat shop. This was all during the 80's.

Mom was the task master for sure. She would come down to the shop in her moo moo, which she put on after she came home from cooking at the East Belfast school. She would remind us how much more time that we had to finish the boat that we were working on. Willy would toss the pull chains at her feet and tell her to get back up to the house.....she got such a kick out of it! He could get away with teasing her like that and we would all laugh. I know that's one of the reasons why she would come down.

Then there was the time that the Eastport vocational class came to the shop to see how it was all done. They came in a school bus and was there for the tour and explanations. We always looked forward to hosting them and teaching them as well. This particular time, Dad happened to see a pheasant under the apple trees in the yard. Dad being Dad, he went and grabbed his rifle and commenced to shoot the bird! They all asked what just happened and he told them that he had to get after one of the crew! Never dull!

I hope you have been able to enjoy some of these stories as much as I enjoyed writing down the memories. Sometimes we don't know how good we have it until it is all a bunch of fun memories. In all honesty, that crew was always one big family, and the customers too.

## Maine Dept. of Marine Resources

### DMR Solicitation of Public Comment Regarding the West Camp Ellis Anchorage Dredge Project in the Saco River, Saco

February 4, 2026

Pursuant to 38 M.R.S. §480-D, sub-§9, the Maine Department of Marine Resources (DMR) is required to provide the Maine Department of Environmental Protection with an assessment of the impacts on the fishing industry of a proposed dredging operation. The City of Saco is proposing to conduct a maintenance dredge of the West Camp Ellis Anchorage on the Saco River.

Dredging is expected to occur using a cutter suction (hydraulic) dredge. The dredged material is sand and will be pumped to Camp Ellis Beach through a .8 mile pipeline. The pipeline will be equipped with floats so that it remains at the surface and will be marked for visibility for navigation. The material will be placed in a 1.6 acre area of Camp Ellis Beach as beneficial beach nourishment.

The total dredged area will be 267,310 square feet with a total volume of 8,000 cubic yards. The area will be dredged to a depth of minus six feet below MLLW with a one-foot overdredge allowance.

Construction will be performed in March 2026 and is expected to take three weeks.

DMR does not anticipate any impact to fishing activity from the dredge site as it is an anchorage, nor with the proposed pipeline which will transport dredge spoils to the upland disposal site but requests that any verbal and written comments about the potential impacts on fishing in the area to be dredged be sent to DMR at the email or mailing address listed below by 5:00 pm, March 1, 2026.

Department of Marine Resources, Attn: Environmental Permit Review, 21 State House Station, Augusta, Maine 04333 or email: [EnvironmentalReview.DMR@maine.gov](mailto:EnvironmentalReview.DMR@maine.gov)

## U. S. COAST GUARD NEWS

### Continued from Page 8

Guard Base Kodiak. The crew of the Mann will primarily serve in and around the Aleutian Islands, Bering Sea, Gulf of Alaska, and North Pacific Ocean. The cutter is designed for missions such as search and rescue; fishery patrols; drug and migrant interdiction; national defense; and ports, waterways, and coastal security.

Chief Warrant Officer Frederick Mann was born in Atlee, Virginia, Oct. 14, 1918, and enlisted in the Coast Guard in 1939.

During World War II, Mann's ship, the USS George F. Elliott, participated in the initial landings of Guadalcanal on Aug. 7, 1942. The following day, Japanese bombers attacked the landing fleet and a bomber aircraft crashed into his ship, spilling fuel across the decks and setting the ship on fire.

Mann carried a fire hose into the burning ammunition compartment and pumped water into the space. Despite a lack of oxygen, suffocating smoke, and super-heated bulkheads, Mann re-entered the compart-

ment to ensure the hose was dousing the fire and filling the compartment properly. His immediate actions prevented the space from detonating and causing more casualties aboard the Elliot.

As a direct result, the vessel continued to burn overnight without the ammunition detonating, and everyone was able to safely evacuate the vessel. For his heroic actions, Mann was awarded the Gold Life Saving Medal, and also received the Silver Star medal and the Presidential Unit Citation.

Afterward, Mann returned stateside and served a total of 31 years at a variety of units including captain-of-the-port (COPT) stations and lifeboat stations on the Great Lakes, East Coast, and Gulf Coast. He also served aboard the cutters Bibb and General Greene, buoy tenders Myrtle, Oak, White Pine, and finally Narcissus, which he commanded.

Mann met his wife, the former Winnie Knox, who served as a SPAR at COTP

Continued Page 25




# Commercial Fishing News

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

**From the Director –**

We made it through the month of February! On record, it was one of the coldest winters since 2009/2010. There have certainly been some challenges just for survival this winter! It has not been the best for our scallop draggers and divers, that's for sure. The cold weather has proven to be a risk just due to ice build-up on the boats. The National Weather Service has been giving freezing spray conditions along with wind warnings. Going out on the water this winter has been dangerous for all draggers, offshore lobstermen and vessels that need to run the mail and ferry service.

So if we should wonder why our seafood is expensive this season, there is a good reason for it. It is one of the most dangerous occupations there is. Our fishermen risk life and limb just to go out and catch our seafood and bring it into market.

We would like to welcome our new member, W. R. Baker, Jr. and Louise Baker of York Harbor. It is always a pleasure to have new members "come aboard!" As we always say, the more that join us, the stronger the word. Please feel free to call or message us at any time if you would like to express your feelings about any one of the issues. I have really enjoyed talking with our new members who are always willing to give us their reason why they would like to be part of our association. A lot of these folks have roots in the fishing industry, or they fished themselves and have retired but still want to help our industry survive. Thank you so much!

On February 9, I had the honor of attending a meeting with U. S. Interior Secretary Doug Burgum to discuss the future of American fisheries. The meeting was held in Northeast Harbor with leaders of each sector of our fishing industry and associations. I was in the company of folks that represented

NEFSA, MLA, Lobster 207, DELA, our tuna fleet, dragger fleet, and boat builders. I'd like to thank NEFSA for sponsoring the meeting and hosting each of us with invitations, refreshments and just plain good company.

What I liked about the meeting with Secretary Burgum is that he addressed each and every one of us. One thing is true, he addressed that in a lot of meetings, only one or two people do all of the talking and the ones that really have valuable information sit quietly. He stated that he wanted to give each of us an opportunity to speak our concerns to him and give him a better chance to get to know us. I really liked that because I'm not one to just jump into a discussion and this gave me a chance to speak and help make a difference. It was a very good meeting. One of the reasons for his attendance in Maine is so we can discuss our concerns such as the windmills and their effect on our fishery. We also brought up such issues as whales, ropeless gear and areas that that have been closed such as the protected reefs. These are all issues that are very important to the future of our fishery and survival. "Previously, commercial fishermen were locked out of historic fishing grounds unjustifiably. When American fishermen have a seat at the table, their maritime heritage is protected." We thank you very much for your care and concern.

The big event that we are working on and have been since the last one is the 51<sup>st</sup> Maine Fishermen's Forum. This has been my 22<sup>nd</sup> year on the Board and we are still going strong. There have been a lot of changes along the way, such as technology, which I am still having trouble with, but when you get there, we will be there to guide you through. Don't forget, this is a free event! It is a good chance to bring your family for a day trip and get a chance to see a lot

of folks that you only see once a year. This event goes from March 5 – 7<sup>th</sup> at the Samoset Resort in Rockport. There will be an auction on Friday evening with the proceeds going to the Scholarship Fund for the families of the marine industry. It is a very beneficial event that we all have a part in. You will have a chance to meet some of the candidates that are running for office while there.

There will be the USM School of Nursing hosting a Health Clinic with screening for free blood pressure, cholesterol, glucose and health screening. One important one is a dermatologist providing free skin cancer screening. There will also be a CPR/First Aid course on Thursday from 1:30-4:30. The course is by registration and costs \$50. There will also be U.S. Coast Guard Safety Training available. All of these are very important to each and every fisherman.

Our health and safety are very big issues. We have had a lot of loss this year, so safety should be number one on your list.

We hope you can make it this year! I

look forward to seeing you there!  
Take care, Sheila



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## Commercial Fishing News

# MISCELLANEOUS COMMERCIAL FISHING NEWS

### NEFSA hosts meeting with United States Secretary of the Interior

The New England Fishermen's Stewardship Association (NEFSA) recently hosted a meeting with United States Secretary of the Interior Doug Burgum where NEFSA and other fishing organizations came together to discuss the future of American commercial fisheries and the vital role that commercial fishermen play in our economy. This meeting was an important opportunity for the U.S. Department of the Interior to listen to the struggles and concerns commercial fishermen continue to face from not only industry leaders, but directly from commercial fishermen, to gain more insight on how the administration can better help American commercial fishermen.

### NEFSA Welcomes New Policy and Advocacy Leaders

NEFSA is proud to announce the appointment of Bonnie Brady as Policy Director and Jason Joyce as Director of Advocacy, two key leadership roles that will strengthen NEFSA's efforts to support fishermen and coastal communities. Bonnie and Jason bring decades of experience advocating for fishermen and the communities they serve. Their leadership will be instrumental in shaping NEFSA's approach to critical issues facing the fishing industry – from sustainable practices and regulations to the impacts of offshore wind development – ensuring that the voices of fishermen remain at the center of any policy decisions.

#### Bonnie Brady, Policy Director:

Bonnie Brady has served as Executive Director of the Long Island Commercial Fishing Association (LICFA) since its founding in 2001, where she educates policymakers and the public about the heritage, value, and realities of Long Island's commercial fishing industry. She works to highlight the importance of buying U.S. wild-caught, locally landed seafood and represents the industry's perspective at the town, county, state, and federal levels.

She also serves on six advisory panels across two regional fishery management councils, the Mid-Atlantic and New England Fishery Management Councils, providing at-sea and shoreside perspectives to help inform management decisions.

In addition to her work with LICFA, Ms. Brady is a founding board member of the Responsible Offshore Development Alliance

(RODA) and a board member of Protect Our Coast-New Jersey and was recognized as one of National Fisherman's "Highliners of the Year" in 2020. A 20-year volunteer with the Montauk Fire Department and its first paramedic, her earlier career included working for Senator Bill Bradley in Washington, DC, serving as a Peace Corps health volunteer in Cameroon, and working as a print reporter.

Bonnie lives in Montauk, New York, with her husband, commercial trawler fisherman Dave Aripotch, and their two daughters.

#### Jason Joyce, Director of Advocacy

Capt. Jason Joyce is an 8th generation Swan's Island Maine commercial fisherman and USCG licensed captain. At 56, with experience in ground fishing, urchining, scalloping and shrimping, Jason has spent most of his 40 plus years on the water lobstering.

Currently following his grandmother Roberta Joyce's footsteps in a fourth term as town Selectman, Jason also serves industry on the Zone B lobster council and represents Zone B fishermen on the Maine Department of Marine Resources Lobster Advisory Council.

Recently resigning in November 2025 from the Maine Lobstermen's Association board after serving 23 years, he looks forward to his more involved role on NEFSA's board as Director of Fisheries Advocacy. A husband of 36 years and a father of 4 with 6 grandchildren, this role is more than a position. He considers it a solemn duty to ensure the following generations have a voice fighting for sustainable opportunities previously held by New England's fishermen to provide for their families and sustain their communities and feed their nation. NEFSA remains dedicated to supporting the interests of fishermen by advocating for fair policies that preserve our way of life and the living working infrastructure behind sustainable domestic seafood and coastal economies. With Bonnie and Jason's leadership, NEFSA will continue to advance initiatives that safeguard our fisheries and sustain coastal communities for generations to come.

### NOAA Fisheries Seeks Input on Groundfish Rules Proposed to Reduce Entanglements

Rules open to comment represent a step toward more flexibility for fishery February 11, 2026

NOAA Fisheries is inviting public comment on proposed changes in the West Coast groundfish fishery. The proposal would allow bottom-fishing gear to use only one vertical line to the surface and require the lines to be clearly marked. The actions would give fishing crews more leeway to adjust their gear to conditions and reduce the risk of lines entangling marine life.

The Pacific Fishery Management Council sought the changes to help reduce the number of whales and other marine life that get entangled in fishing gear along the West Coast. The changes would also lay groundwork for reducing regulations to give groundfish vessels more flexibility in how and when they pursue groundfish.

Marking the lines according to their fishery and owner would also help collect better data on entanglements, providing more clarity for fisheries and managers.

Entanglements of marine mammals, especially humpback whales, have increased off the West Coast since about 2014. A large marine heatwave known as The Blob increased ocean temperatures off the coast. That brought more whales into the same coastal waters where commercial fisheries deploy pots or traps on the seafloor.

The proposed rule would allow fishing crews to attach bottom-fishing gear to only one vertical line and buoy at the surface, as shown. Currently they must attach lines and buoys at both ends. Reducing the lines will help reduce entanglement risk for whales and other protected species. Illustration courtesy Tom Crestodina & Oregon Sea Grant.

The fishing industry and other stakeholders supported the proposed changes when the Council considered it. NOAA Fisheries included the line allowance and marking measures when assessing the entanglement risks posed by the groundfish fishery. Robert Alverson of the Fishing Vessel Owners Association said marking lines would help better understand the contribution of different fisheries to entanglement numbers, so solutions can be focused in the right place.

"The better information you have the better you can address it," he said.

California Council Member Corey Ridings called the proposed changes "a good-sense concept" that provides valuable improvements at a reasonable cost. "This provides good bang for the buck to help keep whale populations healthy while supporting West Coast fishermen," she said.

The proposed rule change would require color-coded marking of lines and buoys for vessels using bottom longline and pot gears in the directed open access and limited entry commercial groundfish fisheries. The changes would also limit the length of line between surface buoys with bottom longline and pot gears to 10 fathoms, or 60 feet. Fishing crews could then use surface buoys at one end of a bottom longline or string of pots, rather than attaching buoys to both ends. This allows fishing crews to reduce the number of vertical lines in the water at their discretion and as ocean conditions allow, while reducing the risk of losing their gear.

The changes are similar to recommendations from a 2022 workshop on sablefish gear marking and other steps to reduce entanglement risk and identify gear for commercial fisheries in coastal waters offshore of Washington, Oregon, and California.

The color-coded line marking is expected to help NOAA Fisheries responders better understand the source of entanglements. It would also provide a step toward a broad up-

coming reduction in regulations that would give groundfish fishing vessels new flexibility to switch fishing gear and otherwise adjust their fishing strategies depending on ocean and market conditions.

### Northeast Aquaculture Conference Celebrates Innovation, Growth, and Community

Nearly 700 aquaculture business owners, growers, scientists, managers, and students gathered in Portland, Maine to chart the future of sustainable seafood in the Northeast.

February 26, 2026

The snow and cold temperatures in Portland, Maine, were no match for the energy of nearly 700 people who gathered this year for the joint 26<sup>th</sup> Northeast Aquaculture Conference and Expo and 45<sup>th</sup> Milford Aquaculture Seminar. With its record-breaking turnout, the conference highlighted the Northeast's growing aquaculture sector. In Maine alone, aquaculture has nearly tripled in economic impact since 2007. The meeting was co-hosted by the Maine Aquaculture Innovation Center and NOAA Fisheries Milford Lab from January 7-9, 2026.

Attendees learned from more than 100 presenters during 45 sessions over 3 days. Science presentations covered the latest research on shellfish, seaweed, sea urchin, and finfish aquaculture. A record 38 aquaculture vendors demonstrated the latest innovations in aquaculture gear technology during the largest-ever trade show. In addition, 78 students received support to attend and present their work. The meeting brought industry leaders, scientific researchers, resource managers, extension specialists and students into the same room to discuss the future of sustainable farmed seafood production in the Northeast.

The conference kicked off with a welcome address by Danielle Blacklock, director of the NOAA Office of Aquaculture. She highlighted the growing tailwinds toward expanding U.S. aquaculture production. This was followed by updates from U.S. states and Canadian provinces from Prince Edward Island, Canada, to Virginia. The Maine Aquaculture Association then presented Dr. Chris Davis, Maine Aquaculture Innovation Center's Innovator-in-Residence and co-founder of the meeting, with its inaugural lifetime achievement award.

#### Beyond the Lecture Hall: Field Trips and Workshops

The learning didn't stop with presentations; more than 200 attendees gained hands-on experience with aquaculture through four field trips and seven workshops.

Field trips included: Boat tour of Casco Bay and tour of Bangs Island Mussels facility; Shred Electric workboat demonstration ride; Merrymeeting Shellfish Hatchery in Harpswell, Maine; University of New England's Girard Marine Science Center. Workshops included: Farm design with Kelson Marine's aquaculture engineers; Economics in action: Empowering aquaculture farms through business planning and financial management; Introduction to marine electrification with Shred Electric and the New England Ocean Cluster; Building strength, building skills, building community.

"We enjoyed sitting down with seaweed and oyster farmers and other stakeholders and letting them experiment with how decisions about farm siting, design, and operations drive the cost of production up or down. The feedback we received about the importance of these insights was really



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# Commercial Fishing News

## MISCELLANEOUS COMMERCIAL FISHING NEWS

encouraging,” shared Tobias Dewhurst, CEO of Kelson Marine Co.

### Meeting Innovative Aquaculture Businesses at the Trade Show

We caught up with several business owners who are innovating to lower the barrier for entry into the aquaculture industry and making sustainable gear.

Jon Steuber and Charlie Walsh both have experience lobster fishing. Together they co-founded Seascale and debuted their Maine Scallop Pot at the 2025 Maine Fishermen’s Forum.

Steuber explained, “Traditionally the world of aquaculture and commercial fishing have been separate. We’re actively bridging that gap by creating fishermen-focused solutions.”

The Maine Scallop Pot is a modified lobster trap that allows fishermen to diversify their income by using their existing set up to grow sea scallops in addition to catching lobster. Walsh explained, “our gear is a low cost, fishermen-focused innovation. It is a win for food production and economic development in coastal communities.”

Willy Leathers co-founded Maine Ocean Farms, growing oysters in South Freeport, Maine. It was on the farm that Willy came up with the idea for his latest project. Ocean Farms Supply makes sustainable ocean harvest bags for shellfish farms that are made of beechwood fiber, an alternative to plastic. “Beechwood fiber is du-

rable, compostable, and meets the needs of shellfish growers while minimizing waste,” explained Leathers. For him, the trade show was the perfect place to meet with shellfish growers and gather ideas.

Aquaculture is made possible by many small businesses. This conference is a prime opportunity for them to catch up with their customers—the growers who use their gear. “This meeting is like catching up with friends and it makes me feel warm and fuzzy inside. I enjoy seeing how well our customers are doing, and we like to thank their success if also a reflection upon us,” shared Bob Ketcham, founder of Ketcham Supply, a company that has been supplying fishing and aquaculture gear since 1975.

### Cultivating the Future: Education and Workforce Development

Several sessions focused on developing the aquaculture workforce and cultivating the next generation of growers and scientists through education, internships, and apprenticeships. Innovative programs throughout the Northeast shared their best practices for matching students’ skills and hands-on experience with the aquaculture sector’s growing workforce needs, including: Aquaculture Internships for Massachusetts; Maine’s Aquaculture Apprenticeship Program; Washington County Community College; The Sound School’s shellfish hatchery.

Maya Pelletier, workforce and educa-

tion manager at Maine Aquaculture Innovation Center, chaired an education session. During the session, the University of Maine Cooperative Extension shared virtual field trips they created to make visiting Maine’s aquaculture farms accessible to more K-12 students. Pelletier explained, “Kids don’t want to just learn about problems, they want to be part of solutions. We’re tying aquaculture to science, business, and the environment. High school pre-apprenticeships and career exportation allow students to build skills that you need on the water or to manage a business.”

### Celebrating Indigenous Aquaculture in Maine

This year’s conference featured its first-ever panel discussion about Indige-

nous-led aquaculture projects. The inspiring panel included Wabanaki Confederacy tribal members from the Mi’kmaq Nation, Penobscot Nation, and Passamaquoddy Nation. They shared how aquaculture supports local economies and fosters community health, wellbeing, and cultural identity, as well as Indigenous food sovereignty—the right of the tribes to grow their own culturally significant food.

For Maine’s tribes, aquaculture ties centuries of traditional ecological knowledge with contemporary practices. A share-and-give arrangement exists between the tribes. For example, they use a refrigerated truck to share their locally harvested food,

Continued on Page 25

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# Boat And Ship Yard News



The Young Brothers 45 MISS QUAHOG in at Farrin's Boat Shop in Walpole to be re-powered. They have removed a 700-hp John Deere and will replaced with a 1,000-hp FPT.



The Eggmoggin 47 under construction at Brooklin Boat Yard in Brooklin. Note the deck framing is in along with several bulkheads and the engine.

## Farrin's Boat Shop Walpole, ME

In the front bay they have a 40-foot Young Brothers, which is being finished out as a sportfish/delivery boat for a customer from the Caribbean. She arrived as a bare hull. Since her arrival they have finished off under the platform, put in her accommodations down forward, built a custom house and then began finishing off the main salon. Her accommodations include a queen-sized V-berth, head with shower and galley, which includes refrigerator/freezer and sink. Up in the shelter she has a three-person helm-seat, ice box, and a fish box with four-inches of insulation. Under the platform, besides her fuel tanks, is a 180-gallon water tank. She is powered with 715-hp D11 Volvo. This project is within a month of being finished. Once done, she will undergo her sea trials, probably mid-March.

In the back shop is MISS QUAHOG, a 45 Young Brothers lobster boat, which is being re-powered. They have removed a 700-hp John Deere and will replace it with a 1,000-hp FPT. They have the old engine out and are cleaning up the engine room. They felt that this was going to be an easy transition. She was scheduled to be finished and back in the water the end of March.

Coming in next is an Ellis 28, which is receiving new tanks and platform, new windows, and having her hull painted. A T. Jason 25 is coming in to have her shelter repaired. Next will be a Mitchell Cove 35 in to be re-powered followed by a Duffy 35, also in to be re-powered and then some miscellaneous repair work.

## Hewes & Co. Blue Hill, ME

They may not be a boatbuilder, but this company does a lot to support this industry. They do not just sell kit boats to the general public, they work from CAD drawings to produce station moulds or cut the wood or other building material for decks, interiors etc.

Recently they just delivered the hull moulds for a 51-foot powerboat, designed by Sam Chamberlain, under construction at Rockport Marine in Rockport. They also just delivered the hull moulds for an 18-foot launch being built at Brooklin Boat Yard. An interesting project was cutting the teak window frames for the 60-foot Grebe, which Richard Stanley is heading up at Yankee Marine in Yarmouth. These window re-frames were a challenge as it has several bevels and then to hold them together they used 1/8-inch brass dowels.

They are also working with Custom Composites in West Bath on a catamaran

plug. The question they were dealing with was what is the maximum thickness of foam they can cut with the 5-axis CNC machine.

Other works included sending out a Doug Hylan Beach Pea and looking at a deck job at the Henry Abel Yacht Yard on Mount Desert Island.

The big job they did over the last couple of years was on the 93-foot sailboat OUZEL, which was launched late last summer. They cut the hull's station moulds, followed by the stations for the deck mould, then the overhead panels with v-grooves, and the wood for the deck. The deck mould was scarfed 18 mill plywood, foam, solid wood blocking and then another layer of 15 mill plywood on top. Carbon fibre was also used and that was all vacuum-bagged together. They also built the supports so that when they lifted the deck it would not fold in on itself.

My question was how much does this save in hours of construction? Gardner Pickering, who heads this department, said that he did not know, but expected that in some cases it would save a lot of man-hours. He said, "For Rockport, this was all generated by them. Not only is this double cut scarfed plywood with nibs so they can't slide past, all of this is scribed, so nobody's out there with a tape measure guessing where the patches are. It is all right there. Things like this let them build the deck entirely off the hull. Take the cockpit plug for Rockport

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# Boat And Ship Yard News



The 47 Downeast Cruiser designed by Will Sturdy and under construction at Brooklin Boat Yard in Brooklin is moving right along. The deck is down and the sides of the cabin are in.



This is a Mussel Ridge 42 under construction at Samoset Boat Works in Boothbay. She is pretty far along, with her engine and drive train in as well as much of her accommodations.

Marine, this let's one crew build the cockpit while the other crew works on the boat. I think in addition to saving actual labor, it compresses the build time because now you have got different crews working on the same project."

When asked how much they are going to do on the 50 underway at Rockport Marine, Gardner said, "I don't ever know the answer to that question. Nobody draws it until the day they need it. They are not deciding until that day, is this a project worth drawing and machining versus handing it to a good carpenter? A lot of the smaller yards I talk them out of using CNC machining because it is not the cure-all. If it is the right tool, it's the right tool. But, if it is something that a really good carpenter with a bandsaw is going to make before I can even draw it, then it doesn't make sense. It is a system that works."

Once they receive or draw the item in CAD, they can sometimes have the item delivered within the week.

Another interesting project they have

done recently was for Brooklin Boat Yard, which is a sand box for the Brooklin Consolidated School. They extracted some lines from one of Doug Hylan's little rowboats. The interns at Brooklin Boat Yard put it together and when the weather warms up it will go over to the school and then be filled with sand.

What is next, they really never know, but they are always busy, if not with work from a boat yard they are cutting items for one of the houses the company is building. They just finished up 100 custom interior doors for a house under construction in Massachusetts.

### Mainly Boat Cushing, ME

In the main shop they have an Osmond 40 lobster boat, which is getting repowered. They have removed a 600-hp Cummins and are replacing it with an 815-hp FPT. They are also replacing all the hydraulics, new generator, some wiring, replacing the single ram steering with a dual ram system, new boxes,

new shaft and refinishing the topsides. This project will be completed and out the door early in March.

Next to her is a Wayne Beal 36, which is being finished out as a lobster boat for a fisherman from Kennebunkport. This is a simple boat, with only a V-berth down forward, open wheelhouse, a single fuel tank, which will be above the platform, and a 12 volt electrical system.

In the side shop there is a Mitchell Cove 35, which used to fish out of Port Clyde. Several years ago, they switched her over from port to starboard haul and now she is in to be repowered with a 480-hp FTP. Also being done will be all new hydraulics, new shafts, and some cosmetic work.

Then there is some repair work coming in. One needs the side of the wheelhouse repaired, some electrical, new radar stand, new hauling rail, and a rubber deck. A couple of the other repair jobs are just small, which is good as spring is coming and time is running out.

In March and April, they will be head-

ing over to Rockland to do a couple of projects at Journey's End Marina.

The phone has been ringing, and a couple of calls was to finish off two Coombs Cove 29s.

### Samoset Boat Works Boothbay, ME

There are two 42 Mussel Ridge hulls in each of the work bays. In the far shop they have one that is nearing completion and should be in the water sometime this summer. She is being finished out as a charter boat for a customer from North Kingston, Rhode Island. Down forward she has a V-berth, a single berth to starboard and an enclosed head with separate shower. Up in the main salon there is a full galley and helm on the starboard side, custom dual settees, raised bench seat at the bulkhead for passengers, and a wrap around L-settee. She is powered with a 1,150-hp D-16 Scania diesel. Under the platform there are two fuel

Continued on Page 18



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# Boat And Ship Yard News



This is the lobster boat OUTER LIMITS in to be repowered and other upgrades at Mainly Boat in Cushing. They have removed a 600-hp Cummins and replaced it with a 815-hp FPT.



This is a 1924 Chris Craft getting restored at Woodman Boats in Kennebunkport. They were able to save a lot of the planking, but had to repair it. She has been given a new bottom and they are now working on the deck.

### Continued from Page 15

tanks, each with about 380 gallons. There is also a 94-gallon water tank and an 8½-foot insulated tuna coffin. Up on deck are two in deck live wells, a transom live-well, electrical outlets on both the port and starboard side for electric reels under the wash rails, a hydraulic bandit reel, a green stick, tuna door, and an outside steering station with hauler and davit.

The forward cabin is in putty and paint and the joinery in the main salon is built and just needs to be fitted and tabbed in. Next, they will work on the L-shaped settee.

The other 42 is being finished out as a pleasure cruiser for a customer from Halifax, Nova Scotia. She has similar accommodations, with the exception that the head/shower is all one. This is located on the starboard side just in front of the utility locker. On the portside there is a larger lower berth with a

smaller upper berth. She also has a tuna door, on deck live well, tuna coffin, solar panels on the shelter top and a water maker. This boat will be powered with a 900-hp Scania. She will be used mostly for cruising, hopefully all the way to the Bahamas, and do a fishing tournament here and there. This one will not be launched until the summer of 2027.

There is talk about finishing off a twin-screw 54 and several others are talking, but nothing definite as yet.

### Strouts Point Wharf Co. South Freeport, ME

One of the big projects this winter is on a 28-foot Crocker V-drive powerboat named DELILAH built in the early 2000s. She is structurally sound, but her finish needed a total upgrade. They stripped this completely down and repainted and revarnished.

One of the regular customer's Concordia, will be repowered. They are removing

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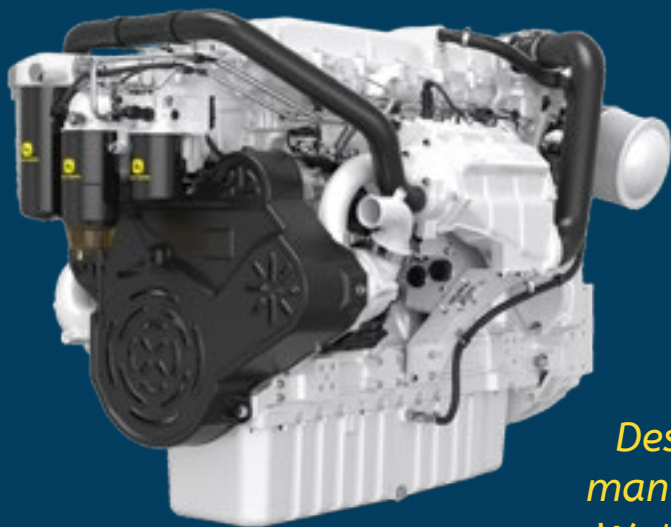
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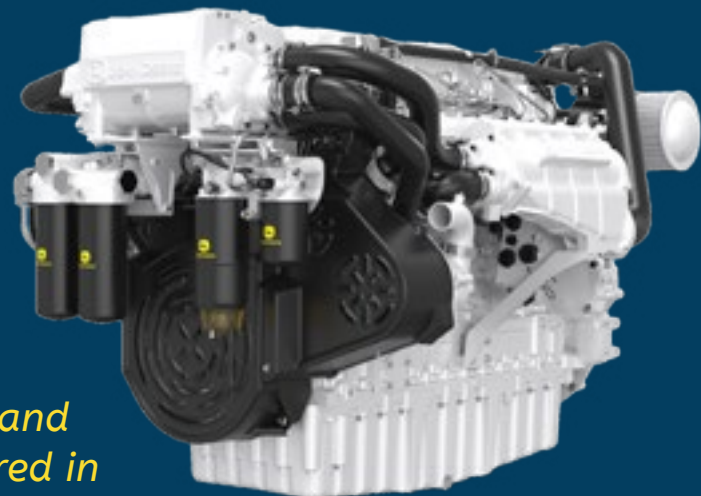
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# Boat And Ship Yard News



A stern view of the 1924 Chris Craft getting restored at Woodman Boats in Kennebunkport. Note the two large fuel tanks being fitted as well as the old deck being re-laid.

a Yanmar and replacing it with a Beta 30. The owner also wanted to increase his solar charging capacity, and he is working with Ocean Planet in Edgcomb, who specializes in solar power. The boat has also been having her regular winches upgraded and will get all new running rigging this year.

They are working on a Herreshoff 12½. The owner remembers sailing one of these with her father and she found that boat for sale and purchased it. It has been restored in Massachusetts but now stores here. They will replace a couple of frames, install a boom tent, upgrade some rigging, add a swivel cleat for the mainsheet, and then paint and varnish.

An Alerion 26 came in to have her rotten balsa core replaced. This is located in the deck around the cleats and chainplates. Because the affected area is pretty flat, they are replacing the balsa with Coosa and then glassing it in place.

The Bruno 35, which had a major refit done to her last winter, returned for more work. Last year they went from the head to the main bulkhead and gutted her and replaced all the countertops. This year they are working on the head.

A Duffy is in for a new coach roof and to have her brightwork redone.

Honda outboard had a very good deal last year and they have done half a dozen repowers over 150-hp. They had introduced new models for 2026 and thus the 2025s were given special pricing.

Coming in next will be a Sabre 42 for brightwork and her regular annual maintenance. She will be followed by an Arundel 28, an inboard/outboard boat built by the Landing School. The owner thinks he would like a hardtop installed.

One type of boat they have seen several of, is the Banks Cove, which they have done several repowers on.

successful doing. Richard Woodman, owner of the shop, said, "What you see from the sheer to the waterline are 102-year-old original planks. We did a lot of repair work on them, as many of them were split. The keel, chine and stringers are new. The bottom is done. We did it the same, two layers like Chris Craft did, except we did it in epoxy when they just did it in bedding and canvas. It is an inter-diagonal fore and aft mahogany. The new tanks we are fitting those in. They are the same shape as the old original ones, which were either steel or Monel, but these are aluminum."

As for the framing, they had to replace about 75 percent of it, mostly in the open spaces. Rich explained, "Sometimes we only saved an upper frame, chine to the sheer with chine to keel new."

The original decking that they were able to save, and they saved a lot, Rich is currently putting down. He said, "I am getting the deck on so that I can get the coamings and covering boards on. The whole deal now is that the coamings have to go on before the raised engine hatch area because it is framed right up around those. I have got some beautiful South American mahogany milled up and ready to go for that part of the project."

The owner has been working on getting the transmission ready. The engine, a Curtis OX5, is sitting to the side of the boat all ready to go in. Accutech is getting the shaft and propeller together.

All the deck hardware was sent to a place in Gorham/Shapleigh area and replated in nickel. They have returned and look as

Continued on Page 20



LIL' BROOKS being hauled out at Jonesport Shipyard for some regular maintenance.



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The 1924 Chris Craft is getting closer to completion. The hull is done and they are now working on the deck and interior.

They did their best trying to save the original hull planks, which they were pretty



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# ATLANTIC STATES MARINE FISHERIES - WINTER MEETING

## Continued from Page 1

and other factors like predation and habitat loss are impacting the stock. Advisors speaking about GOM/GBK noted the importance of improving enforcement and considering regional differences within the stock area when considering changes to management measures.

As requested by the Board, Maine, New Hampshire, and Massachusetts reported out on recent meetings with stakeholders to better understand concerns for the fishery and discuss possible directions for management for the GOM stock. The three states are continuing to meet with stakeholders to review the results of industry surveys and discuss issues affecting the fishery and will provide additional updates to the Board at the next meeting.

The Board received an update from NOAA Fisheries on actions related to the New England and Mid-Atlantic Councils' Joint Alternative Gear Marking Framework Adjustment. Last year, the Councils postponed final action on the Framework until additional information on ropeless gear and visualization technology is available to better inform stakeholder input and Council decision-making. NOAA Fisheries intends to gather information through a Request for Information (RFI), however, the timeline for the RFI was delayed by the lapse of federal appropriations last fall. NOAA Fisheries expects to complete the RFI and comment period in time to report to the Board at its May meeting.

Finally, the Board approved a nomi-

nation to the AP for Joe Fiorentino, a recreational diver from Pennsylvania that will represent New Jersey on the AP. For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at [cstarks@asmfc.org](mailto:cstarks@asmfc.org).

### Motions

Move to task the Technical Committee/Stock Assessment Subcommittee to develop and evaluate GOM/GBK candidate biological reference points that account for non-stationarity of environmental conditions/productivity. Report back to the Lobster Management Board in advance of the Fall/Annual 2027 meeting, and annually before the next stock assessment.

Motion made by Mr. Train and seconded by Dr. McNamee. Motion approved by unanimous consent.

Move to form a Steering Committee (SC) to Review existing management objectives, as outlined in Amendment #3 and subsequent addenda, relative to the current GOMGBK stock status, and social/economic conditions facing the fishery today and develop a process that would clearly identify new management objectives (across all stakeholders), to better understand socioeconomic status and concerns, and to identify potential management tools. Representation on the SC shall follow recommendations outlined in the January 20, 2026 Technical Committee memo. The SC will recommend a process for both tasks for the August 2026 Lobster Management Board.

Motion made by Mr. Wilson and seconded by Dr. McNamee. Motion approved

by unanimous consent.

Move to approve the nomination to the American Lobster Advisory Panel for Joe Fiorentino, a recreational diver from Pennsylvania, representing New Jersey.

Motion made by Mr. Cimino and seconded by Mr. Abbott. Motion approved by unanimous consent.

### WINTER FLOUNDER MANAGEMENT BOARD

*Winter Flounder Stock Assessment Updates Find GOM Stock Not Experiencing Overfishing & SNE/MA Stock Not Overfished or Experiencing Overfishing*

The Commission's Winter Flounder Management Board received the results of the 2025 Stock Assessment Updates for the Gulf of Maine (GOM) and Southern New England/Mid-Atlantic (SNE/MA) winter flounder stocks and set specifications for the 2026-2028 fishing years.

For the GOM stock, it is unknown if the stock is overfished. However, the exploitation rate is estimated to be 19% of the overfishing exploitation threshold proxy, indicating the stock is not experiencing overfishing. The commercial fishery has experienced sharp declines in landings since the peak in 1982 at just over 6 million pounds. Landings declined steadily to approximately 770,000 pounds in 1999 and is estimated to be approximately 354,283 pounds in 2024. Recreational landings represented a significant portion of total harvest on the GOM stock during the 1980s, ranging between 2.5 and 10.5 million pounds. Recreational landings dropped below 440,000 pounds in 1992 and continued to drop to a time series low of approximately 49,824 pounds in 2024. This significant reduction in landings is largely attributable to low availability and/or low effort.

Survey indices for the GOM stock have shown little change in the composition of age classes over time. This is concerning given the declining level of annual landings and low exploitation rate in the GOM. Overall, these indices of abundance have not shown any positive response to the large declines in commercial and recreational removals since the 1980s. However, recent increases (2021-2024) in biomass, if continued, may be the beginning of a response to low fishing effort.

The SNE/MA stock is considered not overfished nor experiencing overfishing. Spawning stock biomass (SSB) is estimated at 6.14 million pounds, 89% of the SSB target of 6.86 million.

SNE/MA commercial landings have declined significantly from the record high of 22.6 million pounds in 1981 to an all-time low of approximately 76,941 pounds in 2023. In 2024, commercial landings are estimated at 167,772 pounds. In response to the poor condition of the stock, a moratorium in the SNE/MA fishery was implemented in federal waters between May 2009 and April 2013. Concurrently, a 50-pound commercial bycatch limit was implemented in state waters and still remains in place today.

The SNE/MA recreational fishery has also experienced significant declines over time due to decreases in abundance. Landings were around 12 million pounds in the early 1980s, increased to 18.5 million pounds in 1984, and then precipitously declined to between 2 and 4.5 million pounds from 1992 to 2001. Landings continued to decline over the next two decades, from a high of 1.4 million pounds in 2002 to a low of 1,102 pounds in 2019. In 2024, recreational landings were estimated at 4,409 pounds.

Considering the results of the assessment updates and catch limits recommended by the New England Fishery Management

Council, the Board maintained 2025 recreational and commercial measures for the GOM and SNE/MA winter flounder stocks for the 2026-2028 fishing years (see Table 1). However, the Board discussed the 2 fish recreational possession limit currently in place for the SNE/MA stock, including concerns the low possession limit was discouraging targeting of winter flounder by the recreational fishery. The Board tasked the Winter Flounder Technical Committee to examine the potential impacts of increasing the SNE/MA recreational possession limit and corresponding open seasons, and report its findings to the Board by the Commission's August 2026 meeting.

Both assessment updates, as well as a more detailed overview of the updates, can be found on the Commission website at <https://asmfc.org/species/winter-flounder/> under News and Resources. For more information, please contact Tracey Bauer, Fishery Management Coordinator, at [tbauer@asmfc.org](mailto:tbauer@asmfc.org) or 703.842.0740.

### Meeting Summary

The Board also approved state compliance reports and the Fishery Management Plan (FMP) Review for the 2024 fishing year. All states' regulations were found to be consistent with the FMP, and the Board approved de minimis status for New Jersey's commercial fishery.

The Board also approved the nomination of Nicole Lengyel Costa from Rhode Island for Vice Chair to the Winter Flounder Management Board. For more information, please contact Tracey Bauer, Fishery Management Plan Coordinator, at [TBauer@asmfc.org](mailto:TBauer@asmfc.org).

### Motions

Move to approve status quo commercial and recreational Southern New England/Mid-Atlantic and Gulf of Maine winter flounder measures for the 2026-2028 fishing years.

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

Move to approve Winter Flounder FMP Review for the 2024 fishing year, state compliance reports, and de minimis status for New Jersey's commercial fishery.

Motion made by Mr. Grout and seconded by Mr. Kane. Motion passes by unanimous consent.

Move to elect Nicole Lengyel Costa as Vice Chair of the Winter Flounder Management Board.

Motion made by Mr. Gates and seconded by Mr. McKiernan. Motion passes by unanimous consent.

### SPINY DOGFISH MANAGEMENT BOARD

*ASMFC Spiny Dogfish Board Sets Quota for 2026/2027 and 2027/2028 Fishing Seasons*

The Commission's Spiny Dogfish Management Board approved a coastwide commercial quota for the 2026/2027 and 2027/2028 fishing seasons (May 1-April 30) of 9.2 million pounds (state-specific allocations are provided in table below), pending approval by NOAA Fisheries. The quota is consistent with the measures recommended to NOAA Fisheries by the Mid-Atlantic and New England Fishery Management Councils (Councils). The Board also maintained the commercial trip limit in state waters of 7,500 pounds for the northern region states of Maine through Connecticut. The states of New York through North Carolina have the ability to set state-specific trip limits based on the needs of their fisheries. The Commission's actions are final and apply to state waters (0-3 miles from shore). The Councils forwarded their recommendations for

# Boat Yard News

## Continued from Page 19

good as new.

Rich only has until the April to get his portion completed before he needs to switch over and get his 55-foot cruising schooner ELEANOR ready for taking people out this summer. He added, "I really only got another five weeks of time before charter season gets going. I want to be done so the owner can be playing with instrumentation and the dash. I think we will be close. There is not much of an interior. There is a little bit to be done with the engine hatches, little intricate."

On the second-floor mezzanine they are doing some repairs on an Old Town canoe for the same person who had repairs made on a Morris canoe last year.

What is up for next year? The engine for the 36-foot Elco came back last fall and that needs to be installed. The Chris Craft will come back and be completed. As for the lobster boat MELODY, she is sitting in storage beside the shop just waiting for Rich to have a little time to get back on her. He spent time this winter helping his son set up a machine shop for working on guns, which already has customers.

\*\*\*\*\*

Last year, the last week of June, Rich was returning to Kennebunkport with ELEANOR when he was struck amidships by a powerboat. What was impressive was the help he received from Dwight Raymond and Performance Marine enabling ELEANOR to be ready for sea in just over a week's time.

Rich said, "Dwight Raymond, Performance Marine, right here in the Kennebunk River, literally called me while some of my passengers were still getting cleared medically. He said, 'What do you need?' I said, 'Well, we are cut to the waterline, so I guess we need to come out at your convenience.'" I already saw that he had a boat up in his slings and I said, "The next day or whatever." He

goes, "No, we are getting that boat in, we will haul you tonight." So, he hauled us that evening. We got the insurance adjuster down there the next day, which was a Friday, and I started pulling the woodwork out of the way that day. Dwight started work on Saturday. He had a guy in there with a grinder, and it was the last week of June and the next week I think it hit 100° on a couple of days. Those guys worked starting at 4:30 or 5:00 in the morning. They made sure every day that the next step got done. It was 10 days and we were fairing up the hull, and I was getting some paint on. I finished the wooden rails and some of the life rails in the water."

The boat that hit them went 18 inches into the deck, slicing through the hull down to a half an inch below the waterline. Rich explained, "The good side was it was right in between bulkheads and the only interior thing I had in there was my cooler that we keep water and refreshments in so it was assessable from the inside. We didn't have to do a lot of stripping out."

Another plus was that the damage to the hull did not expand out very far from the impact. Dwight had built the hull back in 1998. She was a fiberglass with a ¾-inch Corecell core, and the deck was built using ¾-inch fir plywood core. Rich thought that the way the boat was constructed it absorbed a lot of the impact and that is why the fiberglass was not fracture far from the impact area. He also said that when the boat hit at an estimated 10 knots the boat did not lurch and throw passengers around. He said it was like a catch's mitt."

Rich was able to get several coats of primer, puttied and faired fairly well, before they put a final coat on just before going over after the accident. He thinks he might go back over it again and put down a good two-part Epifanes paint just on that side.

ELEANOR will be ready for cruising right around Memorial Day.

# ATLANTIC STATES MARINE FISHERIES - WINTER MEETING

federal waters (3 –200 miles from shore) to NOAA Fisheries Greater Atlantic Regional Fisheries Administrator for final approval.

The approved coastwide quotas represent a 1.5% reduction from the current fishing season's coastwide quota of 9.3 million pounds. The decreased quota is based on the Councils' maintaining the acceptable biological catch estimate from 2025/2026 but setting aside a slightly higher amount for discards. For more information, please contact James Boyle, FMP Coordinator, at [jboyle@asmfc.org](mailto:jboyle@asmfc.org) or 703.842.0740.

### Meeting Summary

In addition to setting the specifications for the 2026/2027 and 2027/2028 fishing years, the Spiny Dogfish Management Board met to discuss the Spiny Dogfish Accountability Measures Framework and consider complementary action.

In December 2025, the New England and Mid-Atlantic Councils took final action on a framework adjustment to change accountability measures in the federal Spiny Dogfish FMP, pending review and approval by NOAA Fisheries. If approved, Annual Catch Limit (ACL) overages would be calculated using a 3-year average of total catch from all sources compared to a 3-year average of ACLs and payback amounts would be scaled to biomass level as follows: At or above target biomass: No payback would be required for ACL overages. At or below 75% of target biomass: 100% paybacks would be required from the next applicable year. Between 75% and 100% of target biomass: The payback amount would be calculated on a sliding linear scale based on biomass level (e.g. a 50% payback would be required when the stock is at 87.5% of the target biomass).

The Board discussed the payback provision of the Interstate FMP, which requires a pound for pound payback from the region or state that incurred the overage in the subsequent fishing season, and how it may interact with the revised federal measures. Under certain circumstances, the Board

raised concern about the possibility of a double payback, where an overage would be repaid under both the federal and Interstate FMPs. However, Staff noted the flexibility of the Board to set a coastwide quota separately from the federal quota and alleviate the issue. The Board chose not to initiate any complementary action at this time and will review the Framework once NOAA has completed its rulemaking process.

For more information, please contact James Boyle, Fishery Management Plan Coordinator at [jboyle@asmfc.org](mailto:jboyle@asmfc.org).

### Motions

Move to set the spiny dogfish quota for the 2026/2027 and 2027/2028 fishing years at 9,197,675 pounds, pending approval by NOAA Fisheries.

Motion made by Ms. Meserve and seconded by Mr. Reid. Motion approved by unanimous consent.

Move to establish a 7,500 lb. trip limit for the 2027/2028 fishing year for the northern region.

Motion made by Ms. Zobel and seconded by Mr. Gates. Motion passes by unanimous consent.

Move to nominate Renee Zobel as Vice-Chair of the Spiny Dogfish Board.

Motion made by Mr. Clark and seconded by Mr. Kane. Motion passes by unanimous consent.

### AMERICAN EEL MANAGEMENT BOARD

#### Meeting Summary

The American Eel Management Board met to receive an update on recent discussions related to American eel in the Convention in International Trade in Endangered Species of Wild Fauna and Flora (CITES) and consider a report from the Technical Committee (TC) on several tasks assigned by the Board. The 20<sup>th</sup> Meeting of the Conference of the Parties (CoP20) convened last fall in Samarkand, Uzbekistan. At the CoP, the Parties rejected a proposal to include the



From Left: ASMFC Executive Director Bob Beal, Hart Award Recipient Pat Keliher, and ASMFC Chair and Vice Chair Dan McKiernan and Doug Haymans.

genus *Anguilla* in Appendix II, but adopted a Resolution On Trade, Conservation And Management Of Anguillid Eel Species.

The TC Chair reported on work addressing two Board tasks. The first task was to review Addendum V criteria related to site selection for aquaculture harvest under a Board approved plan for glass eel aquaculture. Addendum V indicates that preferred aquaculture harvest locations should have (1) established or proposed glass eel monitoring, (2) be favorable to law enforcement, and (3) have watershed characteristics that are prone to relatively high mortality rates. The TC did not recommend changes to the Addendum language, noting the Addendum does not require sites to meet all three criteria. The TC also provided guidance on how the criteria should be used and considered in the development and evaluation of aquaculture proposals. In response to Florida's proposal to discontinue its young-of-year (YOY) survey due to persistent low catches and lack of funding, the second TC task was to evaluate the utility of continuing Florida's YOY survey and its contribution

to the Commission's management and assessment. The TC discussed the survey to better understand its limitations and use in the assessment, and plans to gather input from the Stock Assessment Subcommittee (SAS) before making a recommendation to the Board. Specifically, the TC intends to gather information to compare the utility of the Florida YOY survey to other surveys and assess the impacts of eliminating the survey from the assessment. Further, the TC will evaluate Florida's electrofishing and age data to determine whether they can be used in the future to assess recruitment, identify improvements that could be made to the surveys, and analyze the YOY time series to calculate the proportion of zero catches of American eels. The TC will report back to the Board at its next meeting.

For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at [cstarks@asmfc.org](mailto:cstarks@asmfc.org).

### Motions

No motions made.

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## International Maritime Library

**Version 7 - 169,000+ vessels listed**  
[internationalmaritimelibrary.org](http://internationalmaritimelibrary.org)

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

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

### Also Shipwreck Index and Chronological listing up online!

#### ON-GOING PROJECTS INCLUDE:

Creating an encyclopedia and a chronological history of events.

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

Transcribing: WPA Ship Documents, especially ones not published.

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

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

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*Dedicated to the Preservation of Maritime Writings*

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## CAPTAIN DAVID H. HART AWARD

*Patrick Keliher Named 2025 Captain David H. Hart Award Recipient*

At its Winter Meeting in Arlington, Virginia, the Atlantic States Marine Fisheries Commission (ASMFC) presented Patrick Keliher, former Commissioner with the Maine Department of Marine Resources (ME DMR), the Captain David H. Hart Award for 2025 for his longstanding contributions to and exceptional leadership towards the sustainable management of marine resources along the Eastern Seaboard.

Since becoming Commissioner with ME DMR and Administrative Commissioner to the ASMFC in 2012, Pat has worked tirelessly to support marine fisheries stakeholders, both in Maine and along the Atlantic coast. His unwavering work ethic extended well beyond the Commission table. He is a consummate professional—always prepared and expertly engaged in every setting with a straightforward, no-nonsense approach. This approach earned him the respect of all those who have worked with him.

From 2017 – 2023, Pat served in a leadership position with the Commission, helping address a wide range of issues. One of the most unique and challenging times during his tenure was guiding the Commission through the pandemic. This was a time that truly reflected Pat's steady leadership and deep commitment to the Commission. Throughout that period, he stayed closely connected with staff and fellow Commissioners, oversaw a seamless transition to virtual meetings, and consistently made decisions with the safety of Commissioners and staff in mind. Other notable accomplishments during this time include quick action by the states to end overfishing of Atlantic striped bass and implementation of ecological reference points to manage Atlantic menhaden.

On the home front, Pat has been credited with strengthening and sustaining Maine's commercial fisheries through effective management, responsible policy, and improved enforcement. His collaborative effort to secure a six-year pause on federal whale regulations and to provide millions in federal funds for marine mammal research has benefited both Maine's lobster industry and the critically endangered North Atlantic right whale. During his tenure, DMR implemented enhanced management and enforcement measures to protect Maine's valuable elver resource and fishery. His work to secure funding and establish strategic partnerships was instrumental in efforts to restore access to habitat for Maine's sea-run fish species. Pat also oversaw the administration of state funding that has protected many vital working waterfront properties, and federal funds that provided much needed direct relief to industry and investments in critical infrastructure.

"I can't think of a more deserving recipient of this honor," said Department of Marine Resources Commissioner Carl Wilson. "Throughout his career, Pat has demonstrated a dedication to science-based decisions, effective policy, and strong enforcement necessary to protect our valuable marine resources and industries."

"Pat's strong advocacy for Maine's marine resources and fisheries was exceeded only by his commitment to the people who make their living on the water," said Maine Governor Janet Mills. "Maine's coastal economy, environment, and communities are stronger because of his leadership, and this award reflects his many career accomplishments."

Prior to joining DMR, Pat served as Executive Director of the Atlantic Salmon Commission and Executive Director of the New England States of the Coastal Conservation Association, Greater New England.

The Commission instituted the Hart Award in 1991 to recognize individuals who have made outstanding efforts to improve Atlantic coast marine fisheries. The Hart Award is named for one of the Commission's longest serving members, who dedicated himself to the advancement and protection of marine fishery resources, Captain David H. Hart, from the State of New Jersey.

## EXECUTIVE COMMITTEE

### Meeting Summary

The Executive Committee met to discuss several issues including, a report from the Declared Interests and Voting Privileges Work Group; "notifying" actions on agendas; and updates on legislation, CARES and future annual meeting locations. The following action items resulted from the Committee's discussions:

- Staff reported the Declared Interests and Voting Privileges work group had met and made good progress on declared interest, but no formal progress on voting privileges yet. The work group is exploring the development of Best Management Practices (BMPs) on voting. The work group is discussing the pros and cons of establishing the BMPs as advisory or mandatory. The work group will report back to the Executive Committee in May.
- Staff reported on the issue of "notifying actions" on meeting agendas. The Committee agreed to add language at the beginning of board agendas to notify the public action may be taken on any items included on the agendas. The agendas will continue the current process of identifying "action" and "possible action" items.

• Staff presented an update on recent legislative activity, including the contents of the FY26

Commerce, Justice and Science Appropriations Bill. He also provided a brief update on a number of other fishery bills.

• The Commission received an extension through December 4, 2026 on the CARES cooperative agreement to continue to collect funds from those who received funds deemed ineligible.

• Lastly, staff provided an update on future Annual Meeting locations. In 2026, Rhode Island will host the annual meeting, November 8-12 at the Viking Hotel in Newport. In the following years the host states are: 2027 South Carolina; 2028 Massachusetts; 2029 Pennsylvania, 2030 Georgia and 2031 Connecticut.

For more information, please contact Laura Leach, Director of Finance & Administration, at [lleach@asmfc.org](mailto:lleach@asmfc.org) or 703.842.0740.

### Motions

No motions made.

## COASTAL PELAGICS MANAGEMENT BOARD

### Meeting Summary

The Coastal Pelagics Management Board met to consider terms of reference for the 2027 Atlantic Cobia Stock Assessment; review next steps and timeline for Atlantic cobia management; consider Fishery Management Plan (FMP) Reviews for Atlantic cobia and Spanish mackerel; receive an update from the South Atlantic Fishery Management Council on Spanish mackerel; consider nominations to the Spanish Mackerel Plan Review Team and South Atlantic Species Advisory Panel; and elect a Vice Chair.

Work on the next Atlantic Cobia Stock Assessment has begun with anticipated peer review in 2027. This stock assessment is re-starting after initial stock assessment work in 2024 through the SouthEast Data, Assessment, and Review (SEDAR) process was paused due to changing availability of the lead analyst. A new lead analyst from NOAA Fisheries was identified to begin work on the assessment in early 2026, and it was decided the Commission will lead the assessment process (Data, Methods, and Assessment Workshops) and SEDAR will coordinate a Peer Review Workshop (SEDAR 107). The Technical Committee (TC) and Stock Assessment Subcommittee (SAS) developed draft terms of reference for the assessment and peer review for the Board's consideration. The Board approved the terms of reference as recommended by the TC-SAS.

The Board reviewed next steps and timeline for Atlantic cobia management. With the harvest quota specifications expiring at the end of 2026, the Board will consider setting specifications for at least 2027 and the option for up to five years. One timing consideration is the new stock assessment, which is anticipated to inform 2028 quota levels. When new specifications are set, there will be an evaluation of each region's recreational harvest against the regional targets to inform any changes to regional recreational measures, but with the measures having changed in 2025, the 2027 evaluation will only have one year of data. Additionally, there could be further changes considered for 2028 recreational measures if the assessment informs an updated quota in 2028. Further, the Board could update regional recreational allocations after the revised MRIP time series becomes available. Given these challenges and timing considerations, the Board tasked the TC with evaluating the impact of maintaining status quo recreational measures in 2027, in addition to conducting the typical evaluation against the recreational harvest targets.

The Board also received an overview of the confidence interval approach for recreational harvest evaluations, which is an FMP provision that can be implemented via Board vote at any time. The provision allows for a switch from the current rolling average approach using point estimates for recreational harvest evaluations to a confidence interval approach using the 95% confidence intervals around the point estimate instead. Board discussion was more focused on the above timing challenges of setting future specifications, the stock assessment, and revised MRIP than the confidence interval approach at this time.

The Board approved the Atlantic Cobia FMP Review for the 2024 fishing year, de minimis requests, and state compliance reports. The Board also approved the Spanish Mackerel FMP Review for the 2023-2024 fishing years, de minimis requests, and state compliance reports.

The Board received an update from the South Atlantic Fishery Management Council on Spanish mackerel. The Council conducted a series of in-person and virtual port meetings for the king and Spanish mackerel fisheries from April 2024 through January 2025. In June 2025, the Council considered how to respond to recommendations made during port meetings as well as to the most recent Atlantic Spanish mackerel stock assessment (SEDAR 78). The Council decided to postpone any management action, including addressing catch level recommendations from the last stock assessment, until the revised MRIP time series is available and the next stock assessment is complete. The next Spanish mackerel stock assessment through

SEDAR is scheduled to begin in early 2027. The Board discussed the potential need to consider changes to the Interstate FMP to address longstanding differences between the Interstate and Federal FMPs and to address any recommendations from port meetings that may be more applicable to state waters. The Board discussed whether any potential action at the Board level should occur before the Council completes its next federal Spanish mackerel action. The Board agreed to revisit this discussion about potential action when the next Spanish mackerel assessment is complete.

The Board approved the nominations of Sara Pace from North Carolina and Chris McDonough from South Carolina to the Spanish Mackerel Plan Review Team. The Board approved the nomination of Robert Hale, a recreational angler from Georgia, to the South Atlantic Species Advisory Panel.

Finally, the Board elected Erika Burgess of Florida as the Vice Chair. For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at [efranke@asmfc.org](mailto:efranke@asmfc.org) or 703.842.0740.

### Motions

Move to approve the Terms of Reference for the 2027 Atlantic Cobia Stock Assessment and Peer Review.

Motion made by Mr. Haymans and seconded by Dr. McNamee. Motion approved by unanimous consent.

Move to approve the Atlantic Cobia FMP Review for the 2024 fishing year, state compliance reports, and de minimis requests from Rhode Island, New Jersey, Delaware, Maryland, Georgia, and Florida.

Motion made by Mr. Clark and seconded by Mr. Grist. Motion approved by unanimous consent.

Move to approve the Spanish Mackerel FMP Review for the 2023 and 2024 fishing years, state compliance reports, and de minimis requests from Rhode Island, New Jersey, Delaware, and Georgia.

Motion made by Mr. Miller and seconded by Mr. Haymans. Motion approved by unanimous consent.

Move to approve Sara Pace of North Carolina and Chris McDonough of South Carolina to the Spanish Mackerel Plan Review Team.

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

Move to approve Robert Hale of Georgia to the South Atlantic Species Advisory Panel. Motion made by Mr. Haymans and seconded by Mr. Sikorski. Motion approved by unanimous consent.

Move to elect Erika Burgess as Vice Chair.

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

## ATLANTIC MENHADEN MANAGEMENT BOARD

### Meeting Summary

The Atlantic Menhaden Management Board met to receive a progress update on the development of Draft Addendum II; an Advisory Panel (AP) report on the 2025 single-species and Ecological Reference Points (ERP) stock assessments; and a Technical Committee (TC) update on the Board task to review changing environmental conditions.

In October, the Board initiated Draft Addendum II to Amendment 3 to develop options to more evenly distribute harvest of the Chesapeake Bay Reduction Fishery Cap (Bay Cap) into quota periods as well as consider reductions in the Bay Cap up to 50%. The Plan Development Team (PDT) met four times in December and January and developed a memo outlining questions and

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considerations for the Board to review and provide guidance in further developing the draft addendum.

Regarding quota periods, the Board direction included the addition of the following issues/items in the Draft Addendum:

- Compare reduction effort with harvest data within quota periods
- Investigate pound net and reduction catch rates to determine if pound net landings are correlated with the timing of the reduction fishery
- Eliminate the limitation on individual quota periods containing no more than 1/3 of the total Bay Cap to allow for more flexibility in shifting harvest later in the year to protect menhaden's ingress into the Bay
- Options that divide the fishing season into even time periods to spread out concentrated harvest over more time
- Discuss declining pound net catch per unit effort and quota attainment in statement of the problem
- Data for pound net participation over time
- Consider how the combinations of roll-over and overage payback options may lead to a concentration of harvest contrary to the intention of the addendum
- Options to apply overage paybacks in the final quota period to the subsequent fishing year
- Options to apply any quota period overages to the subsequent fishing year

For reducing the Bay Cap, the Board will have the ability to choose any value within the range of 0 to

50%, but for analysis and public consideration, the Plan Development Team is drafting options for status quo (0% reduction), and reductions of 10%, 20%, 30%, and 50%. The Board will review and consider approving the draft addendum for public comment at the 2026 Spring Meeting.

The Board received a report of the AP's review of the results of the 2025 single-species and ERP stock assessments. In addition to a comment requesting further consideration of a multispecies-statistical-catch-at-age model for the next ERP benchmark assessment, comments from the AP and members of the public focused on potential reallocation of state quotas to provide more opportunities for bait harvest in New England, particularly Maine. The AP will meet prior to the 2026 Annual Meeting to review state quota utilization over time and provide comments for the Board to consider reallocation at the Annual Meeting.

The TC provided an update on two tasks from the Board to evaluate the effects of changing environmental conditions on the Atlantic menhaden stock. The TC considered a range of options to proceed in responding to the Board task, including performing a literature review, a correlation analysis, and developing a spatial distribution model. Each of which represents significantly different workloads and timeframes. In its discussion, the TC considered the data limitations for more quantitative analyses, particularly the disconnect between targeted ages and sizes between osprey and the fishery, as well as the seasonal limitations of fishery-independent data. Additionally, it noted that having a management goal would provide more information on what level of analysis is necessary and a detailed analysis may be better incorporated into the assessment process. The TC will perform an initial literature review and present a report to the Board at the 2026 Spring Meeting.

The TC also provided an update on its review of the bait fishery biological sampling requirement. The TC discussed two paths forward: continue analyses of the requirement with NOAA sampling

data or pause further analyses until there is an acceptable data set of state bait ages (as states are preparing to transition to processing samples). It was noted the most recent ageing exchange continued to show inconsistencies between different readers, and in the northern end of the range, where there are larger menhaden, there is a greater variance of ages within a certain size. Given the TC's concern about the applicability of the ageing results if analyses are performed prior to the change from NOAA to state data sets, it decided to pause further analyses until there is a more consistent data set from state processed samples. The TC recommended maintaining the current requirement size of 10-fish samples but will re-evaluate the sampling size requirement, including whether different sample sizes are necessary for different states to account for the greater variance in age and size, following its analysis of the data sets. For more information, please contact James Boyle, Fishery Management Plan Coordinator at [jboyle@asmfc.org](mailto:jboyle@asmfc.org).

## Motions

No motions made.

## SUMMER FLOUNDER, SCUP AND BLACK SEA BASS MANAGEMENT BOARD

### Meeting Summary

The Summer Flounder, Scup, and Black Sea Bass Management Board (Board) met to approve the regional distribution of a 20% coastwide liberalization in black sea bass recreational harvest for 2026-2027.

In December 2025, the Board and the Mid-Atlantic Fishery Management Council jointly approved a 20% liberalization from status quo recreational harvest for black sea bass in 2026-2027. The Board noted that Addendum XXXII to the Summer Flounder, Scup, and Black Sea Bass Fishery Management Plan provides guidance for when recreational liberalizations are available for black sea bass. Addendum XXXII indicates the Board should consider distributing a liberalization among the three black sea bass management regions (Massachusetts through New York, New Jersey, and Delaware through North Carolina north of Cape Hatteras) in a manner that aims to reduce interregional and intraregional disparities in recreational management measures where possible.

In addition to the guidance in Addendum XXXII, the Board considered analyses by the Summer Flounder, Scup, and Black Sea Bass Technical Committee (TC). The analyses included black sea bass coastwide harvest trends, coastwide distribution, and discards and catch-per-trip by state and region. For example, in general, black sea bass discard rates are higher in the northern region (Massachusetts through New York), due in part to higher minimum sizes (between 16-inches and 16.5 inches) compared to other states, where the minimum size ranges between 12.5-inches and 13-inches. The TC also advised the Board that the distribution of the liberalization could be accomplished several different ways, including (1) an equal 20% liberalization for each region; (2) assigning a region or regions a specific percent liberalization amount, and the remaining region(s) receiving the remaining liberalization; or (3) assigning a region or regions specific recreational management measures, and the remaining region(s) receive the remaining liberalization.

After much deliberation, the Board approved the following distribution of the 20% coastwide liberalization: the southern region (Delaware through North Carolina north of Cape Hatteras) will take a 16.5% liberalization, the northern region (Massachusetts

through New York) will not exceed a 27% liberalization, and New Jersey will receive the remaining liberalization not utilized by the southern and northern regions.

Following the February Board meeting, states will work with the other states within their region and between regions to develop proposals with a suite of recreational black sea bass management measure options. The Board will meet again via webinar on March 5 from 1:00 – 2:30 p.m. to approve state proposals.

For more information, please contact Tracey Bauer, Fishery Management Plan Coordinator, at [TBauer@asmfc.org](mailto:TBauer@asmfc.org).

## Main Motion

Move to allow the Northern region to exceed a 20% liberalization by adding unused liberalizations from the NJ and Southern regions with the combined regional liberalizations not exceeding a coastwide 20% liberalization. The NJ and Southern regions shall not exceed 20% liberalizations and shall collaborate with the Northern region following the standards and guidelines set forth in Addendum XXXII, Section 3.2.1, paragraph 2 when developing proposed measures to be brought forth for Board approval in March.

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

## Motion to Substitute

Move to substitute to “approve a 30% liberalization for the Northern Region (MA-NY) with the remainder of the coastwide liberalization to be split proportionately between NJ and the Southern Region (DE-NC) as to allow equal liberalizations for both.”

Motion made by Mr. Maniscalco and seconded by Dr. McNamee. Motion passes (6 in favor, 5 opposed, 1 abstention).

## Main Motion as Substituted

Move to approve a 30% liberalization for the Northern Region (MA-NY) with the remainder of the coastwide liberalization to be split proportionately between NJ and the Southern Region (DE-NC) as to allow equal liberalizations for both.

## Motion to Substitute

Motion to substitute to distribute the 20% coastwide liberalization as follows: Southern region 16.5%; NJ as a region not to exceed 18%; and Northern region to receive the remaining liberalization from the NJ and Southern regions Motion made by Mr. Luisi and seconded by Mr. Miller. Motion passes (6 in favor, 5 opposed, 1 abstention).

## Main Motion as Substituted

Move to approve to distribute the 20% coastwide liberalization as follows: Southern region 16.5%; NJ as a region not to exceed 18%; Northern region to receive the remaining liberalization from the NJ and Southern regions.

## Motion to Substitute

Motion to substitute to approve to distribute the 20% coastwide liberalization as follows: Southern region 16.5%; Northern region not to exceed 27%; NJ region to receive the remaining liberalization from the Northern and Southern regions

Motion made by Mr. Hyatt and seconded by Ms. Meserve. Motion passes (10 in favor, 1 abstention, 1 null).

## Main Motion as Substituted

Move to approve to distribute the 20% coastwide liberalization as follows: Southern region 16.5%; Northern region not to exceed 27%; and NJ region to receive the remaining liberalization from the Northern and Southern regions.

## Motion to Amend

Motion to amend to replace “NJ region to receive the remaining liberalization from the Northern and Southern regions” with “NJ region not to exceed 18%”

Motion made by Mr. Nowalsky and

seconded by Mr. Clark. Motion fails (4 in favor, 7 opposed, 1 abstentions).

## Main Motion as Substituted

Move to approve to distribute the 20% coastwide liberalization as follows: Southern region 16.5%; Northern region not to exceed 27%; and NJ region to receive the remaining liberalization from the Northern and Southern regions.

Motion passes (10 in favor, 1 abstention, 1 null).

## ATLANTIC STRIPED BASS MANAGEMENT BOARD

### Meeting Summary

The Atlantic Striped Bass Management Board met to consider approval of Addendum III state implementation plans; provide guidance on the forthcoming Work Group on future striped bass management; receive an overview of the current biological reference points (BRPs) and request for Board guidance on BRPs and spatial management; and receive a report from NOAA Fisheries on considerations for aquaculture of Atlantic striped bass.

State implementation plans for Addendum III to Amendment 7 to the Interstate FMP were due on December 31, 2025. The plans outline each state's proposed implementation of the new total length definition which includes two elements: (1) squeezing the tail and (2) a straight-line measurement. States must implement the new definition by January 1, 2027. The Plan Review Team found all state implementation plans to be consistent with Addendum III total length measures. Maryland's implementation plan also notified the Board of the state's decision on its Chesapeake Bay striped bass recreational season. Maryland has chosen to move forward with implementing the new recreational season baseline and is working through its state process for implementation.

The Board provided initial guidance to the Work Group (WG) on future striped bass management, which was established by the Board in October 2025. The WG is intended to discuss management beyond 2029 considering the impact of recent low recruitment as those weak year-classes become the majority of the spawning stock biomass in the coming years. Staff requested Board guidance on the WG composition, task details, and timeline. Board members had several ideas on WG composition but acknowledged the challenge of keeping the WG at a manageable size while also having adequate representation from each sector and region. Some Board members suggested expanding the WG process to include sub-groups focused on different tasks and/or a larger process with specific avenues for gathering input (e.g., facilitated workshop). For the WG tasks, some Board members noted a distinction between assessment-related tasks and other tasks which could be discussed sooner. Based on this initial Board guidance, staff will develop more specific options for WG composition, process, and timeline for the Board to consider and provide additional guidance in May 2026.

The Board received an overview of the current biological reference points and request from the Stock Assessment Subcommittee (SAS) for Board guidance on developing options for alternative reference points and spatial management framework through the 2027 benchmark stock assessment. The primary guidance requested by the SAS is how the Board wants to balance preserving female spawning stock biomass and allowing fishing, and what the Board is looking for from a spatial management framework (i.e., region definitions? separate

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biological reference points by region?).

The Board will meet to provide guidance in May 2026.

The Board received a report from NOAA Fisheries on considerations for aquaculture of Atlantic striped bass. This report follows an initial report from NOAA Fisheries in January 2024 to the ISFMP Policy Board. At that time, the ISFMP Policy Board raised several concerns and requested NOAA Fisheries provide further information including economic impacts to the wild caught commercial market, potential biological impacts on the wild population, spatial impacts to the fishing industry, and how enforcement would be addressed. In response, NOAA Fisheries developed a draft Technical Memorandum provided to the Board with more information on those issues. Initial Board discussion included concerns from some members about the negative socioeconomic impact to commercial harvesters of introducing farmed product to the market. Board members will review the draft Technical Memorandum over the next several months and may consider follow-up discussions with NOAA Fisheries at a future Board meeting.

For more information, please contact Emilie Franke, Fishery Management Plan Coordinator, at efranke@asmfc.org or 703.842.0740.

### Motions

Move to approve Addendum III state implementation plans.

Motion made by Mr. Grist and seconded by Mr. Clark. Motion approved by unanimous consent.

### INTERSTATE FISHERY MANAGEMENT PROGRAM POLICY BOARD Meeting Summary

The ISFMP Policy Board met to receive an update from Executive Committee (see

Executive Committee meeting summary); review results from the 2025 Commissioner Survey results; consider an update from the declared interest and voting privileges work group, receive an update from NOAA Highly Migratory Species (HMS) Division on recent coastal shark actions, and consider the Habitat Management Series report on Atlantic states shell recycling.

Commissioners completed a survey of Commission performance in 2025, which measures Commissioner's opinions regarding the progress and actions of the Commission in 2025. Participation declined to 23 respondents this year. Thirteen of 16 questions saw their average scores decrease this year. Cooperation with federal partners consistently scores as our lowest question. Utilization and availability of Commission resources consistently scores at the top of the survey. Political involvement in our process became the top perceived impediment to rebuilding stocks. Other concerns listed include recreational data reliability and climate change. Commissioners believe the Commission should focus more on the incorporation of socioeconomics into our process, and constituent outreach and communication.

Earlier this week, the Executive Committee discussed and provided feedback to the work group that has been addressing Board declared interest and voting procedures and definitions. The work group has been considering proposed changes to guidance for a state declaring interest to serve on a species management Board and establishing a set of best management practices for voting on management boards, particularly when considering allocation issues. The work group will bring draft options to the Executive Committee at the Spring Meeting.

NOAA staff presented the proposed rule to revise the Atlantic blacknose shark commercial and recreational fisheries management measures, which impact com-

mercial and recreational shark fishers in the Atlantic and dealers that buy or sell sharks and shark products in the Atlantic. For the commercial fishery, the rule proposes removing the Atlantic region blacknose shark management boundary, modifying the Atlantic region commercial retention limit for blacknose sharks, and removing commercial management group quota linkages. For the recreational shark fisheries, the rule proposes revising the Atlantic sharks recreational minimum size limits and retention limits. The states expressed an interest in the opportunity to harvest more sharks in state waters but requested NOAA allow for an extension in the comment period to allow for the Coastal Sharks Management Board to discuss the proposed rule prior to commenting. The Commission will send a letter requesting additional time to NOAA Fisheries. In addition, NOAA staff updated the Policy Board on the status of a proposed rule to prohibit retention of Mobulid rays, stock assessments for hammerhead and sandbar sharks, and outcomes from the CITES COP20 meeting impacting sharks species, including smoothhound sharks. CITES has listed smoothhound sharks under Appendix II, which will go into effect in May 2027. This could potentially impact industry harvesting and selling smoothhound sharks.

US Fish and Wildlife Service staff will present information to the Commission at its Spring Meeting on the impacts to smoothhound fisheries and the permitting process for exporting.

The Board reviewed and then approved the most recent Habitat Management Series Report on shell recycling from the Commission's Habitat Committee. The report is a practitioners guide to shell recycling on the Atlantic coast. It highlights shell recycling programs across member states and offers recommendations for best management practices, including permitting guidelines, lessons learned, strategies to minimize the risk of disease introduction, and a variety of useful links and contacts.

Under other business, the Chair noted concerns raised earlier this week by a member of the public about how the testing of on-demand gear is being conducted, specifically noting a safety issue and how payment for testing gear could introduce bias in overall results.

### Motions

Move to approve the Habitat Management Series Report on Atlantic States Shell Recycling.

Motion made by Ms. Zobel and seconded by Mr. Grist. Motion approved by unanimous consent.



Ice covering the upper end of Sawyers Cove, Jonesport in early February.

# NEEFS

NEW ENGLAND FISHERMEN'S STEWARDSHIP ASSOC.

**THE NEW ENGLAND FISHERMEN'S STEWARDSHIP ASSOCIATION IS A BIPARTISAN, NON-PROFIT ORGANIZATION COMMITTED TO UNITING AMERICANS IN THE FIGHT TO PRESERVE WHAT COULD BE THE LAST WILD FRONTIER: THE OCEAN, WHERE FRESH, WILD, PROTEIN-RICH AMERICAN SEAFOOD THAT NOURISHES OUR NATION IS HARVESTED.**

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## MARITIME NEWS FROM THE PAST - Republican Journal - 1850

The Penobscot Marine Museum in Searsport introduced a two-year exhibit this year called "Sardineland." This has been a major success and increased the number of visitors to the Museum this summer. This industry started in the mid-1870s and thrived for decades, despite its ups and downs. The following are references from the "Maine Industrial Journal," published in Bangor from 1880 till 1918. I have included all the articles on sardines, but also left the ones on canning as there was a close relationship between them all. This will probably take several issues to complete, even though I will only do the 1880s.

1883

26 January, Page 3

### FISH AND GAME

Herring continue scarce at Grand Manan and fishermen and buyers are becoming discouraged at the prospect.

\*\*\*\*\*

Large quantities of lobsters and flounders are shipped daily from Green's Landing, Deer Isle, to Boston and New York.

\*\*\*\*\*

The Eastport Sentinel says: "We un-

derstand that there is some talk among the sardine men of this town of sending a petition to the Legislature, asking that a law be passed prohibiting the canning of sardines during the four winter months. Such a law, if passed, would undoubtedly prove a great benefit, both to the fishing and sardine interests, as nearly one-half of the fish taken during these months are too small and unfit for canning purposes, and are thrown into the press house for pomace, which if left to grow, would in a short time be large enough for canning. Another reason why such a law should be passed, is that it would break up the "driving" business, which, it is claimed by experienced judges, is driving the herring from our shores."

Page 8

### EASTERN INDUSTRIES

The Eagle Preserved Fish Company, at Eastport, are making extensive additions and improvements in their factory. It is stated that when the improvements are completed, the company will remove all their can making machinery at Milbridge to Eastport, where they will manufacture cans for both factories.

2 February, Page 8

### EASTERN INDUSTRIES

The annual meeting of the Eagle Preserved Fish Company was held in Eastport on the 19<sup>th</sup> inst. and the following officers chosen: President, S. D. Leavitt; Treasurer and Secretary, N. H. Kemp; Directors, Julius Wolff, S. D. Leavitt, Herman Rensing, N. H. Kemp, F. A. Schroder and C. A. Paine; General Manager, F. A. Schroder.

9 February

### EASTERN INDUSTRIES

Burnham & Morrill have closed up their clam packing business at West Scarborough for the season. The factory has done quite an extensive business this year, having put up about 3,000 bushels of clams. The natives who cut out and dress for the different markets have used about as many more, and consequently about 6,000 bushels of clams have been taken from the Scarborough flats this winter, besides those dug for home use, which are not a few.

16 February, Page 3

### FISH AND GAME

William Underwood & Company, at their canning factory in Jonesport, during last year packed 96,000 cans of lobsters, 180,000 cans of "New England clam chowder" and 90,000 boxes of sardines. In that time they paid out for lobsters \$4,500 and for labor a like amount. At their Southwest Harbor factory they paid out during the same period \$6,000 for lobsters, \$6,000 for labor, and the total cash expenses for the year were \$27,000.

Page 8.

### EASTERN INDUSTRIES

The Piper Packing Company, Rockport, shipped last week 500 cases of their canned mackerel and clams by steamer. Their shipments have been somewhat delayed by the irregularity of the boats.

23 February, Page 5

### EASTERN INDUSTRIES

The Eastport Sentinel says: Messrs. R. C. Green & Company have been carrying on the frozen herring business quite extensively on Odell's wharf during the past three weeks. The schooner A. I. FRANKLIN, from Grand Manan, landed 125,000 herring there last week, which were barreled, and shipped by steamer.

2 March, Page 3

It is reported that Messrs. Wolff & Rensing have purchased the steam porgie boat DAVID H. WILSON, of Providence, and will put her on the route to carry freight between Eastport and Portland, calling at Jonesport and Milbridge. It is the intention of Messrs. Wolff & Rensing to transport their own freight to and from the above places, connecting with the Maine Steamship Company, at Portland, for New York. The WILSON is about 100 tons and will probably carry between 2,000 and 2,500 cases of sardines.

Page 6

### FISH AND GAME

Messrs. Wolff & Rensing, of New York, have a sardine factory in Milbridge which is the largest in the country. It gives employment to about three hundred hands, and put up 5,000 cases of sardines last year. Operations for this season will be commenced in about two weeks. Mr. Wolff personally superintends the Milbridge business.

\*\*\*\*\*

The herring catch in the vicinity of Eastport has not been a successful one thus far this season, very few fish having been taken at that point or within a distance of 50 miles. No box herring are on the market there, the entire catch having been bought up and shipped. The vessels for frozen herring generally have to go farther east for cargoes. At Grand Manan the catch has been equally

Continued Page 26

## MISC. COMMERCIAL FISHING NEWS

Continued from Page 13

taking care of elders first. Culturally relevant recipes are passed down through oral tradition, although many were lost during the years of the reservation system. Aquaculture is a form of healing and restoring deep connections to the land and water.

The Mi'kmaq Nation operates a sustainable land-based brook trout hatchery in northern Maine. Programs including Wabanaki Youth in Science and an internship program with the University of Maine Orono provide hands-on experiences to Tribal youth and encourage persistence in science. Tribal members described weaving ceremony into aquaculture projects, for example singing a traditional song while deploying the first kelp line of a seaweed farm.

Shannon Hill, chair of the panel and Environmental Director for the Mi'kmaq Nation, explained, "Our message is: Don't count us out. We're just as connected to the water and lands as the fishermen. We want to work with them and not against them for the betterment of the industry."

### The Aquaculture Industry Embraces Worker Safety

Working on aquaculture farms can be physically demanding. As many growers

spend time in the field and are exposed to the elements, worker safety and well-being was an important topic this year. A panel discussion moderated by Christian Brayden of Maine Aquaculture Association focused on workplace safety in the aquaculture industry. Another led by Antonia Small of Maine AgrAbility focused on physical and mental wellbeing in working waterfront communities. Participants learned strategies to reduce wear and tear on their bodies while building strength for longevity. The discussion emphasized the importance of movement, recovery, and long-term sustainability in aquaculture careers.

"Protecting worker safety in aquaculture includes similar measures to fishing, such as using personal flotation devices and preparing for worst-case scenarios," explained Antonia Small, "but it also means investing in the well-being of the people doing the work. Practices that support strength, recovery, and adaptability help make aquaculture careers more sustainable as equipment, seasons, and oceans continue to change."

The next joint conference will be held in January 2028, while the next Milford Aquaculture Seminar will be held in Shelton, Connecticut, in January 2027.

## U. S. COAST GUARD NEWS

Continued from Page 10

Miami at the same time as he did. Fred and Winnie retired to Bayview, Texas, near his last duty station at Port Isabel. They were married for 54 years.

Coast Guard veteran and war hero Chief Warrant Officer Frederick Dean Mann passed away at the age of 98 on Jan. 9, 2017.

The Coast Guard has ordered a series of new FRCs to replace the 1980s-era Island-class 110-foot patrol boats. Supported by historic investments made possible through President Trump's One Big Beautiful Bill Act, the legislation provides nearly \$25 billion – the largest single funding commitment in Coast Guard history – including \$1 billion dollars for additional FRCs. This commissioning follows the commissioning of USCGC Storis (WAGB 21) in August, which is the Coast Guard's first polar ice breaker acquisition in over 25 years. The

Arctic District is scheduled to acquire two new Offshore Patrol Cutters in the near future.

The FRCs feature advanced command, control, communications, computers, intelligence, surveillance and reconnaissance equipment, and over-the-horizon cutter boat deployment, enhancing the Coast Guard's operations to control, secure, and defend the U.S. border and maritime approaches. These new assets and capabilities continue the Coast Guard's modernization through Force Design 2028, an initiative introduced by Secretary of Homeland Security Kristi Noem to transform the Coast Guard into a more agile, capable and responsive fighting force.

The commissioning ceremony is a traditional milestone in the life of a cutter that marks its entry into active service and represents the cutter's readiness to conduct Coast Guard operations.

## U. S. NAVY NEWS

Continued from Page 9

the very best of the United States Navy," said Phelan. "On November 18, 1952, flying from USS Oriskany and outnumbered in the skies over North Korea, he chose to engage to protect the ships of Task Force 77 and the Sailors aboard them. In a 35-minute dogfight, he shot down three MiG-15s and severely damaged a fourth one. For decades, much of this story remained classified, but the facts never changed. His courage, airmanship, and devotion to duty saved lives and upheld the highest traditions of the Naval Service. Today, we are proud to formally recognize a Naval Aviator whose example will endure for generations."

Yet when reflecting on that historic day and the recognition it brought, Williams did not speak of skill or courage, but of humility and faith.

"I know how momentous this moment is, and I never imagined myself or allowed myself to think it was going to happen to me," Williams said. "I imagined it as God reaching in and dipping His hand in to pick somebody up for the most unusual reasons and displaying him in front of his fellow citizens."

He continued, emphasizing that the honor was never something he expected or sought.

"And to be entirely amazed and appreciative for the accommodations and accolades. But that's so unusual that you don't fool around thinking that it's ever going to

come your way," he said. "This is God doing something usual, with his finger in the pie, and with his influence. And what did I have to do with it? Well, I was the principal, in a way, that is receiving the recognition, but maybe some of that recognition misses the influence that really caused this special recognition."

Williams was born in Wilmot, South Dakota and enlisted in the U.S. Army at 16 years old in Ortonville, Minnesota. Upon completion of basic training, he returned to Ortonville to train with his unit in a reserve status until he finished high school. Once he turned 17, Williams was eligible for the Naval Aviation Cadet program and joined the U.S. Navy where he began flight training in 1943. Among many other aviation platforms, Williams learned to fly the F9F-5 Panther jet and was assigned to active duty in the Korean War, during which he flew 70 missions. Williams went on to serve in the Vietnam War flying over 110 missions in the A-4 Skyhawk and F-4 Phantom from the USS Kitty Hawk (CV-63). Williams later served as the commanding officer of the command ship USS El Dorado (AGC-11) between September 1969 and January 1971. He retired from the U.S. Navy as a Captain in 1980.

His Medal of Honor is an upgrade of the Navy Cross he was previously awarded in January 2023, which was an upgrade to the Silver Star Medal he was previously awarded while assigned to the "Pacemakers" of Fighter Squadron 781 in 1953.

# More History of the Sardine Industry from the 1880s

## Continued from Page 25

small, and there are no cured herring in store. At St. John and vicinity, however, excellent fishing is reported and the catch has been immense.

\*\*\*\*\*

A correspondent of a Portland paper says that 12,000 bushels of clams have been taken from the Scarborough flats within a year; for which the packers and those who buy to dress for the markets paid thirty five cents per bushel in the shell. The writer further says, "This is no small item to the people of Scarborough, and yet I hear that there is talk of dyking the marsh between the two railroads in Scarborough, and that some three hundred or more men of Portland have signed a petition to the court for a charter to do so. What a deep interest those men must feel for the people of Scarborough, to try to deprive them of the discount of their best and most sure Bank! The clams are worth more to our people, by thousands of dollars, than the grass between those roads is or ever will be."

## Page 8

### EASTERN INDUSTRIES

Work has been resumed in Eastport at the can shop connected with the American Sardine Company.

\*\*\*\*\*

Warren Brown has sold his Eastport factory to the Eagle Preserved Fish Company and has become a member of the company.

\*\*\*\*\*

Mr. Robert Burns intends to convert his buildings on Indian Island, New Brunswick, into a sardine factory at an early date, and

Mr. James Lord intends to erect another.

\*\*\*\*\*

Two new sardine factories will probably be started in Lubec this spring, making six to be operated in the town. There is also talk of a paper mill being built there the coming season.

## 9 March, Page 3

### RAILWAY AND STEAMSHIP NOTES

Messrs. Wolff & Reessing, of Milbridge, think they will purchase a freight steamer of about 400 tons and put on the route from New York to Eastport, touching at Portland, Milbridge and Jonesport. If they do not find such a steamer as they desire they will put on their small steamer DAVID WILSON, between Eastport and Portland, touching at the above named places. The firm paid out to one company last year over \$20,000 for transportation of sardines. They now have concluded to run a steamer of their own.

## Page 6

### FISH AND GAME

The Herring Fishery - The St. John News of the 7<sup>th</sup> inst. says: Rough and cold weather has driven the fishermen in for shelter, and the takes of herring were not up to the average of the past three weeks. Within this period eleven vessels have cleared from St. John chiefly American sharp shooters for Gloucester and Boston, containing about 200,000 each, besides the schooner LUDA PRICE removed a cargo numbering 600,000. There are now eighteen sharpshooters in the harbor, and most of them will be loaded, if the catch continues fair, by the close of the week. Reports from all points along the coast indicate that no

fish are to be found except in the immediate vicinity of St. John.

\*\*\*\*\*

## Page 7.

Burnham & Morrill of Portland have sent samples of their canned goods for exhibition at the International Fish Exposition in London.

## 16 March, Page 6

### FISH AND GAME

Lobsters are selling at \$10 a barrel in Rockland, the highest price ever reached in that vicinity. They are scarce and hard to get even at that price.

\*\*\*\*\*

A lot of 1,800 frozen herring from St. John was received in Lewiston last week, where they were unloaded rapidly at \$1.25 per hundred. The Journal says the Canadians are the chief consumers of these fish and the demand for them exists only during Lent. Last March a speculator brought a whole carload of these frozen fish to Lewiston, and shoveling them into carts, tried to run them off, but it was too big a dose for the trade, and half of them had to go back to Montreal.

## Page 7

Mr. Wolff, of the firm Wolff & Reessing, proprietors of the sardine factories in Milbridge, have purchased the right to control the extensive blueberry plains in the vicinity of Cherryfield.

## 23 March

### Page 5.

### FISH AND GAME

The frozen herring business at Eastport is about over for the season. Captain Henry B. Thomas, agent of the Eastport Herring Co., gives the result of the season's work: Amount of frozen herring shipped from Eastport and vicinity from December 14, 1882 to March 14, 1883: Number of cargoes, 60 containing 12,675,000, exclusive of two parts of cargoes still remaining, containing 300,000; shipped by steamer, 6,305 bbls, 836 cases, containing 3,265,000; total amount, 17,240,000, a decrease of 13,410,000 from the season of 1881-82 and just one-half that of 1880-81. Although the catch of this winter has been much smaller than that of last, the value is greater as the average price has been more than double; or, as nearly as can be determined, about 90 cents per hundred against 40 cents last season.

## 30 March, Page 6.

### FISH AND GAME.

Wolff & Reessing shipped to Boston, on the 19<sup>th</sup> inst., an assorted case of sardines, sea trout, etc., packed at their establishment in Eastport, to be forwarded to the London Fishery Exhibition.

\*\*\*\*\*

The Eagle Preserved Fish Co., Eastport, commenced work in their shop on Thursday of last week. About forty men will be employed. A number of other factories are getting in stock and will commence operations the first of April.

\*\*\*\*\*

Peter Kane, of the Lamoine Packing Co., has arrived at Lamoine from Eastport, and will put in machinery at once for the manufacture of cans. Coal, salt, spices, oils, cases, etc., will soon begin to arrive and an early starting up of the factory is expected.

\*\*\*\*\*

Weir building is just now the principal occupation of the residents of Cape Split, South Addison. Nearly every one is interested in the sardine fishery, having contracted with parties at Jonesport, at from \$4 to \$5 per hoghead. Getting the stakes and brush keeps the men busy through the winter season. It requires 400 stakes and about 6000 spruce brush for each weir.

\*\*\*\*\*

The latest contributions received by Mr. Wilcox for the London Fish Exhibition comprise American sardines from Wolff & Reessing, Eastport, and compressed codfish from Perkins & Shurtleff, Portland. These goods will be forwarded to London from New York in a few days. The official party to take charge of the United States exhibits, under the lead of Prof. G. Brown Goode, will sail from Philadelphia March 31.

\*\*\*\*\*

No person shall catch, preserve, sell or offer for sale any herring for canning purposes, less than eight inches long, between December 15 and April 15 following.

\*\*\*\*\*

From August 15 to November 15 is made close time for lobsters, and the taking for canning purposes of any female lobster, or young lobster less than nine inches in length, between April 1 and August 1, is prohibited.

## Page 8.

### EASTERN INDUSTRIES.

Messrs. Wolff & Reessing having obtained the control for a term of years of the blueberries on the land of Hon. William Freeman, in the vicinity of Cherryfield, have leased the building formerly occupied by the Castine Packing Company and are making

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# More History of the Sardine Industry from the 1880s

preparations to carry on an extensive business during the coming season.

**6 April, Page 6.**

**FISH AND GAME.**

The average shipment of lobsters from Vinalhaven to Boston via American Express has been sixty barrels weekly during winter. During February and March 668 barrels were expressed through, an average of 83 1/2 barrels weekly.

\*\*\*\*\*

Stephen J. Chase shipped twenty-two barrels of lobsters to Boston Thursday, paying fifteen cents apiece for the shell-fish. In some cases it required 100 to make a barrel. Fifteen dollars per barrel for lobsters is a little elevated. [Rockland Courier-Gazette]

\*\*\*\*\*

The Eastport sardine factories are commencing to resume operations. Young & Stimpson started up their factory last week; they are canning large herring. Geo. O. Grady & Co. also commenced operations last week. Steamer HERMANN REESSING arriving from St. John on Saturday with 125,000 herring from the Eagle Preserved Fish Co.

\*\*\*\*\*

The following Eastport vessels have been chartered for the Magdalen herring fishing this spring: Schrs. ISLAND CITY, Mitchell; CARRIE W., Holmes; OLD CHAD, Holmes; PERCY, Holmes; COLLECTOR, Fearebay. The schooners SEA SPRAY, Hilyard; CHARLOTTE AUGUSTA, Oliver; and ELIHU BURRITT, Hunt, will be fitted out for cod fishing business.

**Page 8.**

S. G. Stevens, who operated a sardine factory at Lamoine last season, has given up business at that place and will open a new factory at Brooklin, the coming season.

**13 April, Page 6.**

**FISH AND GAME.**

During March 1,757,000 herring were shipped from St. John to the United States by schooners.

\*\*\*\*\*

The sardine factory at Milbridge is the largest in the country. This company last season put up 5,000 cases. [Exchange] It may be the largest in the country, but there are factories in this town that packed double that number of cases last season. The smallest factories here average more than 5,000 cases. [Eastport Sentinel]

**20 April, Page 2.**

The Newfoundland Government has

closed a contract with E. & J. Simpson, of Brooklyn, New York, for the construction of a wooden dry dock in the harbor of St. John's, at a cost of \$550,000, the contractors agreeing to lease it for ten years at \$15,000 a year. The dock is to be 600 feet long, 100 feet wide and 20 feet deep, and in every respect equal to the Simpson dry dock at Brooklyn, NY, in which the largest ocean steamers find admittance.

**Page 3.**

**RAILWAY AND STEAMSHIP NOTES**

The steamers running between Bath and Boothbay commenced their season's trips last week.

\*\*\*\*\*

The Dominion Government has granted a subsidy of \$24,000 per annum to the monthly line of steamers between Antwerp and Canada.

\*\*\*\*\*

Steamer WAWINET, recently purchased on the Merrimac by the Green Mountain Railway Company, started for Mount Desert last week, making a harbor at Kennebunkport during the late storm. She went out Saturday morning and is supposed to have reached her destination.

\*\*\*\*\*

The locomotive for the Green Mountain Railway has been on the wharf at Portland for a week or more, awaiting transportation by sailing vessel, it being too large for the gangways of steamer RICHMOND. A. S. Randall, for the past eleven years engineer on the Mount Washington Railway, will run the Green Mountain engine until another engineer is thoroughly broken in.

\*\*\*\*\*

The Portland Auxiliary Steamship Co. was organized last week, for the purpose of operating a steamship line between Portland and Cuba, as mentioned in THE JOURNAL a few weeks since. The following officers were elected: President Edward Phinney; Treasurer and Secretary, William H. Phinney; Directors, Edward Phinney, G. C. Goss, G. M. Stanwood, William T. Bacon and N. S. Jordan.

\*\*\*\*\*

The Maine Steamship Co. held a special meeting in Portland last week, at which it was decided to scale down the stock to \$30 a share, issue \$25,000 worth of new stock, and reorganize the company. The following were chosen Directors for the current year: H. J. Libby, C. M. Bailey, W. G. Davis, M. P. Emery, J. B. Coyle, R. M. Richardson and John Englis. W. G. Davis was chosen managing Director.

\*\*\*\*\*

Samuel Sewall, a member of the firm of Arthur Sewall & Co., Bath, is building in that city and has nearly completed one of the finest private residences in the State. It is built in the Queen Anne style and has a round tower in the southwest corner, which

runs up three stories in height; it is situated on the old Rideout lot adjoining his present home, and commands one of the finest views to be obtained on the Kennebec.

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**POWER**



17' SCOUT 175 SPORT DORADO, 2025 w/Yamaha F90LB & New Venture Aluminum Bunk Trailer. White Hull Color, Bimini Top & Ski Tow Bar. Call or stop by for more details – Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103; cascobayyacht.com



17' SCOUT 175 SPORTFISH. NEW, 2024. With Yamaha F90 Outboard, White Hull Color, Reversible Pilot Seat w/Under Seat Cooler, Bimini Top, Bow Cushion & 2023 Venture Trailer. Call or stop in for more details - Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103; cascobayyacht.com



17' 2024 SCOUT 175 SPORT DORADO, 2024. With Yamaha F90LB & New Venture Aluminum Bunk Trailer. White Hull Color, Bimini Top & Ski Tow Bar. **DEALER LEFTOVER CLEARANCE PRICE \$46,500** Call or stop by for more details – Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103; cascobayyacht.com

**POWER**



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



19' SCOUT 195 Sport Dorado, 2025. With Yamaha F115XB & New Venture Trailer. Crystal Blue Hull Color, Bimini Top & Full Bow Rail. Call or stop in for more details Casco Bay Yacht Sales, 207-865-4103; cascobayyacht.com



19' SCOUT 195 SPORTFISH, 2024. With Yamaha F115XB & New Venture Aluminum Bunk Trailer. Shark Gray Full Hull Color Upgrade, Fusion Bluetooth Stereo Upgrade, Bow Cushion, Raw Water Washdown, Troll Motor Plug, Powder Coated Aluminum T-Top w/ Aft Spreader Light, Rocket Launchers & T-Bag. **DEALER LEFTOVER**

**POWER**

**CLEARANCE PRICE \$62,500** - Call or stop by for more details – Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103; cascobayyacht.com



19' BAYLINER VR-4 BOW RIDER, 2022. w/ Mercury 115 EFI Outboard & 2022 Custom Galvanized Trailer. Bimini Top, In-Floor Ski/Wakeboard Storage, Battery Switch & Swim Platform w/ Boarding Ladder. Asking \$36,000 - Call or stop by for more details – Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103; cascobayyacht.com



20' 2004 SEA HUNT TRITON 202, 2004. With Johnson 115hp EFI Outboard & 2004 Karavan Trailer. Garmin GPS, ICOM VHF Radio, Compass. Stereo, Washdown, Baitwell & Rod Holders. Asking \$15,900 - Call or stop by for more details – Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103; cascobayyacht.com



20' SMOKER-CRAFT 2072 PRO-SPORTSMAN, 2020. With Mercury 150hp Outboard & Venture Trailer. Includes Trolling Motor, Garmin GPS & Custom Canvas Cover. Asking \$25,000.00 Call or stop by Casco Bay Yacht Sales for more details 207-865-4103; cascobayyacht.com

**POWER**



21' 2024 Scout 215 XSF w/ Yamaha F150XC & New Venture Aluminum Bunk Trailer. Scout White Hull, Trim Tabs w/ LED Switch, Raw Water Washdown & Elite Package: Powder Coated T-Top w/ Integrated Windshield, Forward Seating Backrests & Folding Stern Seat. **DEALER LEFTOVER CLEARANCE PRICE \$82,500** – Call or stop in for more details – Casco Bay Yacht Sales 207-865-4103.



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



22' BOSTON WHALER 220 OUTRAGE, 2014. With Mercury 300 Verado Outboard – Only 381 Hours! Raymarine GPS, VHF Radio & Fusion Stereo. Asking \$69,000 - Call or stop by for more details – Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103; cascobayyacht.com



22' SISU – orig. Lowell design, center

**POWER**

console. Built '79, rehab'd ~2018 with F'glass interior decks, new fuel tank, paint, then was UNUSED, now needs lotta TLC. Inboard GM (used) gas engine replaced at rehab, protected prop, shaft in keel. Loadrite trailer. Located MD. Asking \$17k. Agent: Mark Pellerin (410) 924 0931 or captmarklp@gmail.com



24' SCOUT 240 XSF, 2025. With Yamaha F300XSB – DES Outboard. Shark Gray Full Hull Color Upgrade, Garmin 8610XSV, Garmin VHF 315 Radio, Rocket Launchers, Hardtop T-Bag, Battery Charger, Fresh Water Washdown, Diaphragm Overboard Discharge Pump, Self-Contained Porcelain Head, Seadeck Helm Footrest and Helm Pad, Upgraded Leaning Post w/ Tackle Station, Folding Helm Chairs & Igloo Cooler – New Venture Tandem Axle Aluminum Trailer Available. - Call or stop by for more details – Casco Bay Yacht Sales – Freeport, Maine – 207-865-4103; cascobayyacht.com

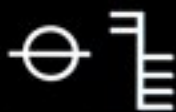


24' SCOUT 240 Dorado, 2025. With Yamaha F300XSB & New Venture Trailer. Garmin 1243 XSV & GT12M Transducer, Fiberglass Hardtop, Wireless Active Mount Phone Charger, Diaphragm Overboard Discharge & much more! Call or stop in for more details Casco Bay Yacht Sales, 207-865-4103; cascobayyacht.com



26' SCOUT 260 LXF, 2025. With Dual Yamaha F200XSA – DES – White Outboards. Shark Gray Full Hull Color Upgrade w/ Painted White Accent Stripe, (2) Garmin 1243XSV, GMR 18XH Marine Radar, Garmin VHF 315 Radio, Bianca Cushion

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27' SCOUT 277 DORADO, 2022. With Dual Yamaha F200XCA White Outboards - Only 182 Hours! Black Full Hull Color, Garmin 8612XSV, Garmin VHF 315 Radio, Optimus EPS Steering, Cayenne Cushion Package, Hardtop Full Enclosure & Drop Curtain, Rocket Launchers - Clean & Loaded Asking \$224,000 - Call or stop by for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103; cascobayyacht.com



27' SCOUT 275 DORADO, 2018. With Dual Yamaha F200XCA Outboard - Only 155 Hours and 2018 Magic Trail Tandem Trailer. Garmin 7612XSV, GMR VHF Radio, GNR 24XHD Radar, Hardtop Full Enclosure, Bow Cover, Electric Head, Removable Cockpit Table & Much More! Asking \$139,900 - Call or stop by for more details - Casco Bay Yacht Sales - Freeport, Maine - 207-865-4103; cascobayyacht.com



30' SCOUT 305 LXF, 2023. With twin Mercury 300XXI Verado V8 AMS factory pearl fusion white outboards. Midnight blue hull color upgrade, 2 Garmin 8312XSV upgrade, Garmin B175H transducer, GMR 24XHD radar, Garmin VHF 315, deluxe stereo upgrade, Miscela cushion package, bow filler cushion, Baitwell Leaning post upgrade, rocket launchers, Lumitec light car, windshield wiper and removable teak bow table. Call for pricing and more details. Casco Bay Yacht Sales, Freeport Maine (207) 865-4103; cascobayyacht.com

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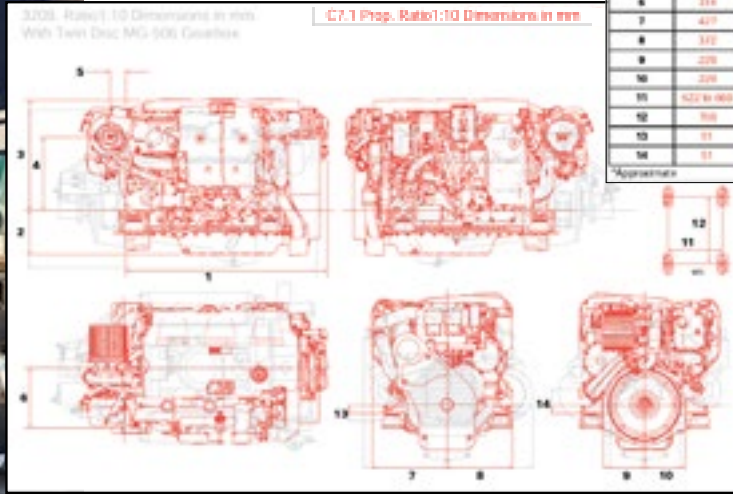
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10	226	214
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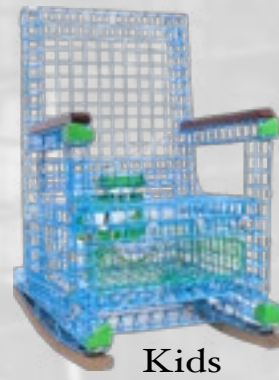
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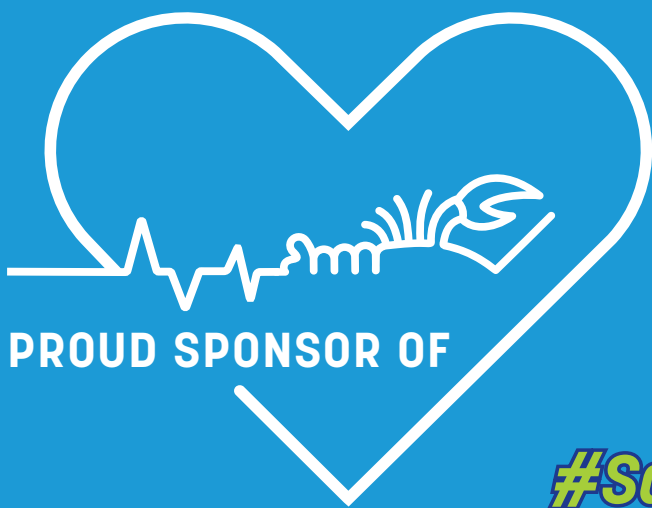


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