

HUMBOLDT AREA SALTWATER ANGLERS

A VOICE FOR SALTWATER SPORTFISHERS

2013 WINTER NEWSLETTER



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President's Message

By Cliff Hart "Hart Attack"

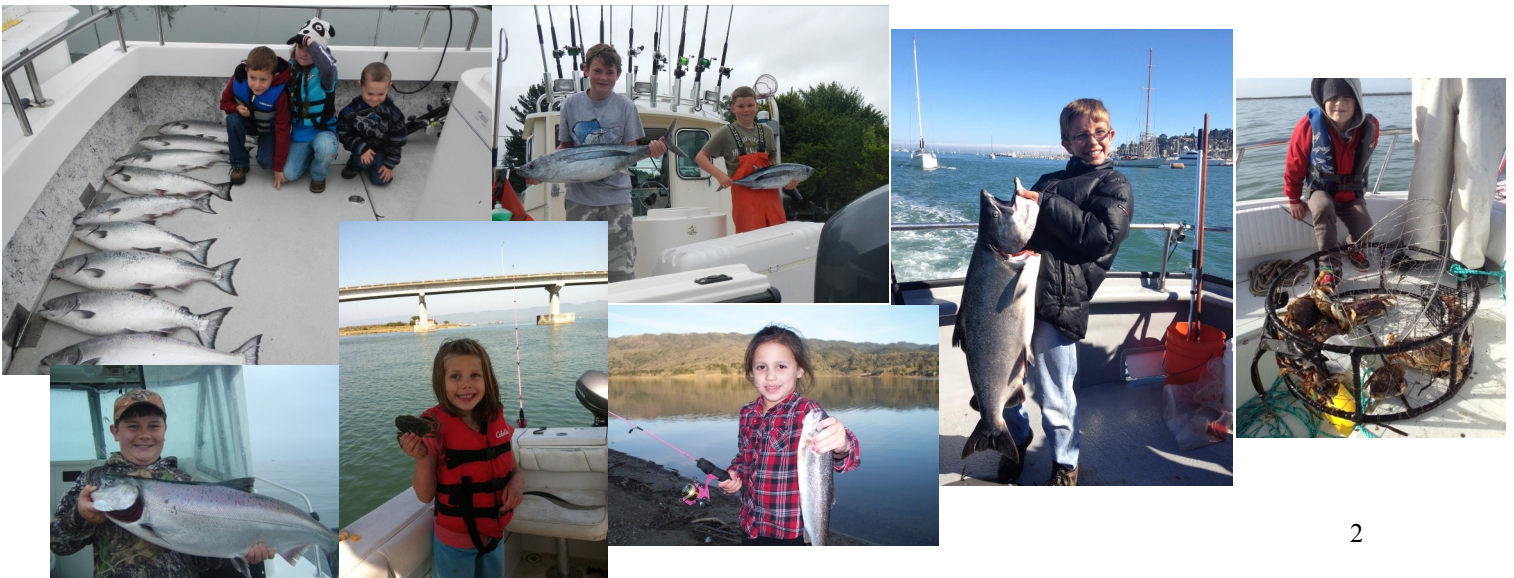


Thank you all for your support to HASA over the past few years. I am fortunate enough to have become HASA's 5th President and appreciate all that I have learned from the founding fathers. It has been a pleasure to learn from those board members of HASA who have sacrificed so much time and energy to make sure we have recreational fishing for future generations. With over 400 members, HASA has become a viable political voice for the North Coast.

I urge you to continue to support our organization even though there is not an immediate danger to our fishing season. We were blessed with a generous salmon, rockfish, and halibut season in 2012, but with the implementation of the Marine Life Protection Act and the Pacific Halibut situation, we will be forced to accept reduced seasons and decreased limits. I assure you, HASA is working and will continue to be your voice. Stay involved!

This year we will be continuing our presence at salmon and groundfish meetings as well as continuing our permitting efforts with the Humboldt Bay Artificial Reef. My first goal is to increase HASA's involvement in the community with public outreach and education, and we will need everyone's support when the permitting process for the reef gets underway. My second goal is to increase membership and member participation in local events. If you have a desire to become more active in HASA, please contact any board member or attend our meetings.

Our main fundraiser will be on March 23, 2013 at Redwood Acres and this will be an excellent time to renew your paid membership and sign up a friend or your child. The proceeds go directly to HASA, which are used for meeting expenses and future projects such as the reef. Hope to see you all there. Have a safe 2013, and of course, tight lines and screaming drags!



The mission of Humboldt Area Saltwater Anglers is to represent North Coast fishermen's historic and ongoing right to sport fish along the Northern California coast; advocate reasonable and rational sport fishing seasons and regulations; educate our members and the general public about the economic and cultural contributions of sport fishing to our local economies; and promote sustainable stewardship of the resource.



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HSU students take on the artificial reef project

By Taylor Strawn

Last semester a group of students and I worked on writing a document for HASA's proposed artificial reef project. Together we worked to assess the project's potential environmental impacts and compose our findings into what is known as an Environmental Assessment. We evaluated the project based on the process set forth in the California Environmental Quality Act (CEQA). Under CEQA the environmental impacts of the project must be assessed before a permit can be issued.

We toured the Woodley Island Marina, observed the artificial reef on display and then attended an informative meeting lead by Ken Moore and Jack Crider. We discussed many aspects of the project, from permitting to biological and sociological affects and then set forth to compose our document. Later, we got together with HASA president Casey Allen and discussed the project in more detail.

During this research I discovered that there are no artificial reefs on the West Coast designed specifically to promote sport fishing. I think this puts the artificial reef project proposed by HASA at the forefront of pioneering sport fishing opportunities for our area. This also creates an opportunity to contribute to our knowledge of larval and adult marine species movements on the West Coast. It seems that a more in depth study of this project and its potential environmental impacts would be invaluable to the economics of this community and provide a myriad of educational opportunities.



An artificial reef placed one mile northwest of the north jetty would create many new and exciting opportunities for the students at Humboldt State University as well. This artificial reef would generate an opportunity to conduct oceanographic and fisheries related research at a greater level than what is available to us now. More beneficial still, the artificial reef should ease fishing stress on existing natural reefs and create new habitat for many marine species. Sport fishing related tourism would have the potential to increase due to this artificial reef and in turn could generate income in nearby communities.



Much of this project is still in the beginning phase of design and permits and I would be thrilled to see this project move forward. With the help of the community it could be a success!



Three groups of students worked on the artificial reef project in Laurie Richmond’s Environmental Impact Assessment class last semester at Humboldt State University. Each group developed a draft CEQA document and gave oral presentations. They were very happy to be able to work on a real project and not something hypothetical. During one presentation, the question was asked, “what does the marine fisheries department at HSU think of the project?” Max Osofsky replied, “those fishery guys would be stoked if the artificial reef went in.” The reef project will remain a part of HSU’s Department of Environmental Science and Management curriculum and we look forward to more great work from their students. ~ Casey

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Phil Glenn, a saltwater sportfishing legend

By Casey Allen

The word on the docks was Phil Glenn, captain of the charter vessel Shellback, was planning to retire and sell his boat. I knew he had talked about it the last few years, but I assumed that the exceptional salmon season we experienced last year, changed all that. My assumption was wrong. I found out during an interview with him at his favorite hang out, the Café Marina on Woodley Island. He was an easy interview, as we sat in a booth overlooking his boat moored below. I could not enjoy the view or take notes because it might interrupt the candid flow of words. Phil is well known for his candor, especially on VHF radio, channel 68.

Phil Glenn is 67 years old but looks much younger. He is a big, powerful looking man. He has been married to his lovely wife, Candy for over 30 years. Phil started fishing on the ocean with his dad when he was 10 and continued fishing the ocean his entire life. He is a Navy veteran and commercial fished salmon, crab, albacore and bottomfish. He started sportfishing charters in 1986. He has owned seven boats including the Celtic and his current charter boat, the Shellback.

Phil is a professional charter captain but the term skipper more suits his style. He is confident in his work and his methods and has strong opinions, yet is outwardly humble. He is not afraid to say anything and does not hesitate to share information. Many people fish with him just to be with him. He has more enthusiasm for catching fish than all six of his clients combined on any given day.

He is fun to watch when a fish is hooked. At the call of “fish on”, Phil runs out of his pilot house with his shoulder down like a running back through a hole in the offensive line. He grabs the net in route and positions himself beside his angler. He will give advice, instruct others to clear lines, and is



watching for boat traffic, all at the same time. When the fish comes in range he literally stabs it with the net. He is so quick and accurate with the net that it appears he is using a gaff. With a flick of his wrists he tosses the salmon onto the deck and is ready for the next fish. When necessary, he will net two fish before hauling them aboard.

Phil's voice is well known on VHF radio. He is not shy about talking and does not care who is listening. People are constantly hailing him and he greets each with a friendly good morning. Occasionally, someone will make a crack about talking too much and Phil politely states they can change the channel or use the off switch. The majority of the fishermen love to listen to Phil because he shares information freely and is a barometer for their fishing success. For me, his voice makes the ocean a more comfortable place.

During our conversation, we talked about fishing guides in general and their attitudes. Phil made the statement that his job was more of a people business than a fish business. He is not really sure he wants to give that up. But the aches and pains of getting older are pushing him to step back. He tried to fish fewer days last season but the good weather and abundance of fish simply would not let him.

I always knew Phil would not sell his boat to just anybody. He is very happy to have struck a deal with Captain Tony Sepulveda of Green Water Fishing Adventures. Tony is known for his river expertise and ocean charters with Northwind Charters. The fact that Phil agreed to sell to Tony is a huge endorsement. It was based on Tony's ability to operate an ocean charter boat safely and his talent for pleasing his customers, not to mention catching fish.

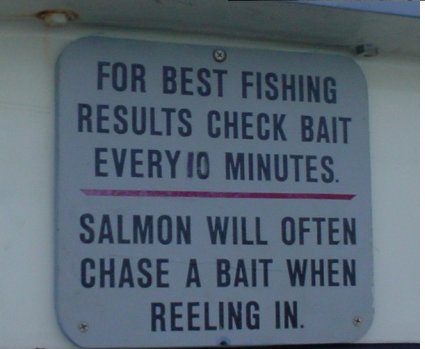
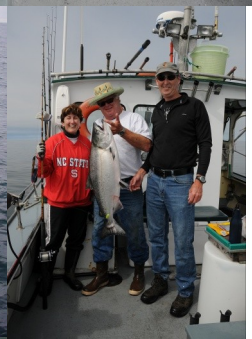
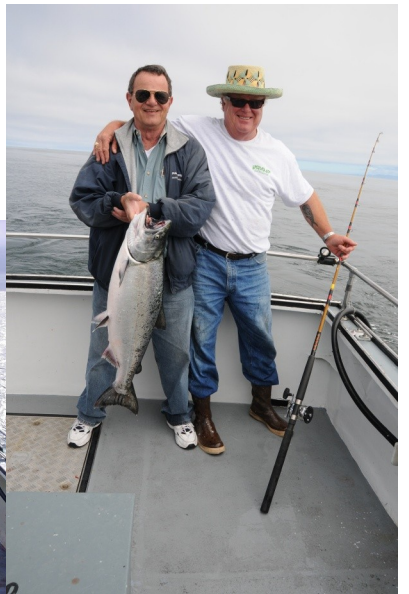
It sounds like we will still have an opportunity to fish with Phil Glenn, as he agreed to skipper the Shellback on a part time basis for Sepulveda. He may even help out on other charter boats. So if you have not had the experience of fishing with a local legend, you better book early.

You can see more photos at shellbacksportfishing.com



Marlene and Phil in deep discussion

Thank you Phil Glenn





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RECREATIONAL GROUNDFISH NEWS

Tom Marking, GAP Sportsfishing Representative



Amid the high surf, crabbing, storms, and river steelhead fishing, I'll take the time to interject some recent groundfish news. The IPHC had their annual halibut meeting in late January, and I just returned from a meeting yesterday on Recreational Fishing issues sponsored by NOAA. Regional issues were discussed and work continues on a Saltwater Recreational Fishing Action Plan for the Southwest Region to be incorporated into a National Recreational Fishing Action Plan.

Halibut:

The International Pacific Halibut Commission (IPHC) conducted their annual meeting in late January. For the first time it was a webinar event, so that the public could listen in and ask questions of the Commission. That is a very nice feature to improve public participation and provide more transparency to the process. The critical issue this year is the continued decline of the biomass in Alaska, British Columbia and the west coast of the USA. For all practical purposes the southern range of halibut is about Shelter Cove, south of Cape Mendocino.

The IPHC staff gave presentations of the 2012 survey results, the past modeling errors, the spawning biomass and the current projections on harvest and recommendations on reduced harvest for 2013. That was followed by reports from the Conference Board (CB - comprised of 69 members or stakeholders of all fishing sectors in Alaska and Canada) and the Processor Advisory Group (PAG). After these three groups presented their information and recommendations of harvest levels in all sectors on the west coast, it went to the Commission on the last day for final review and catch limits. For the last seven years the biomass has been steadily dropping in spite of reduced harvest levels. In order to address this concern, the IPHC hired two new fisheries biologists, Dr.'s Steve Martell and Ian Stewart, that are highly proclaimed, and considered the tops in their field on modeling. They detected some inherent errors in the models for the past years and gave new recommendations for the 2013 season. Essentially, they gave a range of risk with various levels of harvest and their "blue line" recommendation was to reduce overall harvest from 33 million metric tons down to 23 million metric tons, about 30% further reductions than was already adopted for the 2013 season. After considerable discussion and debate, with public input, the Commission decided to only further reduce harvest by about 6.5% for 2013. Part of their decision was based upon a better biomass number in the Gulf of Alaska, and a stabilization of the Spawning Biomass numbers at 34%. There is some risk to this, because at the current harvest level we will harvest about 25% of the available biomass, instead of the customary 20% harvest rate.

For the area south of Humbug Mt. in Oregon and all of California, we actually got a tiny increase in allocation. We were at 6,056 pounds in 2012 and will now have about 6,100 lbs for 2013. However, since we have been harvesting way over our allocation for numerous years (30,500 lbs in 2012), the PFMC is now considering management measures to reduce our harvest rate to stay within our allocation. These management measures will be presented at the March and April PFMC meeting and may be adopted for next year after public input and Council discussion. Basically, they will result in less time on the water to fish for halibut, through some formula of closures or restrictions. Stay tuned for the "rest of the story" in the summer newsletter.

Rockfish:

We had a full summer of rockfishing north of Punta Gorda (only three months below Gorda). The yelloweye incidental catch was only 1.65 metric tons of an allowed 3.1 metric tons for recreation. You can all applaud yourselves over this. Due to the low bycatch of yelloweye, the CDF&W, with the Council support, extended the season an additional three weeks for the Ft. Bragg and Shelter Cove folks in 2013. We hope to get their season extended further as a reward for their low bycatch take of yelloweye and canary rockfish. The folks in southern Humboldt and Mendocino have done a great job on

this issue and I hope they will be rewarded further for their efforts.

Barotrauma:

The Council has directed Staff to calculate a lesser mortality percentage on bycatch with the use of release devices. Studies have shown that with proper technique and quick release in water less than 20 fathoms, we can have survival exceeding 95% (currently, mortality is estimated at 65%). Staff is working on a report to bring back to the Council regarding Barotrauma and survival/mortality percentages for yelloweye and cow cod. Other rockfish have lesser survival rates, but are also under consideration.

We have to give a big thanks to Chairman Dan Wolford, for his efforts to move this issue forward. With lesser mortality, that should translate to more time on the water and more opportunity. This issue will be discussed this spring at the Council Meetings. It is crucial, that all of us, who fish for rockfish, carry some sort of release device on our vessels whether it is a pressure release unit, a weighed reversed hook, a Shelton device or a weighed milk crate. It is critical that we get non-targeted rockfish down quickly to at least 60' depth for their survival. We have made great strides at the Council level on this issue and we sportsman need to follow through and get the message out to all anglers.



REGIONAL RECREATIONAL FISHING ACTION PLAN:

As the California Sportfishing Representative on the GAP, I was given an invitation to attend a one day workshop on issues facing recreational fisherman on the Central and Northern Coast of California. There were about a dozen representatives of fishing associations from the mid-central coast and up to the Bay Area for sports and charter fishing groups and related business owners and providers. NOAA sponsored the event and it is an ongoing process at the National Level to get better communication with recreational marine fisherman across the USA. This process has been going on for a few years and a National Recreational Fishing Action Plan has been developed in draft form and our Regional Plan helps develop and support the National Plan. The topics ranged from overfished species and their constraints on our short seasons and restricted areas of opportunities; artificial reefs and their role in fisheries; several hours on salmon issues centering around the winter run and problems with the regulators, extractors, spawning and hatchery program concerns. (Note: CDF&W does not consider artificial reefs to be fish habitat improvement. They recommend they be presented as diving and fishing attractions.) Specifically, NOAA wanted to know how they could provide input into the process to help advance our recreational concerns at the State and Federal levels. They have major goals and objectives:

1. Improve Recreational Fishing Opportunities
2. Improve Recreational Catch, Effort and Status Data
3. Improve Social and Economic Data on Recreational Fishers
4. Improve Communication
5. Institutional Orientation

It was a full day and we left with a feeling that at least the folks from NOAA that were present were very empathetic and genuinely concerned about our issues and valued our input on the process and help in developing Regional and National Actions Plans. This is an ongoing process and Regional Plans will be pulled together this fall with a National Conference to be held in the spring of 2014 to bring together a National Action Plan. There was a tremendous amount of information that was discussed that is too extensive to relate here, but it was very informational and beneficial for all parties.

Fire Safety on Your Boat

By Bill Gillespie
Humboldt Bay Fire

What do you think of when you hear the term fire safety? Most of us think of our family and our home, our smoke alarms, and our business or property. How many of us give fire safety a thought when out on our boats? Think about it: if we encounter smoke or fire in our home or place of business, our goal is to get out, call 911, keep our family in our meeting place, and confirm the fire department is on the way. If we encounter that same fire while on our boat, “getting out” of the boat means getting into a very hostile, cold, and unforgiving environment. Help could be some time away, if we got a MAYDAY call off at all.



So what causes fire on most boats? Surprisingly, electricity is the biggest cause of fires on boats; almost 55% of all boat fires in the United States were caused by frayed, overheated, or arcing wiring, or electrical equipment failure. Fires from overheated engines are next. Fires from fuel leaks and spills cause 10% of boat fires. Other causes include dropped cigarettes, dropped slag from flares, and heaters, stoves, and lanterns.

Preventative maintenance can help prevent a fire on your boat. Maintaining the mechanical condition of your boat will help to reduce possible problems that can lead to a fire. Inspect your boat’s electrical system. Check batteries to be sure they are secured to prevent overturning, contacting terminals with metal, or causing attached wiring to separate. The positive terminal connection on a battery is required to be covered and those secured in a plastic battery box with lid already have this protection. Batteries on a tray need to be protected with a plastic battery terminal cover. Wiring should be checked for chaffing and evidence of hot or melted insulation. Damaged wiring should be protected immediately to prevent arcing. If you moor your boat at a marina, check your shore power cable for damage or cracking. Remember that electronic equipment on boats must be equipped with fuses or circuit breakers. Be sure to install the correct amperage protection. If you have a device that keeps blowing a fuse, don’t get a bigger fuse! Have the device and system checked; there is a reason that the fuse is doing its job.

Inspect your fuel system for leaks, including the fuel tank. Check fuel lines and fittings for cracks and leaks, and check the squeeze bulb if equipped. When I checked my main engine squeeze bulb prior to last season, it split apart in my hand, and it was only a few years old. If that happened at sea, the fuel in the line would be released into the boat. Remember that gasoline vapors are heavier than air, and will settle at the lowest point of the vessel. The vapors normally evaporate quickly, but vapors can be explosive in confined areas. Gasoline vapors can be ignited by open flame or electrical equipment. If you smell gasoline, immediately investigate the problem. While checking the fuel system, be sure that your fuel vent is equipped to vent to the outside of the boat, and hasn’t been improperly installed on the inside of the boat, especially in a used or new to you boat. Check your fuel fill and vent hoses for permanently mounted tanks. Portable tanks should receive the same scrutiny.

Check to be sure that no combustible items can make contact with the engine or exhaust, especially on inboard or inboard/outboard boats where the engine is contained within the boat. If you have heating or cooking appliances on your boat, be sure that combustibles are kept a safe distance away from these as well.

Some fires occur while fueling the boat. The risk of fire can increase if fuel is spilled during transfer. When fueling, let engines cool down and shut down heating and electrical equipment in the area. Before starting your engine or equipment, check the bilge and interior of the boat for any fuel smell.

Check your fire extinguisher to be sure it is charged. The Coast Guard requires boats less than 26' to carry one size B-1 portable extinguisher on board unless the boat is an open design with no space that can hold or trap vapors, has portable fuel tanks and is powered by an outboard motor. Boats 26-40' must carry either two B-1 or one B-2 portable fire extinguisher. All extinguishers must be Coast Guard approved. Remember that these are the minimum requirements. It is a good practice to carry additional units for extra safety, as you can't run down the hall to get another one. Be sure that extinguishers are mounted and readily accessible and passengers know their location. Make sure that you know how to use the extinguisher; remember PASS:

- Pull the pin
- Aim the extinguisher at the base of the fire
- Squeeze the lever
- Sweep the extinguisher back and forth steadily putting the extinguishing agent at the base of the fire, not the top of the flames.

If your boat has a cabin or berth, consider installing smoke alarms. You have them in your home and should on your boat if sleeping there; remember that smoke from a fire will not wake you up.

If you do have a fire on board, it is critical that you notify help immediately. Call the Coast Guard on VHF Channel 16 if on the water, and 911 if moored at a marina (leave the boat if docked). If underway turn the boat so that the fire is downwind from your position which will help push the smoke and flames away from you. If your passengers are not wearing PFD's, have them don them in the event that you must abandon ship. Grab your extinguisher and remember P.A.S.S. Keep a safe exit to your back as you attack the fire so you can leave quickly. If you have any doubt about extinguishing the fire or are unable to put it out, protect yourself and your passengers by getting away from the fire. Advise the Coast Guard of your status, and if you are able to stay on board or are abandoning ship. If you must go into the water, stay together.

A fire emergency on your boat is a frightening thought. Preventative maintenance will help reduce the likelihood of fires on your boat. Have a plan, and if you have a fire, contact emergency responders immediately to get them on the way. Stay safe out there!

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Recreational Fishing Alliance

By Jim Martin



National Marine Sanctuary Expansion proposal

Recreational Fishing Alliance (RFA)-NorCal Chapter sent a letter to President Obama in opposition of expansion of the Cordell Banks and Gulf of Farallones National Marine Sanctuaries through Executive Order. This E.O. was requested by Congresswoman Lynn Woolsey of Marin. But the Obama Administration rejected the expansion via National Monument status/executive order. NOAA then proposed an expansion of the Gulf of Farallones Sanctuary and the Cordell Banks Sanctuary by more than 2771 square miles. Existing Sanctuaries encompass 1808 sq. mi. New total area: 4579 sq. miles. More than double. It extends North all the way up past Point Arena. What does Point Arena have to do with the Gulf of the Farallones?

We believe this is less about preventing oil drilling off the North Coast and more about new fishing restrictions and no fishing zones in federal and state waters, contiguous to the existing MPAs in state waters.

Over the last 10 years, RFA and other fishing organizations have seen Sanctuary staff proposing all kinds of fishing regulations, most of which duplicate existing federal fishery management, or shut down fishing altogether (e.g., Channel Islands). Sanctuaries have repeatedly shown an interest in changing their own designation to allow the Sanctuary staff to create its own fishing regulations without public oversight.

We oppose any expansion of the National Marine Sanctuary without amending the Sanctuary Act to clearly establish the National Marine Fisheries Service authority over fishery management and regulations under the Magnuson-Stevens Act. It is a near certainty that this Sanctuary expansion, if approved, will lead directly to more no-fishing zones in state and federal waters (up to 40 miles offshore).

Note that the map provided by the Sanctuary of the expanded areas (http://farallones.noaa.gov/manage/northern_area.html) include MLPA maps, for anyone unsure what this is all about. The MPLA closed fishing in many areas, but why didn't they also show the 11,000 square mile no-bottomfishing zone, 120 feet deep and greater? Because it's not "permanent?" That closure might be lifted in 30 years. [UPDATE: within 24 hours of receiving our comments, the Sanctuary staff changed the maps & removed the MPAs.] The northern boundary of the expanded Gulf of the Farallones National Marine Sanctuary is at Alder Creek – just north of Point Arena - the boundary for the North Coast Region of the MLPA.

Alleged authority for expansion:

In accordance with Section 304(e) of the NMSA, NOAA is now initiating a review of the boundaries for CBNMS and GFNMS to evaluate and assess a proposed expansion of the sanctuaries. In doing so, NOAA is considering extending, and as necessary amending, the regulations and [management plan for GFNMS](#) and [CBNMS](#) to this area and is specifically requesting public comment on issues that would arise in doing so. This expansion would protect the upwelling source waters of the sanctuaries as well as nationally-significant seascapes, wildlife, and shipwrecks, and would promote ecotourism and sustainable fishing practices.

Section 304(e) of the National Marine Sanctuary Act only says the Sanctuary has to review its management plan every five years. This is like the state of California reviewing its management plan to include Oregon. There is no legal authority for this regulatory overlay. Write in opposition to the expansions of Sanctuaries. Or have our fisheries managed out of Silver Springs, Maryland.

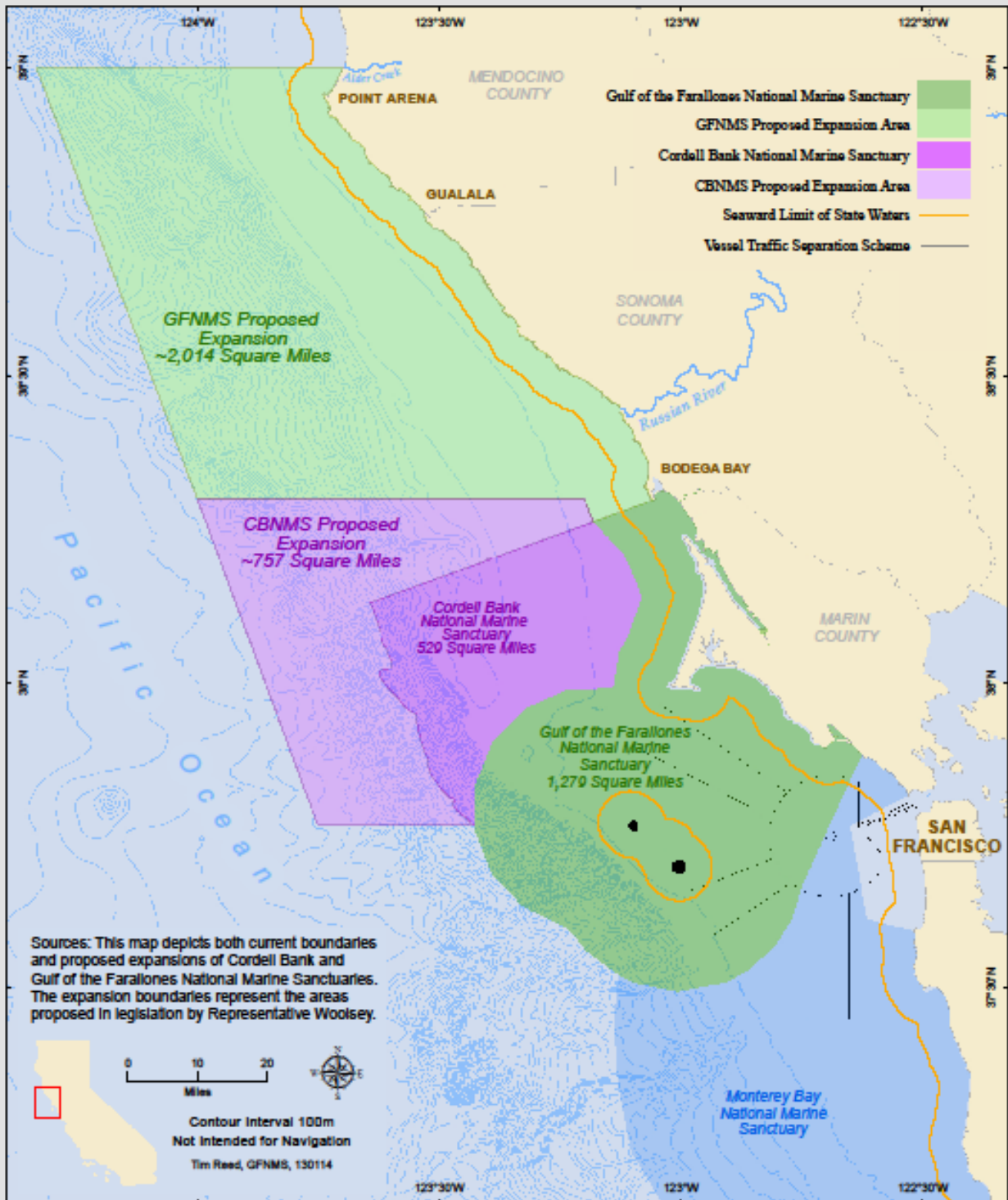
We highly recommend people speak out against this outrageous "land grab" at public meetings. Submit all electronic public comments via the Federal e-Rulemaking Portal. Go to www.regulations.gov/#/docketDetail;D=NOAA-NOS-2012-0228, click the "Comment Now!" icon, complete the required fields, and enter or attach your comments. Here's the snail mail address for letters to oppose the expansion of the National Marine Sanctuaries up to Point Arena:

Maria Brown, Sanctuary Superintendent,
Gulf of the Farallones National Marine Sanctuary,
991 Marine Drive, The Presidio, San Francisco, CA 94129
Re: **Docket ID:** NOAA-NOS-2012-0228

PROPOSED NORTHERN EXPANSION

Gulf of the Farallones National Marine Sanctuary Cordell Bank National Marine Sanctuary

January 2013



More from the RFA...

Thanks again for your support for a recreational representative on the International Pacific Halibut Commission last year. Our support for Rex Murphy made a difference. Our federal government is starting to realize that West Coast recreational anglers actually have an interest in the Pacific halibut fishery. Here's what happened: the Commerce Dept. decided to re-open the nomination process because they weren't happy with the range of nominees. They know a certain Alaska commercial nominee is a real problem, but Rex did not get enough support either.

I am really grateful that HASA trusted me enough to send a letter of support basically on my say -so for Rex. I've been working with the ALASKA CHARTER ASSOCIATION for the last few years, specifically on halibut issues. I'll be going up to Alaska this spring to help the ACA on a battle with its commercially dominated North Pacific Management Council.

Now that the IPHC nomination process has been re-opened, I'd like to ask you to support the nomination of Richard Yamada, a board member of the Alaska Charter Association. Rex Murphy is also supporting Richard, they work together through the ACA. I really think he has a chance to get appointed. Did you know that since 1923, the IPHC has NEVER had a recreational Commissioner? This is a powerful argument on our side.


Last year we didn't have a lot of time, but now there's time to talk to Richard Yamada about our issues "in the lower 48". I've worked with Richard for at least 5 years and know him as a man of the highest integrity, well-organized, and has the fishery's best interest at heart. The Recreational Fishing Alliance is supporting his nomination, and I hope HASA will, too. If you'd like to set up a conference call with Richard, to scope out his positions, let me know. ~Jim Martin

Send letters of support to:

Mr. Patrick Morgan
Office of International Affairs
National Marine Fisheries Service
1315 East-West Highway
Silver Spring, MD 20910

Richard Yamada

P.O. Box 210064 • Auke Bay, AK 99821 • Phone: (907) 723-0008 • rnyamada@gmail.com



Education

University of Hawaii
1967 – 1970
Major - Education

Defense Language Institute – Monterey
1970-71 Russian Language Certificate

Military

US Air Force
1970 – 1974
USAF Security Service
Russian Linguist
Eielson AFB,
Fairbanks, AK

IPHC COMMISSIONER CANDIDATE

International Pacific Halibut Commission

The IPHC (International Pacific Halibut Commission) was established in 1923 to conserve, manage, and rebuild the halibut stocks in the United States and Canada to those levels that would achieve and maintain the maximum sustainable yield from the fishery. The Commission consists of six commissioners, three from the United States and three from Canada. The President of the United States appoints the three US commissioners. In the Commission's long history, there has never been a recreational fishing representative appointed to the Commission. With management decisions regarding US allocations to recreational anglers in Alaska now being on the annual agenda of the Commission, it is time for the recreational sector to have a seat on the Commission.

Recreational Fisheries Experience

1981 – Present Alaska sportfishing lodge owner and USCG licensed captain, www.shelterlodge.com

1984 – 1988 Naigani Island Adventures (Fiji) sportfishing tour company owner

1984 – 1990 PADI Recreational Dive Instructor (Hawaii)

2008 – Present Attended and testified at following fisheries meetings:
North Pacific Fishery Management Council
International Pacific Halibut Commission
Alaska Board of Fish

2010 – April Attended NOAA Recreational Saltwater Fishing Summit, Alexandria, VA

2011 – Present CATCH (Catch Accountability Through Compensated Halibut) – National Fish and Wildlife Foundation Grant - Project Director

2011 – 2012 Taku River Task Force – Alaska Legislative Committee, Charter Fishing Representative

2012 – April NOAA Bycatch Workshop – Seattle, WA

Affiliations

- **Alaska Charter Association**, Vice President
- **Southeast Alaska Guides Organization**, member
- **Juneau Charter Boat Operators Association**, Board member
- **Juneau/Douglas Fish & Game Advisory Committee**, member
- **North Pacific Fishery Management Council, Charter Halibut Implementation Committee**, member
- **National Association of Charterboat Operators**, Nominated to the Board
- **Kids Hooked on Fishing**, Board Chairman

Summary

Richard has been involved in Alaska's recreational fishery for over 30 years as a business owner and recreational fishing advocate at the state, federal, and international level. His research duties as the CATCH Project Director has allowed him the opportunity to study the history of recreational fisheries management in Alaska and to develop workable solutions to conflicts between sectors.

Recreational Fisheries Advocate • Creative Problem Solver • Good Communicator

Fish for Groundfish all year?

By Doug Corrigan



This will be the first year ocean fishermen on the recreational scene will have to contend with the new regulations concerning the Marine Life Protection Act here on the North Coast. These areas will be off limits for catching groundfish. I have to wonder if we should be pursuing a greatly extended or year around recreational groundfish season here on the North Coast considering these closures and prior restrictions.

The subject of extending the season has surfaced in this newsletter periodically. (See previous articles from contributors such as Tom Marking.) It is also an agenda item on the Del Norte County Fish and Wildlife Advisory Committee.

Considering the implementation of the new MLPA's and the many other concessions that have been made by fisherman throughout the years here on the North Coast I have to wonder if we should get back to a year around season as in 2004. With the conservation of the Yelloweye and Canary rockfish I don't see why we can't.

If we look from about 1994 forward we can see the following restrictions:

- 1994, Groundfish limited entry
- 2000, 15 to 10 fish limit
- 2000, in season closures
- 2002, Federal Rockfish Conservation Areas
- 2003, Groundfish trawl buyback, Near shore fishery restricted access
- 2004, Implement depth restrictions
- 2008, Season limit to four months
- 2009, two fish sublimit for species
- 2013, implementation of MPA's

I'm sure the above is not an all inclusive list, however I hope you get the idea that we on the North Coast have sacrificed greatly to bring our ground fishery back. Given our sacrifices, along with ocean and weather conditions here on the North Coast perhaps it is time to push the layers of agencies that oversee this resource into a longer or year around season. My common sense tells me they will be hard pressed in real numbers to justify a continued short season for the few recreational fishermen that venture out into the waters of the North Zone.

I hope that all of you that have an interest in a longer season will at least ask the question, "Why not a longer season?" or "Why not all year around?" Do you have an interest in involving your County Supervisors in this issue? If so, will they push CDFW and the Council for a longer or all year season?

Perhaps I see the impact in a different way up here in Crescent City. We are building a new harbor. I would like to see it be used on those few days the sun comes out and the sea is flat. Just over the border in Oregon waters, they can throw out their crab pots and perhaps catch a few rockfish as their pots soak. Along those lines I am not in favor of a six fish retention limit like Oregon. I don't think those lower numbers are justified either.

The counties that make up the North Coast Zone worked together during the MLPA "process". I firmly believe this produced an end result we could live with. This same cooperation could be used to bring the recreational angler to our new harbor and the North Coast.

As always, I welcome your thoughts and ideas over this subject. I will be happy to share them with my fellow committee members. I am curious if there are enough people here on the North Coast that have an interest in fishing all year around when we can. Of those, would you be willing to get involved in a process to make this happen?

Are your REALLY insured for that? (Part 2)

By Larry De Ridder



In our previous issue (Fall 2012) we reviewed two boat insurance claims. In both instances it was discovered far too late that the damage or loss incurred was not effectively covered. In this issue we're going to look at a number of scenarios for potential loss. While reading, think of your own insurance coverage and consider whether you are effectively insured. In general there are three scenarios in which you can suffer a loss: while parked or stored, while being transported by trailer, and while on the water. The reasons for the losses can be quite varied: collision, fire, theft, fuel leak (pollution), contents, injury, loss of life, etc.

Let's start with losses while the boat is parked or stored at home. Though one of the examples given in our last issue was an exception, usually these are going to be theft losses, or damage caused by a passing vehicle which collides with your boat and trailer while it is parked on the street. In this case your homeowner's policy will satisfactorily cover your canoe, or other small boat, perhaps up into the \$5,000 range for theft of the boat itself, plus named contents. The key phrases here are "\$5,000 range" and "named contents". If you don't tell your policy holder in advance that you routinely keep your expensive rods in the boat, don't assume that loss will be covered. If the boat is capable of going offshore, you could easily find yourself under-insured through your homeowner's policy. If the loss is due to fire, earthquake or vandalism, look to your boat policy. If the loss is theft of your after-market electronics, look to your boat policy. Again, to be properly insured, you must inform your insurer in advance of just what electronics you've installed on the boat. If the loss is due to a passing motorist colliding with your boat, then you need to look to the automotive policy of the motorist who caused the damage. If that person is uninsured, under insured (remember only \$5,000 coverage is legally required), or leaves the scene without acknowledging the damage, check with your own auto and boat policies. However, if you are filing a claim with your own policy, expect a deductible to apply.

Now, let's look at potential losses while you are on the road. If you are towing and become involved in a traffic accident which damages the boat, you will be looking to your auto and/or boat policies. If the other driver is at fault you will be looking at his auto policy – assuming he is insured. By some estimates, about one third of all drivers in California are uninsured or under insured. Was the damage due to mechanical failure (e.g. brakes or trailer hitch)? Call your auto insurance company. Did you stop for lunch and come back to find your rods and electronics missing? You will probably be filing a

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homeowner's claim, but expect a deductible to apply. If your tow vehicle is damaged and the boat needs to be towed somewhere, you will probably need to involve your boat policy. Don't assume your auto policy will provide a tow for both your truck and your boat trailer. The bottom line is, don't depend on someone else to protect your investment. Ensure that you are covered for all sorts of possibilities.



For our final list of potential issues, let's consider on the water losses. Some of these are pretty clear. If you have collision damage or sink, look to your boat policy. If you are at fault and damage or sink someone else's boat, again look to your boat policy. Damage to your own boat due to a mechanical problem is probably not covered. An offshore breakdown requiring a tow will be a boat policy claim. Locally we don't have a commercial tow service. However, if someone else takes the time to tow you in and expects reimbursement, your boat policy might have a "reasonable costs" clause for a non-commercial tow if a claim is properly submitted. If something happens that much of your fishing gear is lost your boat policy probably won't cover it, but your homeowner's policy might. However, even if they do pay, your deductible will apply. If you are tied up at the marina and return to find thieves have made off with your boat contents, you will probably find that some items are covered because your insurer considers them accessories for normal use, but that others are not covered. Don't be surprised if your policy has a specific list of items covered for "normal use" which doesn't exactly match your expectations. Binoculars, for example, are on my offshore "normal use" list, but were specifically excluded from a sample list I reviewed. How about injury to a passenger? Look to your boat policy, which will have a set maximum amount per passenger. However, if that level is set too low you may find yourself on the wrong end of some substantial medical bills. Your boat policy probably provides coverage amount options. Fuel, oil or sewage spills? If the boat sank and leaked, expect to be covered. But if you are simply leaking and spreading contaminants, that could get pricy. Don't assume you are covered unless it is listed in your policy. You might well discover that your own boat is not covered, though damage to nearby property is covered to a limited extent.

All of the above listed coverage issues are likely to be voided if you've rented out the boat, or are engaged in any kind of commercial activity. Even something as simple as taking potential business clients out fishing could result in a claim denial if you haven't purchased an endorsement for "business pursuits."

Look at your boat and your situation critically. If you own a boat capable of safely running to the Cape, or offshore 50 miles chasing albacore, you've been blessed financially. In the event of a mishap, you could be viewed as the "deep pockets" target for all sorts of liability claims. You don't even have to be present to be responsible, if you allowed someone else to borrow your boat. Read your policy. Meet with an insurance agent familiar with the issues boaters face. You may even opt to purchase an "umbrella policy" to offer extra protection in the event your existing policies don't adequately cover a situation.

I'd like to thank Bill O'Brien of State Farm for answering a long list of questions for me. Hopefully I've relayed the answers accurately!

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Redwood Coast Spreader Bars

Coming soon! The Redwood Coast Spreader Bars online store will be open for business starting in March of 2013. These products are locally made right here in Humboldt County and the components are locally sourced whenever possible. The owner of the company (Matt) has been involved in the spreader bar business for 10 years. Matt helped research and develop the product line offered by 'ArcherBars'. Matt's experience with the Archer business helped him learn about the technical aspects of building spreader bars. Over the years, Matt noticed all of the opportunities for improvement, and those improvements have been realized in the products offered by Redwood Coast Spreader Bars.



The bar stock and center pieces will not fail, deteriorate, or become crumbly like the other bars out there on the market. The bar stock is the most advanced composite available today. They



are either colored to match the ambient sky (to be less visible to the fish), or colored to match the teasers... so when the bar digs into the water it appears to be a flash from part of the 'school' of teasers. The center-pieces are custom molded and heat treated to resist the rigors of life in saltwater. They are compression fitted to the bar and have a 'Finney' paddle which creates surface com-

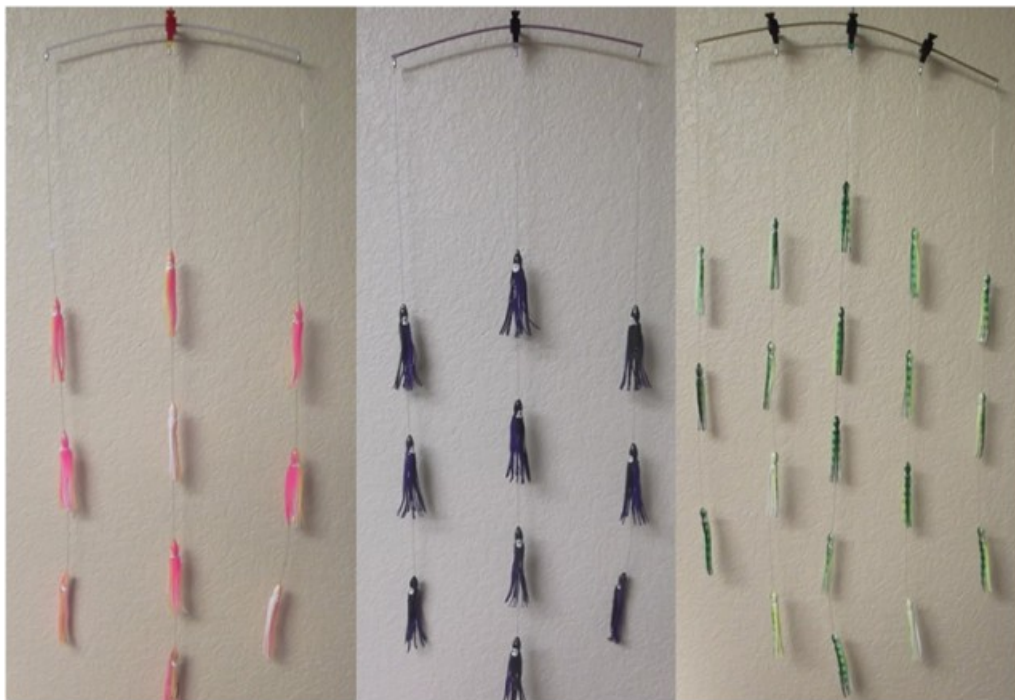
motion and splashing as well as helps keep the bar above the water's surface. When the bar does dig in and go sub-surface, the 'Finney' paddles help it pop back to the surface quicker than other bars.

Matt's experience over the past decade has helped him identify which colors and configurations work best in our local waters. Redwood Coast Spreader Bars are tailored to our fish, our prey

base, and our conditions... yet they will still be effective wherever they swim (take them on your fishing vacations!) Redwood Coast Spreader Bars are also designed to be as angler-friendly as possible. Again, Matt's years of experience using spreader bars has helped him identify what configurations and features result in easy trolling and fewer tangles. These bars are the most angler-friendly bars on the market. They are not too long... and not too wide. Anglers will find them to be very easy to use.



Redwood Coast Spreader Bars is a proud supporter of HASA and will be donating a few items to the HASA Dinner on March 23rd. Buy your tickets!



Editors note: Matt Goldsworthy is a frequent contributor to the HASA newsletter and a local sportfishing innovator.

From the desk of Jimmy Smith



A new Fields Landing ramp is on the way. It has been a lot of years in the planning stage but in the interim we got new floats on both sides; remember, it was just a lane and a half with floats on one side. We redesigned it and got new pilings and a walkway a few years ago. Then we did a partnership with the Harbor Commission to improve the old field full of junk and brush on the North side into a modern well lighted parking area. The lighting, new parking and tsunami siren happened because of a great partnership with PG&E, NOAA, Wildlife Conservation Board and Humboldt County. The county was successful in accessing funding for the modern restrooms we have on site. The new ramp will (with agency approval) extend out to the main channel and will be at the appropriate slope to accommodate large vessels. My guess is that the engineering and pre construction permitting will be completed this year and the construction money will be on line in 2014. I will be working with Hank Seamann our Public Works Deputy Director. Hank is doing a wonderful job and Don Tuttle and Jim Brewer have been very important too.

The King Salmon canal dredging project is also moving forward. We have years of meetings with PG&E under our belts and now have their promise to follow through with the dredging. Currently they are finishing the final planning for the required sediment sampling. They are including the side channels as a courtesy to the adjacent landowners. Those side canals are privately owned and those folks would have to pay for their portion of the dredging. We should know what those costs will be in a few months. PG&E has completed some of the biological assessment and will continue to pursue the project. We want the fishing community to thrive and having adequate depth is essential.

These two projects will have long term benefits for all our fishermen. Many thanks go to all the partners who continue to work on King Salmon and Fields Landing boating improvements. Thanks also to the HASA team for working so hard to make sure we have the opportunity to fish.

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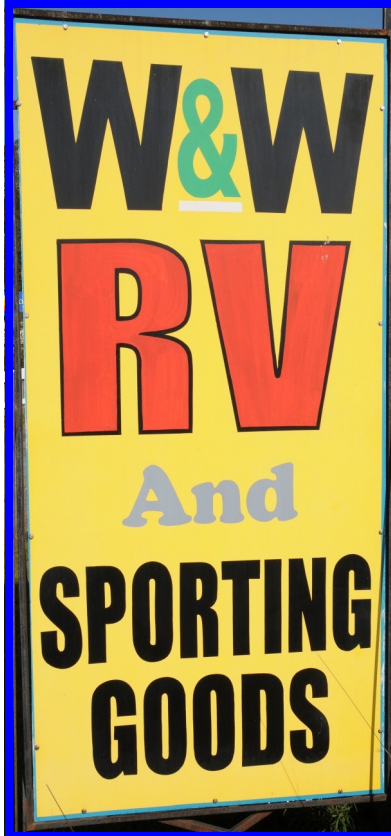
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How to Catch a Thresher Shark in Humboldt

By: Matt Goldsworthy

I learned about thresher shark fishing in Southern California, mostly in between Ventura and Morro Bay. We spent many years targeting thresher sharks and learning several ‘hard lessons’ along the way. I have caught thresher sharks from piers (Pismo Beach Pier) as well as from boats big and small since the early 1990’s. It has been quite a while since my last encounter with a thresher shark... over 10 years in fact. In 2001, I captured my biggest thresher shark, which measured almost 12-feet total length (including the tail). For a short time in the mid-1990’s I targeted thresher sharks commercially using hook-and-line techniques to help fund my way through school at Humboldt State. This is when I gained most of my experience with thresher sharks (and mako sharks). Coincidentally, my Dad and I landed a thresher shark off Clam Beach in 1995... my first and only Humboldt thresher shark to date.



Location, location, location. Based on published research, observer data from drift-gillnet boats, and my own personal observations I have developed a theory that there are basically two main opportunities to pursue and capture thresher sharks off the Humboldt Coast. Unfortunately, both of these opportunities are short lived with small windows of time. However, with the amount of variability in both the ocean conditions and the sea surface temperatures... you never know! Each of these opportunities is rather unique and they are located miles and miles away from each other. Let’s start with the option that is closest to home... the “Beach”.

Towards the end of each summer the juvenile and sub-adult thresher sharks can be found on the ‘Beach’. I am not talking about the sand... but pretty close to it. Although these sharks will most likely be juveniles (or even “pups”), there is a chance for some sub-adult sharks to be mixed in as well. The general size range of these sub-adults are 7-9 feet total length (with tail), or about 150 pounds maximum. The pups are usually about 5-6 feet total length and about 90 pounds maximum. Find the bait, find the sharks. That part is simple. I am convinced that these sharks prefer the shallows along large stretches of beach... like the area to the north and south of Humboldt Bay. In my experience, which is not all that extensive off of Humboldt, the sharks seem to be most common in waters shallower than 120 feet. The shark we landed off of Clam Beach in 1995 was hooked outside the breakers in about 50 feet of water. It seems that August,



September, and October are the prime times for beach-combing for thresher sharks.

Watch the fishing reports for the Bay Area... every year a salmon angler or two will hook into a thresher. I have noticed that once a shark is seen or caught off the Bay Area it will be only a short time before they arrive in our area to comb our beaches. Keep an eye on the reports... both locally and afar. The window of opportunity will be short on the beach... capitalize on it once you catch wind of any

news. We'll get into the more critical aspects of tackle later on. Just remember, do not wait too long once word is out on the street about those beach combing thresher sharks.

Now for the other opportunity... perhaps the hardest to capitalize on... but probably the most rewarding: offshore. The window for thresher sharks offshore is also rather small, but what complicates it is the distance offshore you will have to travel. When there is talk of tuna offshore, you'll know the time is ripe for threshers. Like the "beach", the sharks are more common offshore during the late summer months like August, September, October, and even later if the temperature and weather allow. The drift-gillnet boats had great success on threshers as late as November around here. These are not hard-and-fast rules, but your chances get better during the better months. Again, find the bait find the sharks.

Unlike tuna, thresher sharks do not prefer the clear clean water. They will cruise the clean clear water if there is good reason to (feed). It is important to keep in mind that threshers seem to prefer dirty green water. In fact, they love the dirty green water. Temperature or water color breaks with green water on one side are perfect. But, the key is always BAIT. The reason for mentioning the warm green water is a reminder to keep your eyes peeled... as most of us will be running at high speed through the green water. Thresher sharks are easy to spot... half of their body length is tail. They use their tail to stun bait, so when they are working the surface, it is common to see the ends of their tails whipping and swiping above the surface of the water. Keep your eyes peeled for the tips of the tail, or even jumpers.

When you are offshore at this time of year, chances are good you might encounter all life stages of thresher sharks: pups/juveniles, sub-adults, and the large adults. This is an important point: large sharks exceeding 300 pounds caught in waters over a thousand feet deep. No squirrel hunting in elephant country! Bring your 50 wide reels (or 70's), and they have to be 2-speed. If the shark dies during the fight in water this deep... it will sink to the bottom. You have to use big heavy gear, and fight hard to land the shark before it tires and dies. On the 'beach', you can follow the shark so you don't get spooled. Offshore, you just don't have that luxury.

Now that (I hope) this puts you in the right neighborhood for threshers... stay tuned for the next HASA newsletter where we will cover the gear and techniques for trolling for thresher sharks. Using the right gear and techniques for thresher shark fishing will make a huge difference in your success rates.





A Word from your National Weather Service in Eureka, CA about the Marine Forecast

As many of you have likely noticed, we, at the weather forecast office, made a dramatic change to the marine forecast last fall. This change was intended to offer anyone who goes out on the ocean waters a more detailed picture of the wave environment. However, we have now learned that sometimes there can be too much detail. When we began to see and hear wave information in our forecast and on weather radio, it was similar to:

NW WIND 20 to 30 KT. GUSTS UP TO 35 KT IN THE AFTERNOON. SEAS 8 TO 10 FT... INCLUDING NW 7 FT AT 6 SECONDS... W 5 FT AT 12 SECONDS AND NW 3 FT AT 20 SECONDS. BUILDING TO SEAS 10 TO 12 FT... INCLUDING NW 10 FT AT 7 SECONDS... W 4 FT AT 11 SECONDS AND NW 4 FT AT 18 SECONDS IN THE AFTERNOON.

Well, to put it simply, we were appalled and we heard the communities concern as well.

We have heard you and we are working to make changes to the forecast, so that it will be easier to read online and listen to on the radio. Already there have been some changes. You will no longer hear a second section of detailed wave information. Instead, you will hear an overall sea state with only the waves that you notice on the water added on. Also, we are limiting how many wave systems we described, which make up the overall sea state. So currently you should only read or hear on the radio something like:

NW WINDS 15 TO 25 KT. SEAS 11 TO 13 FT... INCLUDING N 5 FT AT 8 SECONDS AND NW 11 FT AT 16 SECONDS.

However, our work is not done. We will continue to strive towards an ideal forecast for those venturing out on to the open ocean. We still believe in offering a height, period, and direction to the steep waves which are developed by local winds. Yet through trial and error, we now understand listening to a set of numbers can be akin to hearing the code of the “Matrix” (yes, the movie) read aloud. It is simply unintelligible. To that end, we are investigating the reintroduction of words into the forecast as qualifiers for the various waves.

We ask that you please continue to be patient with us as we push to make the marine forecast off the NW California coast the best in the world, for the best mariners in the world. In the meantime, keep the comments and questions coming. The more we hear from you, the closer we can get to our goal. And remember, a fantastic visual tool to use for decision making is the Hanson Plots. Found on www.weather.gov/eureka/marine. Take a look; it’s a simple plot that shows trends easily.

Until the next newsletter, be safe out there.

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Northern California Marine Protected Areas

By Matt Wells - Fortuna Warden



In this edition I'd like to spend some time talking about the new Marine Protected Areas in Northern California that, as of December 19, 2012, have taken effect. In Humboldt County we have four new State Marine Reserves, three new State Marine Conservation Areas, one State Marine Recreational Management Area, and two Special Closures. While this column will cover some of the basic MPA issues in Humboldt County I encourage all ocean fishermen to stop by the Eureka office (619 2nd St.) and pick up a copy of the Department's "Guide to the Northern California Marine Protected Areas". This is a 68 page guide to the new protected areas and it provides a lot more detail than I can in a short column. You can tell them that Matt sent you and while you're there be sure to pick up a tape measure decal for the boat, a CalTIP sticker, and if you enjoy my articles in the HASA newsletter maybe even a Warden Stamp. Contrary to popular rumor the Warden Stamp does not authorize the taking of any Wardens!

There are four types of new Marine Protected Areas. State Marine Reserves are the most restrictive of all the Marine Protected Areas and they are typically shown in red on the charts available from the Department. State Marine Reserves prohibit the take of all living marine resources. State Marine Conservation Areas are generally less restrictive and typically allow for limited take of marine resources. They are typically shown in blue on the charts available from the Department. For example the Samoa State Marine Conservation Area, located between Trinidad and Eureka, allows the recreational take of salmon by trolling, surf smelt by dip net, and Dungeness crab by trap, hoop net, or hand. The one State Marine Recreational Management Area (SMRMA) we have in Humboldt County, South Humboldt Bay SMRMA prohibits the take of all living marine resources but allows waterfowl hunting during the appropriate season. We have two different Special Closures in Humboldt County. Special Closures are basically restricted areas around offshore rocks that prohibit entry. Our first special closure is at Sugarloaf Island at Cape Mendocino and it is in effect year round. Our second Special Closure is at Steamboat Rock, south of Cape Mendocino, and is in effect from March 1 through August 31 only.

I encourage fishermen to look at the Department's literature and study the Department's website (www.dfg.ca.gov/mlpa/) prior to going fishing this year. Fishermen heading north from Trinidad will want to look closely at Reading Rock SMR and Reading Rock SMCA. Fishermen heading south out of Humboldt Bay will want to pay close attention to South Cape Mendocino SMR and Mattole Canyon SMR. Folks heading north from Shelter Cove will want to look at Big Flat SMCA, Sea Lion Gulch SMR, and also Mattole Canyon SMR. Look at the areas you like to fish in and check to see if there are any new protected areas that you may encounter on your fishing grounds. I suggest entering the coordinates for any of the Marine Protected areas you may encounter on a fishing trip as waypoints in your chart plotter or GPS unit. This will give you a visual reference on your chart plotter or GPS unit and can help you stay out of these areas. As always remember that one minute of latitude is equal to one nautical mile.

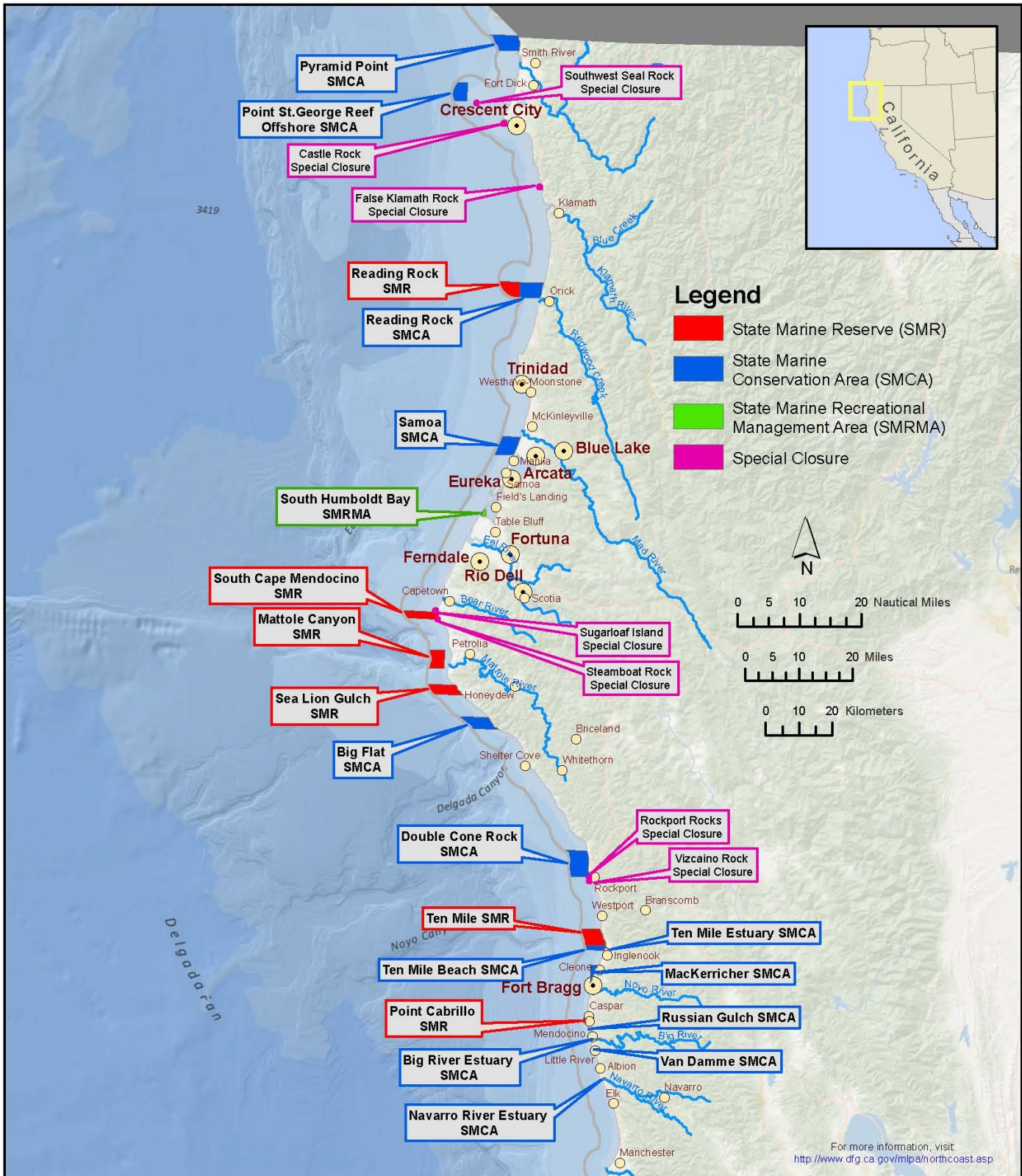
A common question I field in regards to MPA's is, "Can I transit through a protected area with my catch on board?" Page four of the "Guide to the Northern California Marine Protected Areas" addresses this very issue. In short, transit is allowed through all MPA's, with the exception of special closures, so long as no fishing gear is deployed in the water.

If you were paying close attention to the MPA process you may have noticed that the historic Punta Gorda Marine Reserve vanished when the new areas took effect. I suppose the elimination of the Punta Gorda Marine Reserve is one bright spot for anglers, especially folks who like to fish out of Shelter Cove.

As always your local Wardens are here to help with questions in regards to the new Marine Protected Areas and the Eureka office can patch you through to any of us. Please be sure to at least invest a little time studying the new regulations before heading to the phone. At times we are overwhelmed with phone calls for questions that could have been answered with a mouse click or the flip of a page. As far as enforcement of the new Marine Protected Area laws goes, you can expect us to be firm but fair. We will be patrolling the new protected areas by land, sea, and air. The law abiding, ethical sportsmen are the Warden's allies. Here's to a prosperous 2013 season.

Northern California Marine Protected Areas

Adopted June 6, 2012



Eel River Recovery Project Tracks 2012 Eel River Chinook Throughout Watershed

By Patrick Higgins



The Eel River Recovery Project (ERRP) sponsored successful fall Chinook dive surveys of the lower Eel River in fall 2012, but also had volunteers contributing accounts of mass migrations and spawning concentrations throughout the watershed. As a result, ERRP was able to establish that the 2012 run was in the tens of thousands. This makes it equivalent to the Chinook population range estimated by the U.S. Fish and Wildlife Service (USFWS) from 1955-1958. It was interesting to note that the distribution of Chinook salmon spawning documented by ERRP volunteers in 2012 was also similar to patterns found by USFWS in the late 1950's.

A combination of experienced and inexperienced ERRP volunteers performed four surveys of the lower Eel River. Dive counts are not precise because of the challenging conditions in the lower Eel River but are useful estimates that can be used to gauge trends. In deeper pools at the time of peak abundance, huge schools of Chinook swam under divers and it was difficult to see how deep schools were from the surface. Schools kicked up algae as they retreated from divers, which also made counts difficult. As a result counts are likely under-estimates, which is similar to the finding of the California Department of Fish and Wildlife (CDFW) regarding Butte Creek spring Chinook dive surveys in the Central Valley.

The number of holding adult and jack salmon was estimated at fewer than 100 on September 28, but counts built to a peak of more than 5,000 on October 27 before tapering off to 1,776 on November 10. Humboldt Redwood Company was a co-sponsor of the lower Eel dive project and volunteers counted an additional 3,400 Chinook on October 29 between Dyerville and Scotia. The October 27 and 29 dives coupled with upstream accounts confirm that more than 10,000 Chinook had entered the Eel River before November 1! Volunteers began reporting mass migrations on October 21, as large schools of Chinook began moving upstream at Scotia even before rains began.

Fish charged out of tidewater above Fernbridge on October 22 and began pushing upstream in waves with 250 passing Shively in an hour and a half according to an ERRP volunteer. The next day Chinook salmon began entering the South Fork in small groups, but were inhibited by low flows. The mainstem Eel River maintained flows at Ft Seward and Alderpoint of between 100-200 cubic feet per second through early November, which was ample for fish passage. Fish ran for two days straight at Alderpoint beginning late in the afternoon of October 23. An ERRP volunteer estimated 200 Chinook passing the bridge there in less than an hour, indicating that thousands of fish went by in the first wave. By October 26 the run became more sporadic with fish moving intermittently in small groups, but a second continuous migration of thousands started again with rains on Halloween and lasted through November 2.



Flows allowed mainstem Eel River migration in late October and early November, but were mostly insufficient for tributary entry until November 15. An estimated 500 Chinook held at the mouth of Outlet Creek before that time, but by Thanksgiving fish were spawning throughout the basin. November ended with 5 inches of rain above Willits followed by a similar high intensity event on December 2. Fish were seen spawning by ERRP volunteers at the upper extent of migration in Outlet tributaries, such as Willits and Baechtel creeks.

High flows coming through the Potter Valley Project (PVP) reduced VAFS returns after December 2 to just a few dozen Chinook salmon. There is some evidence that fish may have pushed into upper Eel

River tributaries to spawn when mainstem flows remained high. Chinook were sighted in Salt Creek at Hearst that usually remains intermittent until late winter in many years. However, major tributary Tomki Creek that joins the Eel River right below the PVP did not show a major increase in spawning, which may be related to its ecological condition.

Chinook salmon began their South Fork Eel River migration on October 23 and reached Piercy by October 31. ERRP volunteer and abalone diver Jeff Wells got so excited about seeing large numbers of Chinook upstream of Benbow that he acquired a Go-Pro camera and captured some spectacular footage documenting holding and spawning salmon. Although mainstem spawning was widespread by mid-November and lasted through early January, South Fork tributary Chinook salmon distribution was spotty. Carcasses were seen on the mainstem upstream of Branscomb, but spawning activity was less than in 2010. Ten Mile Creek in Laytonville spawning began on Thanksgiving and fish spawned above Branscomb Road in early December 2012 in greater numbers than seen in 2010. On the other hand, Harry Vaughn and Kyle Keegan found very few fish in an extensive survey of in Salmon Creek.

The Van Duzen had a very good run in 2012, but Chinook salmon holding at the mouth were not allowed upstream until November 2 because of insufficient flows. CDFW works with the gravel operator at the mouth to construct dams with screened culvert outlets to prevent fish from getting upstream. The ill defined, sediment-damaged channel upstream has many shallow riffles where fish could get stranded. By November 3rd, Chinook salmon had proceeded up the Van Duzen River past Swimmers Delight, but some were already stopping to spawn. Chinook spawning increased and was widespread in the lower mainstem, with numerous ERRP reports coming in until the rains in mid-November. As of November 7, Chinook were spawning in lower Yager Creek, but it wasn't until November 15-17 that they got as far up as major spawning areas in Lawrence Creek.



Chinook were well distributed in the Middle Fork Eel River with a first wave of fish passing upstream November 17 and escaping to spawn in Williams Creek and the Black Butte River, according to Scott Harris of CDFW. A second pulse of fresher fall Chinook entered the Middle Fork around Thanksgiving and into early December. Spawning was noted in lower reaches of tributaries Elk Creek and Thatcher Creek. No Chinook were seen in Hulls Valley Creek, which is a North Fork Eel River tributary, but water falls low in the North Fork have been thought to block salmon passage for several decades.

Historical fish counts from Benbow Dam indicate that roughly half the Chinook adults arrived before December 1 and the other half afterward. Therefore, the number of fish counted and video documented before flows obscured observations were more than likely equaled or surpassed by a later pulse of fish that went largely unobserved. This means the 2012 run was likely over 20,000 and one of the larger ones since the 1950's, but still just a fraction of historic returns. The question is whether such a high level of abundance of Eel River Chinook salmon can be maintained or even further restored as we move further into the 21st Century.

The first Chinook salmon arrived at the CDFW Van Arsdale Fish Station (VAFS) on November 2 and a record one-day count of 754 passed upstream of VAFS on November 17 (above). The total of 3,461 adults and jacks surpassed all previous annual counts since 1946-47 and broke the 2011 record by more than 1000 fish.

Dive surveys and ERRP volunteer salmon watch coordination was made possible by the fiscal sponsorship of the Trees Foundation and grants funds from Patagonia, Rose Foundation and the Humboldt County Fish and Game Advisory Committee. Co-sponsors included HRC, the Wiyot Tribe and Bear River Tribe of the Rohnerville Rancheria. ERRP is seeking support to conduct 2013 fall Chinook dive counts and wants to expand the use of video cameras to document migrations and spawning concentrations. See www.eelriverrecovery.org to access the full report or call ERRP Volunteer Coordinator Pat Higgins to volunteer this year at (707) 223-7200.

What Does a HASA Membership Get You?

Bert Colbert, Membership Chair 2013



Hopefully the answer to that question is more time on the water!

Humboldt Area Saltwater Anglers (HASA) is a very active organization that advocates for the rights of the Humboldt County sport fishing community and fisherman in general. **Your donation of \$20 helps fund various activities that are vital to keeping our sport fishing seasons open for generations to come.** A few years ago, the threat of the Marine Life Protection Act (MLPA) brought out stronger paid membership in HASA. Our group was at the forefront of contacting elected officials, other groups with vested interests, and attending meetings to voice our concerns and provide input that would shape the decisions made by the MLPA stakeholder committee. HASA saw what had happened in other coastal communities and prepared for the meetings that would take place in our area. We feel our involvement and that by other stakeholders made a difference in the decisions made by the Fish and Game Commission.

We need your support! **HASA board members are very active on your behalf and it costs money.** Sending our board members to the Pacific Fisheries Management Council (PFMC) meetings, Department of Fish and Wildlife meetings and other regulatory meetings out of town are not cheap. It's important we have HASA's voice at these meetings or the only voices heard will be from other interests that want to restrict or take away your right to fish in the ocean and coastal rivers.

You may have heard about the artificial reef project that HASA is promoting? The concept is to have the Humboldt Bay Harbor District obtain a lease for a one-square-mile area off our coast to create an artificial reef. This reef could lessen the impact of the MLPA, increase certain marine life stocks, and save fisherman fuel costs by a shorter boat run. In other parts of the US where artificial reefs have been built, the impact has been millions of additional dollars to the local economy. But before the reef project becomes a reality there will be many hours of meetings, paid studies, permits, and finally the cost of getting materials out to the reef site for submerging. So please become a paid member. **You can use a PayPal account through a link on the Humboldt Tuna Club discussion page** or print a membership form and mail it in (<http://humboldttuna.com/smf/index.php>). You can also sign up at the HASA dinner March 23rd at Redwood Acres. See you there and thanks for your time.

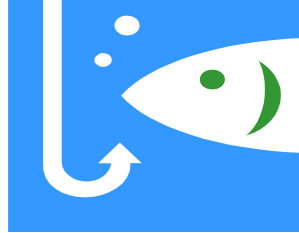
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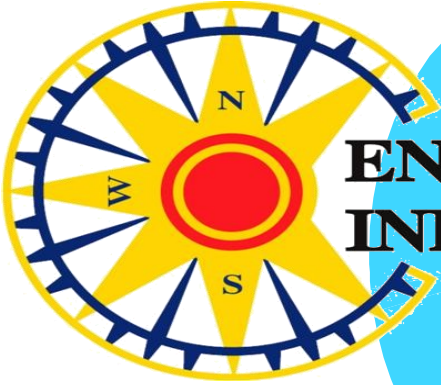
Please list your interests, talents, and affiliations for participating in committee functions

All HASA members will receive timely updates on all club and committee functions including a quarterly e-newsletter. Premium members without e-mail will be sent a hard copy of the newsletter.

All HASA members will be invited to the Humboldt Tuna Club potlucks.

More information is available at humboldttuna.com

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