HUMBOLDT AREA SALTWATER ANGLERS

A VOICE FOR SALTWATER SPORTFISHERS

2020 FALL NEWSLETER

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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Submission of article topics and photos should be sent to **jcphasa@gmail.com.**

Comments are always welcome and should be sent to **jcphasa@gmail.com.**

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This is issue #41.

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President's Message

As HASA goes to press, we're still dealing with an unprecedented wildfire season. As I write, we've surpassed 4 million acres burned. The news coverage has naturally stressed the loss of life and property and the actions taken by the thousands of front-line fire fighters. Hunting season has been seriously restricted already. At this time we don't really have a good handle on how much damage has occurred to salmon and steelhead spawning areas. Hopefully the poor 2020 salmon season isn't indicative of our next few years. Fortunately halibut, bottomfish and albacore all tried to make up for the shortage of salmon.

Locally it's been busy. Trying to keep up with the State's "green" electric generation mandates, California utilities are seriously considering a local offshore wind power generation facility, made up of anchored floating platforms. Though the proposed windmill towers aren't all that huge given the size of the area they are proposed to occupy, the anchoring network would hinder commercial trawling in the proposed area. From a sport fishing perspective, such facilities might make for some interesting spots to try for warm-water exotics in late summer. If this project moves forward we will keep you informed. See page 8 for more details by guest author Sharon Kramer.

Speaking of government "green" mandates, Governor Newsom has mandated a ban on the sale of all new gas and diesel powered vehicles in California by 2035. Just how to produce enough batteries to power the substantial number of electric replacement vehicles this would require isn't addressed. It also isn't clear whether this means we'll all just buy out of state and then drive our new vehicles home or if there will be some kind of penalty for pursuing that option. And if this survives legal challenges, will new gas-powered boats show up next on the governor's short list of "things to be banned?" On the Marine Protected Area front, California's assembly bill 3030 was losing steam as more politicians either openly opposed it or refused to take a position. So Governor Newsom simply took matters into his own hands. See page 17 for more details.

In further news, HSU announced the start of California's first open-water commercial red seaweed (algae) farm in Humboldt Bay, with support from GreenWave. Marker buoys off Samoa will indicate the presence of 350-foot long horizontal lines, supporting algae-seeded vertical dropper lines. The plan is to raise dulse seaweed (*Palmaria mollis*) for fertilizer and snacks. An on-line search of dulse food products shows a fair amount of variety and some authors claim properly prepared dulse tastes like bacon. Long ago I tried red algae soup as part of my phycology class at Cal and found no need to request seconds. Hopefully recipes have improved over the years.

I'd like to thank Jennifer Schwartzberg for her work this past year as HASA's first Executive Director. It's been a strange year, with COVID-related hurdles and complications seemingly affecting everything, including planned HASA activities. Surely 2021 will be better! And finally, as crab season arrives please stay abreast of pending new regulations, and always play it safe on the water.

Larry DeRidder

HASA 2020 Big Fish Contest

Jenn Schwartzberg, HASA Executive Director

A Big ***Thank You*** to everyone who participated in the HASA Biggest Fish Contest throughout the Summer. We had some great entries.

Congratulations to the winners:

Tom Schallert with the Biggest Salmon (grand prize winner)

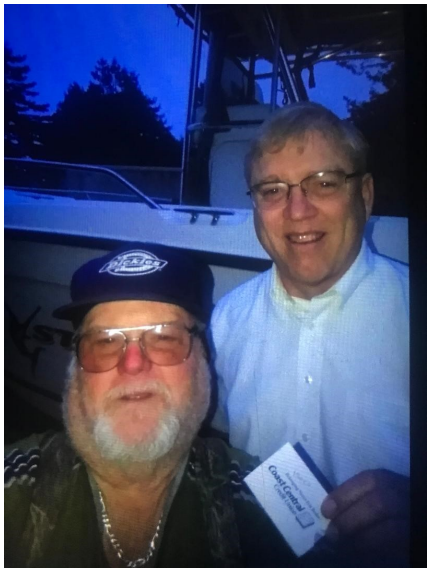
Ben Herring with the Biggest Pacific Halibut

Alan "Sonny" Pierce with the Biggest Lingcod

Robert Bray randomly picked winner of $100

Many happy returns to all of our anglers.

Tom Shallert with HASA president Larry DeRidder



Alan "Sonny" Pierce with HASA President Larry DeRidder

Ben Herring with HASA President Larry DeRidder

Robert Bray

Fall Groundfish Update - October 2020

Tom Marking, GAP Representative

This has been a unique summer to remember. COVID-19 has turned our society upside down and has had and continues to have major impacts on fishery regulations and science efforts toward management and collecting data. I still have my ongoing "virtual" meetings for groundfish and halibut with the PFMC and IPHC, but they are a bit awkward; constrained in effectiveness and methodology. Survey vessels have been cancelled, sampling efforts reduced, and staff efforts curtailed. As you will learn, our Pacific halibut season is a prime example of an unintended consequence of these reductions.

This fishing business is on the edge of disaster for the commercial fleets. Restaurants are not open, buyers have severely curtailed purchases, supply chains have been disrupted, fish processing plants have gone out of business, market conditions have been terribly impacted, and this has no end in sight. Fish cutters are a skilled trade and once they are lost, it is not easy to replace them; in addition, they are an aging trade, and imports of Vietnamese catfish, Chilean Bass and farm raised tilapia have displaced normal fresh ocean fish in west coast markets. The fishing industry is in a crisis at the moment.

Recreationally, the sport fleets were impacted in a different manner. For a time, public docks were closed, shops were closed, long range vessels were held at the dock, trips cancelled, dock samplers were absent, wardens kept their distance and fishing ports were severely financially impacted. Locally, our Charters were restricted to the number of passengers, and with the lack of dock samplers, normal data collection was impacted and will create future problems and challenges going forward.

We had an amazing Pacific halibut year. In 2019, it was difficult to find halibut off-shore. This year a migration of fish into our area made catch success unparalleled to my memory. Our normal catch success is probably 0.35 +/-. This year we were closer to 0.95 or above; we have not seen that in the last 15 years. However, these were much smaller fish than we

normally catch in our area, more in the range of 28-30 inch, about an 8 to 12 pound fish. But, since the CDFW dock samplers were not handling any Pacific halibut, they only took harvest success data, not size data. The result of this decision was to use the average size-weight for the past six years that was 21.72 pounds net weight, about a 40" fish on average. That clearly was not the case this year. So, while CDFW claims we caught 42,000 pounds of halibut, 109% of our quota, in actuality, we probably only caught about 24,000 pounds, leaving about 40% of the quota in the water. When questioned why they did not accept our observations of much smaller fish this summer, they stated they were obliged to use the "best scientific data" available, the past six years data. It leads to the obvious question why

CDFW did not take some samples for analysis purposes, (like Oregon Fish and Wildlife did), to gather more accurate information. Remember that CDFW neglected to take the 25% deduct from round weight to net weight for three of those six years, and now drastically overestimating the weight for this year, we were denied considerable opportunity and financial loss to the recreational sector. This is an all too familiar pattern. When questioned, CDFW falls back on the familiar refrain, they are overworked, understaffed, underfunded and they are doing the best they can. We have gotten shortchanged for years on our rockfish sub-bag limits due to similar excuses, and I don't see it changing with the current personnel structure in the Department. Simply put, we don't have enough political clout to enact change. Just a thought, when you hear the refrain "Science is Real", you might want to question that assumption, maybe…or maybe not. The upcoming crab certification fees and restrictions may give you pause for thought about whether the new regulations are based on Science or Politics.

On a cheerier note, the rockfish bag limit for the next few years will have no sub-bag limit for blacks and canaries. That means we can go back to a harvest level of ten black rockfish for the bag limit. Personally, I think we run the risk of exceeding our quota with a sub-bag limit of over seven blacks, but we shall see what happens. Data demonstrates we could have been at a sub-bag limit of seven over the past four years and stay well within our allocation. However, if we exceed the non-trawl allocation of blacks or canaries, then we can expect to see sub-bag limits reappear in the near future. Much of the rock fishing effort and harvest is dependent upon the salmon seasons that bring boaters into our area and get boats out onto the water. In general, the fishing effort in the north has declined over the past five years, partly due to the sub -bag limits, and partly due to poor salmon seasons. This next year does not look very encouraging for the Klamath Management Zone regarding a salmon season, and that has substantial impact on the groundfish efforts.

Once again, we had a rather good albacore season, with the fish moving relatively close to our port and good water for access. Fish were plentiful and of a very good quality. I noticed this

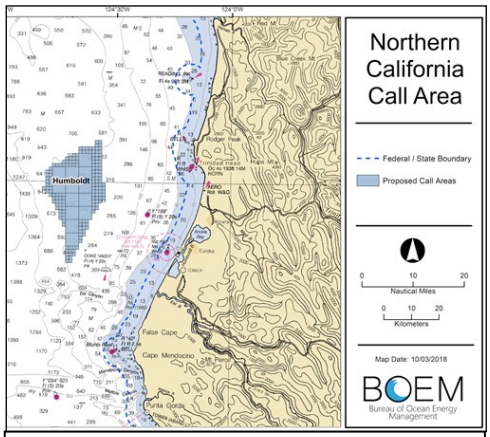
year that on both my trips the albies had been feeding on shortbelly rockfish and were stuffed with these little two inch rockfish. Shortbellies have really increased both in quantity and range for the past several years and are apparently an important forage fish for albies, something I had not seen until this year. Shortbelly rockfish status has caused quite a stir at the PFMC meetings. The Whiting fleet has been contacting them over a wide spatial range and exceeded an arbitrarily low Annual Catch Limit (ACL) set for them at 500 mt last year. The environmental groups want shortbelly rockfish classified as a forage fish and placed as an Environment Component (EC) species, similar to anchovies, sardines, etc. While the ACL is above 4,000 mt, a compromise was agreed to set the ACL at 3,000 mt, so as not to unnecessarily shut down the whiting fleet and to discourage targeting. No one actively pursues shortbellies, but the concern by the environmental groups is that someone will start. While they are a rockfish, with typical Overfishing Limits (OFL), Allowed Biological Catch (ABC) and ACL, they are a rather unique little fish, that functions more like a forage fish for all practical purposes. Every year, it seems these individual side-bar issues pop up at the Council meetings to disrupt the normal procedures and processes of fishery management and delay ongoing mandated work. With over 125 species to regulate, there is never time left over at the end of the year. Hopefully, by next summer, the current pandemic crisis will have passed and life can move along without so many health restrictions.

Tight lines folks!

Humboldt Offshore Wind Development

Sharon Kramer, Fish Ecologist, H.T. Harvey & Associates

As many of you have heard, the Bureau of Ocean Energy Management (BOEM) has developed a potential lease area for offshore wind development off Humboldt Bay. This "Humboldt Call Area" begins 21 miles off Eureka and is 206 square miles in area, with a minimum depth of 1,640 ft and a maximum depth of 3,610 ft. Humboldt is considered a good potential site for offshore wind development due to both our strong and persistent winds and a deepwater port that could enable turbine construction.

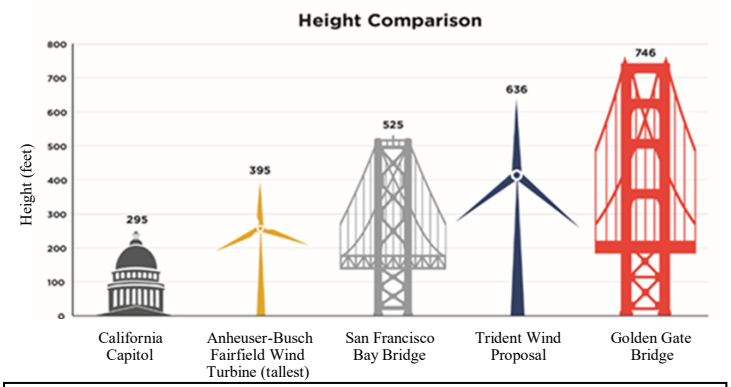


Map of Humboldt Call Area: BOEM

These turbines would be built on floating platforms in Humboldt Bay and then towed out to sea. The lack of bridges in the navigation channel and harbor entrance would facilitate the deployment of these large structures from the Bay. Offshore turbines are much bigger than those on land, with a generation capacity of 12 MW or larger and spanning 600 feet or more in height.

The BOEM leasing process for renewable energy projects involves a complicated timeline with multiple consultations and steps before a project can actually be built. This could take up to 7 to10 years. In the meantime, feasibility studies are ongoing. A floating lidar buoy was deployed this month into the Humboldt Call Area to measure meteorological data including wind speeds, ocean currents and temperatures, and will have a thermal tracker to monitor seabirds. This buoy is expected to be active for roughly one year and the data collected will be publicly available through the Pacific Northwest National Laboratory. The purpose of the buoy is to better understand the wind resource in the Humboldt Call Area so potential energy production can be estimated. It will also test the thermal tracker as a remote autonomous instrument to monitor seabirds that may be at risk of collision with turbine blades.

To support development, operations and maintenance of an offshore wind project, there would need to be significant improvements to the port facilities at Redwood Marine Terminal 1. Although the wind farm would be located offshore, the port infrastructure required for construction would include heavy lift capabilities, on-site storage and construction, and improved piers to provide

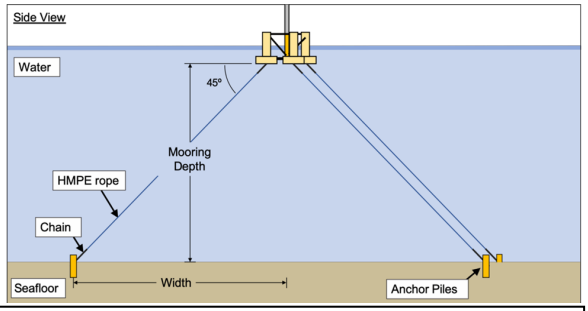


Comparison of turbine heights: courtesy of Principle Power


PNNL lidar buoy: photo by Steve Kramer

construction and vessel support. The type and level of infrastructure improvements needed would depend on the scale of the offshore wind development and would likely include changes to the timing or frequency of dredging of the entrance and navigation channels leading to the Terminal.

What are the potential environmental concerns related to fishing? There are concerns about the subsea cable that would bring power to shore, as well as other electrical infrastructure in the offshore Call Area that could affect fish sensitive to electromagnetic fields (EMF). EMF is complicated - there are sharks, skates and rays, sturgeon, and a few other fish species with organs called ampullae of Lorenzini that detect electric fields to find prey. These species are more likely to be sensitive to EMF from a wind farm than species without these organs. The power cables would be shielded, resulting in electric fields that would likely be very weak, but still could be within the range of detectability for EMF-sensitive species. Cable burial would help keep these fields at a distance from fish and may help to minimize effects.



Mooring schematic: Schatz Energy Research Center 2020 (not to scale)

Because of the depth and location of the Call Area, offshore wind turbines would be developed on floating platforms that are moored and anchored to the bottom. These structures would serve as habitat for some fish species, either as an artificial reef effect or as a fish aggregating device (FAD effect). If you have fished in subtropical or tropical waters, unlike in colder waters like off Humboldt, you know that some warmer-water pelagic game fish are extremely attracted to anything floating - especially kelp paddies, but also structures like offshore oil and gas platforms. These warmer water-species are less likely to occur in our waters and our colder water species don't demonstrate the same type of FAD effect; however, in warm water years, and perhaps with ocean warming associated with climate change, we may see more of these warmer-water fish species, such as dorado and yellowtail, in our waters that are likely to be attracted to the structures.

The structures could attract certain species of rockfish as well. For recreational fishing, there could be opportunities for fishing around these structures. However, deepwater commercial fisheries, such as those that target groundfish and sablefish, may not be able to fish as they currently do with trawls and longlines due to turbine mooring lines and anchors. These effects would need to be addressed by project developers and fishermen together.

The BOEM process entails a lease auction for the Call Area and the winner(s) of the auction would then be required to study the environment further, including geophysical surveys, to better plan the project layout. To keep informed of the leasing process, which is currently only in the earliest stages of planning, see BOEM's California Activities website at: https://www.boem.gov/california.

The Schatz Energy Research Center at Humboldt State University, in partnership with PG&E, H. T. Harvey & Associates, and Mott MacDonald, recently released a series of reports and related webinars on offshore wind feasibility for the California north coast. These studies were funded by the California Ocean Protection Council, BOEM, and the California Governor's Office of Planning and Research. (Disclaimer: I was an author of the environmental report, along with Scott Terrill and others from H. T. Harvey). You can download all of these reports and watch recordings of the webinars at schatzcenter.org/wind.

Proposed Changes to Sport Crabbing Regulations

Larry DeRidder

As we're aware, California Department of Fish and Wildlife (CDFW) was recently sued for un-permitted "take" of various species protected under the Endangered Species Act. This "take" was in the form of wildlife deaths following entanglement in crab lines, without a federal take permit. Species specifically named included Humpback whales, Blue whales and Pacific Leatherback sea turtles, all of which are known to periodically become entangled. In recent years there have been about 130 documented whale entanglements. The result of the lawsuit and subsequent settlement was a drastic curtailment of commercial crabbing and the institution of various rules for suspending commercial crabbing if specific risk factors are noted (see our Fall 2019 newsletter for more details). Though sport crabbing represents only a tiny fraction of the overall take, CDFW has been maneuvered into more tightly regulating sport crabbing as well. To the best of my knowledge, only three of the recent entanglements were confirmed as involving sport traps. However 44% of the entanglements between 1982 and 2017 were never conclusively confirmed as commercial crab pot lines. Based on the three known entanglements and the possibility that some of the unknown 44% were sport traps, we are facing some regulatory changes.

First off, the proposal limits the number of traps that any individual angler may place to ten. If that person possesses written authorization from another licensed fisher, he can also service up to ten traps belonging to that second angler.

I suspect most sport traps are left for only one to a few days. The proposed changes would establish a maximum service interval of nine days, unless prohibited by at-sea weather conditions. Abandoned traps would be prohibited which of course should be the case anyway for all responsible crab fishers.

Enhanced sport gear marking is also proposed, in the form of a secondary buoy. The main buoy must be at least 5 inches in diameter and eleven inches long. The proposal calls for a second, red buoy to be attached so sport traps can be identified from a distance. This buoy must be at least three inches in diameter and five inches long, and be attached within three

feet of the main buoy. CDFW estimates that these secondary buoys will cost about $4 each.

There will be something akin to the steelhead fishing record form required of each crabber, costing $2.25. Since the justification for this validation form is to better track sport crabbing, it's likely that each buyer will be required to complete some kind of season-ending report to CDFW showing one's record of fishing effort and harvest totals.

Perhaps the biggest item is that factors similar to those which can now result in temporary or early closures of the commercial season will also affect sport anglers. Those factors are intended to predict higher than normal risk to the protected species. If such a risk is projected, the CDFW Director will issue a five-day notice of a closure by zone or state-wide.

An initial webinar conference was scheduled for October 14. A subsequent webinar presentation is currently scheduled for December 9, at 8:30 am. For those who wish to attend, details on how to do so will be posted at www.fgc.ca.gov in advance of the meeting, or by calling 916-653-4899. For those who cannot attend the webinar, but who would still like to provide input, written comments may be submitted to FGC@fgc.ca.gov as long as they are submitted by November 30, to ensure they are received by 12:00 noon, December 4, 2020.

At press time it isn't clear whether these proposed regulatory changes can be put into effect during the 2020-21 crab season. Local CDFW staff were contacted about implementation of the new regulations and we were told that the Department is working on how they will implement the new regulations. It was recommended to check the CDFW News Room website (https://wildlife.ca.gov/News) for updates on implementation of the recreational crab fishery regulations.

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Humboldt Bay – 2020 Dredging Update

Adam Wagschal, Deputy Director, Humboldt Bay Harbor, Recreation and Conservation District

This year in Humboldt Bay, dredging occurred at Woodley Island Marina and in the federal navigation channels. The federal navigation channels are at a depth that allows for shipping and they will continue to require annual dredging by the Army Corps. To reach design depths, Woodley Island Marina will need more dredging in coming years, but progress was made in both 2019 and 2020.

In the past, dredged sediments from docks and marinas outside of the federal navigation channels ("locally maintained sites") have been pumped to beaches on the Samoa Peninsula or barged offshore to the Humboldt Open Ocean Disposal Site. However, the Harbor District is developing a program that will beneficially use dredged sediments to raise land elevations for tsunami protection, sea level rise adaptation, habitat restoration, construction fill and other uses. This year's dredging at Woodley Island Marina is serving as a pilot project to evaluate methods for moving dredged materials to beneficial use sites. Specifically, dredged sediment from the marina is being dewatered and stockpiled at Redwood Marine Terminal II on the Samoa Peninsula. Next spring, the sediment will be trucked to a site where it will be used as construction fill to raise elevations in areas vulnerable to tsunamis and sea level rise.

Also, the Harbor District will soon release an environmental document for public review that describes logistics and environmental effects of beneficially using dredged sediments from locally maintained sites. The Harbor District is also pursuing permits that will allow for suction dredging (rather than clamshell bucket dredging) which is expected be a more cost-effective method for delivering dredged material to beneficial use sites.

2020 Dredging in Woodley Island Marina.

Photo Credit: Alan Workman Photography

Sharing of Klamath Fall Chinook Salmon Among Ocean Recreational Fisheries

Joe Polos, HASA salmon representative

During this past spring's Pacific Fishery Management Council (PFMC) salmon season setting process, several HASA members asked me why the sport seasons along the California coast were so different and they said the season off of Eureka and Trinidad should be the same as the seasons to the south, at least the same as Fort Bragg. While this would be nice, there are many factors that go into shaping the ocean salmon seasons and every year is different.

Setting of salmon seasons for the ocean recreational and commercial fisheries is a complex and iterative process that begins in late February every year with California Department of Fish and Wildlife hosting a salmon information meeting. At this meeting, a wealth of information is presented on the spawning escapement/runs and harvest the previous year and the projected ocean populations which will be used to develop a fishing season. The three season alternatives are developed at the PFMC meeting in March, meetings held to receive public input, and a season is adopted at the April meeting.

There are many constraints considered in the development of season alternatives that all must be met for an alternative to be considered. The first are conservation constraints to protect fish listed under the Endangered Species Act (ESA). During analyses of proposed seasons, the impacts on listed Coastal California Chinook, Sacramento Winter Chinook, and Southern Oregon/Northern California Coho are assessed and adjustments to seasons made to meet their respective conservation targets. The next constraint is meeting the natural spawning escapement for Klamath fall Chinook. The minimum natural spawning escapement target for Klamath fall Chinook is 42,700 adults for the whole Klamath-Trinity Basin. Under certain circumstances, such as existed in 2020, the natural spawning escapement is lowered to 36,200 to allow for "de-minimis" fisheries. If the projected spawning escapement is greater than the minimum target for a given year then the harvest sharing allocations among all fisheries (inriver and ocean) kick in.

The first split is 50/50 sharing between the tribal and non-tribal fisheries. The next split is a minimum allocation of 15% of the non-tribal share to the inriver sport fishery. In years when the ocean fisheries cannot fully utilize their allocation due to ESA or Sacramento fall Chinook constraints, any unused non-tribal allocation is redistributed to the inriver recreational fishery such as occurred in 2008. That leaves the remaining 35% of the allocation (which is 85% of the non-tribal allocation) to be divided up among the sport and commercial ocean fisheries in California and Oregon. This is where the season setting gets complicated and becomes an iterative process in crafting seasons, conducting impact analyses, and recrafting seasons. The goal of this effort is to fully utilize the non-tribal fishery allocation of Klamath fall Chinook among ocean commercial and recreational fisheries and inriver recreational fishery, while providing for harvest of other stocks, primarily Sacramento fall Chinook in the case of the California ocean fisheries.

So at the beginning of the March PFMC meeting, the Salmon Advisory Subpanel (SAS) of the PFMC meets and starts crafting potential season alternatives for the various ocean fisheries and areas. Initial allocations between the recreational and commercial fisheries are agreed upon, and for the recreational fisheries, the share is divided between California and Oregon. Then the representatives from each respective state craft seasons to utilize their share. The three SAS sport members for California represent charter boat operators and private sport anglers, and these three individuals receive plenty of input from the groups they represent.

The following example uses data from the 2020 season, **but remember every year is different** with changing population levels and constraints in a given year resulting in different seasons.

For example, **if** the 2020 ocean salmon recreational fishing was fully open from May 1 through August 31 in California and Oregon, the estimated impact of the recreational fishers in the California portion of the Klamath Management Zone (KMZ-CA) would be 882 Klamath fall Chinook (Figure 1). This accounts for 46% of the total projected recreational salmon impacts and 59% of the California impacts. So while equal time on the water is one way to make a fishing season equitable, the disproportionate impacts of the KMZ-CA fishery due to its proximity to the Klamath River is taken into account when setting a season. When looking at the number of Klamath fall Chinook impacted per day of fishing, the KMZ-CA has the highest rate with 7.2 fish/day. So you can see how an allocation can be burned up pretty quicky if the KMZ-CA is open for a prolonged period.

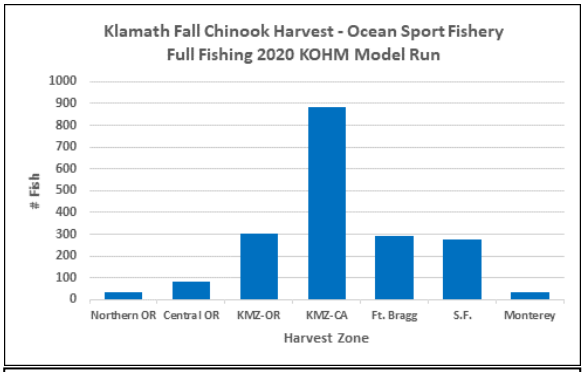


Figure 1. Example of modeled recreational harvest impacts of Klamath fall Chinook by area all areas were open from April 1 through August 31.

Another factor considered when constructing a salmon season is the temporal impact rate on Klamath fall Chinook. To maximize fishing opportunity, times with the highest impact rates are avoided or minimized. This becomes a trade-off between having the most time on the water or allowing fishing during desirable times of the season when impacts are higher. Using the full season information shows how the numbers of Klamath fall Chinook impacted per day is highly variable among the harvest areas by month (Table 1). KMZ-CA has the highest daily impact rates on Klamath fall Chinook during all months with the

Table 1. Example of modeled daily recreational harvest impacts of Klamath fall Chinook by area and month when areas were open from April 1 through August 31 (Shaded cells are highest values).

	May	Jun	Jul	Aug
Northern OR	0.0	0.0	0.5	0.5
Central OR	0.1	0.4	1.1	1.1
KMZ-OR	0.1	1.3	2.7	5.6
KMZ-CA	5.7	8.4	7.0	7.6
Ft. Bragg	1.2	2.8	4.4	1.1
S.F.	0.8	3.7	4.3	0.3
Monterey	0.2	0.3	0.6	0.1

peak of 8.4 fish/day occurring in June, with July and August rates fairly high at 7.0 and 7.6 fish/day, respectively. The highest daily impact rate in the KMZ-OR (5.6 fish/day) occurs in August, while the highest daily impact rates in the San Francisco (4.3 fish/day) and Fort Bragg (4.4 fish/day) areas occur during July. The daily impact of Klamath fall Chinook is low in the northern Oregon and Monterey areas throughout the season (<0.6 fish/day) and the daily impact in the Central Oregon zone is highest, but relatively low, in July and August at 1.1 fish/day. As an example of how this affects time on the water, a day fishing in the KMZ-CA in June costs the same in Klamath impacts as 3 days of fishing in the Fort Bragg zone, a little over 2 days in the SF zone, and almost 28 days in the Monterey zone.

So what really happened for the 2020 recreational salmon season? Well to begin with, the ocean fisheries, both recreational and commercial, had a Klamath impact allocation of 8,309 fish. Once modeling results were evaluated and negotiations among the various fishing interests were settled, 17% of the Klamath fall Chinook impacts were allocated to the ocean recreational fisheries and the California/Oregon split for the recreational share was 81%/19%; leaving 1,157 Klamath fall Chinook impacts for the California ocean recreational fishery. When looking at the distribution of the recreational harvest impact allocation, the KMZ-CA accounted for 520 of the Klamath fall Chinook impacts, which was 36.5% of the total recreational allocation and 44.9% of the California allocation (Table 2).

Table 2. Actual modeled sharing of recreational Klamath fall Chinook allocation for adopted 2020 season.

	All Rec Areas	Only CA Areas
Northern OR	2.5%	-
Central OR	6.0%	-
KMZ-OR	10.2%	-
KMZ-CA	36.5%	44.9%
Ft. Bragg	21.5%	26.4%
S.F.	20.6%	25.3%
Monterey	2.7%	3.3%

And back to the original question: To be fair, shouldn't the KMZ-CA have the same salmon season as the areas to the south? Well, no because of the disproportionate impacts on Klamath fall Chinook. When allocating the Klamath fall Chinook impacts among the ocean recreational salmon fishery harvest areas, the higher impact rate on Klamath fall Chinook in the KMZ-CA makes this impossible, while allowing access to other stocks and sharing impacts. The KMZ-CA modeled impacts for the 2020 season was 45% of the California recreational share and resulted in a season lasting 65 days (Table 3). The KMZ-OR area had the shortest season of 48 days. Areas to the south (Fort Bragg, San Francisco, and Monterey) all had significantly longer seasons ranging, from 157 to 237 days while receiving a smaller share of the Klamath harvest impacts. And part of the extended season for these southern areas were after August 31 when the accounting of the impacts stops for the current year. Any impacts after August 31 are accounted for in the following year's season setting process; these are often referred to as "credit card" fisheries since impacts for a future season are being "spent" in the current season. Klamath fall Chinook impacts during September and October in the recreational fishery are typically very small in the southern areas area but can be fairly significant in the KMZ-CA. For this reason they are not

Table 3. Adopted 2020 ocean salmon recreational season and days open to fishing.

Area	Season	# Days	# Days prior to Sept 1
Northern OR	June 20 - Sept 30	102	72
Central OR	Mar 15 - Oct 31	230	169
KMZ-OR	June 20 - Aug 7	48	48
KMZ-CA	June 6 - Aug 9	65	65
Ft. Bragg	May 1 - Nov 8	192	123
S.F.	May 1 - Nov 8	237	168
Monterey	May 1 - Oct 4	157	123

usually recommended for the KMZ-CA zone since it can amount to a significant number of impacts that would need to be accounted for the next year and greatly impact the length of a season.

So while we are fortunate to live on the northern California coast, when it comes to salmon fishing, our proximity to the Klamath River, the migratory behavior of Klamath fall Chinook throughout the year, and constraints placed on ocean fisheries will likely always limit our salmon fishing opportunities unless the Klamath fall Chinook population substantially increases. Remember, the information presented in this article is a hypothetical scenario of a full recreational season and actual model outputs that were used to set the 2020 season. Next year will be different. And the whole process starts again in late February and the final regulations will be set by April of 2021.

I want to thank Mike O'Farrell of NMFS, Brett Kormos of CDFW and Jim Yarnall (SAS-private sport angler rep) for providing information and suggestions for this article.

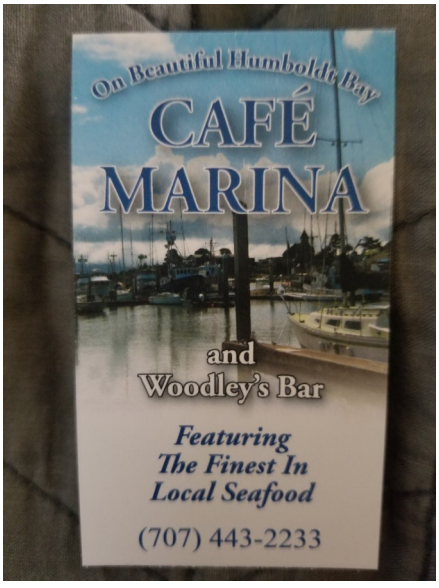
Update on Assembly Bill 3030
Land and Ocean Conservation Goals.

Larry DeRidder

California's Assembly Bill 3030 proposed to protect 30% of California's land, streams and coastal waters by 2030. Beyond that date, the proponents' stated goal was to protect 50% by the year 2050. The bill was introduced in February 2020. By August the bill had been amended twice each in the Assembly and Senate. There were a number of amendments made but the basic thrust remained unchanged. The bill was divisive in Sacramento, with the most recent vote 49 in favor, 19 against, and 15 abstentions.

Online constituent comments ran the gamut from wholehearted praise to paranoid allegations of politicians relinquishing control of California lands and waters to foreign governments. The reason for the wide range of reactions is simply that the bill spent considerable time justifying the action but not one word defining what it means in the real world. For example, do existing parks, Marine Protected Areas (MPAs) and so forth count toward the 30% goal? Or are we talking about an additional 30%? And what exactly is meant by "protection" since it also promises to increase access to open areas for minorities and others who reside in cities? Will fishing, boating, hiking, camping and hunting count as prohibited activities? Given California's ongoing housing crunch, will this prohibit home building in large swathes of the state and force more people into crowded and expensive cities?

Practical aspects which were not addressed included: (1) What 30% of our land and water is to be protected?, (2) Who would make that decision?, (3) How will this be paid for?, and (4) What constitutes "protection"? Generally speaking, fishers and hunters are conservation minded by nature, as we don't wish to ruin our sport. But we really don't want more waters closed to sport fishing. California already has some of the most stringent environmental protection laws in the world. The Congressional Sportsmen's Foundation (CSF) met with the bill's author and sponsors to voice concerns and offer amendments. CSF's understanding following the meeting was that the authors' clear intent was to increase the size and number of MPAs in California where fishing is prohibited.



As the bill languished in committee in the closing days of the 2020 legislative session and it became clear it would not emerge for a vote this year, Governor Newsom simply signed his version into law anyway. As written it directs the California Natural Resources Agency to work with the California Department of Food and Agriculture, the California Environmental Protection Agency and other agencies to create the California Biodiversity Collaborative. This group is then to work with the Federal government, native American tribes, and various stakeholders to figure out how to comply with his directive.

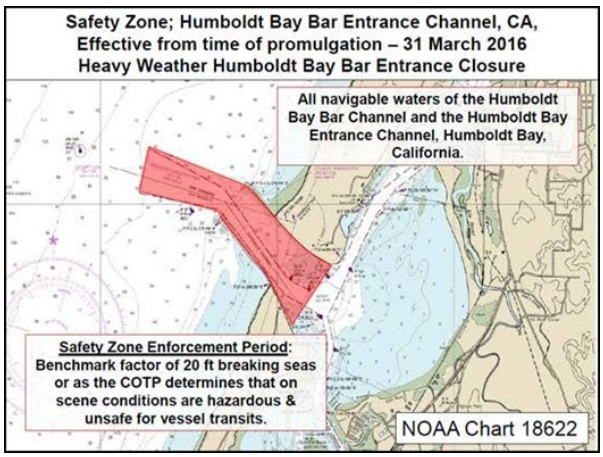
Safety Information and Local Knowledge

By U.S. Coast Guard Station Humboldt Bay

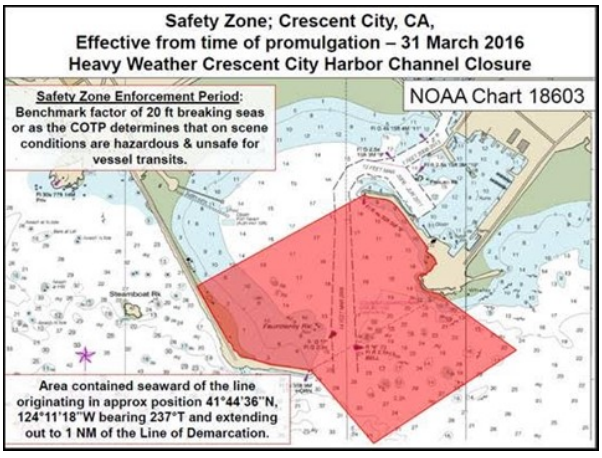
U.S. Coast Guard Station Humboldt Bay has been in Samoa, CA since 1936. Prior to 1936, a U.S. Life Saving Station established nearby in 1878. The Coast Guard of present and past have been in Humboldt for over 140 years. Coast Guard Station Humboldt Bay's area of responsibility spans from Punta Gorda to the California/Oregon Border.

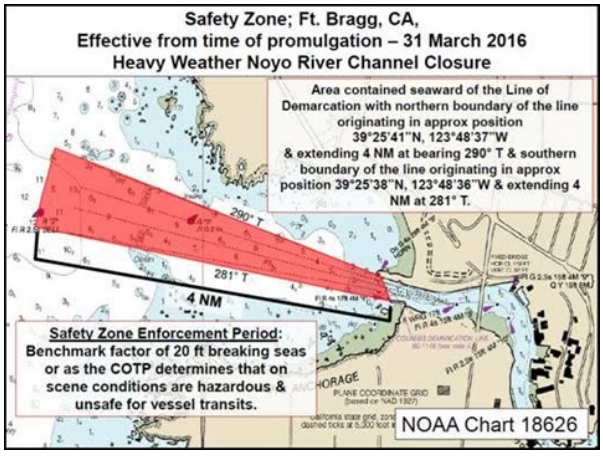
Due to the capabilities of the Motor Lifeboat, this area is extended 50 miles from shore. Station Humboldt Bay responds to an average of 70 search and rescue cases and conducts an average of 60 recreational and commercial vessel boardings a year. These boardings are paramount in the prevention of safety violations, which could result in a search and rescue case.

Due to the dynamic environment of our area, the Coast Guard established safety zones at the entrances to Noyo River Harbor, Humboldt Bay, and Crescent City Harbor in 2016. The current safety zones are the same as those established in 2016 and are in effect from around January 1 through end of March each year.



As referenced in the Coast Pilot: "In the past, Humboldt Bay was considered treacherous and dangerous, and many disasters have occurred there. Even with present improvements, mariners are still advised to use extreme

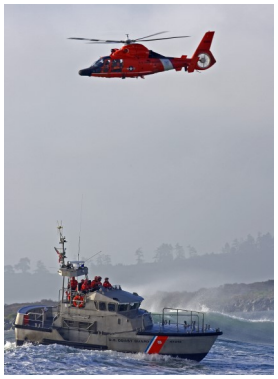




caution on the bar because strong currents may be encountered when approaching the abrupt turn at the outer end of the south jetty. The bar is smoothest during the last of the flood tide and often passable at this time and impassable 2 hours later when the ebb tide has set in. Mariners are advised to contact Coast Guard Station Humboldt Bay on VHF-FM channel 16 or 22A prior to transiting the bar. Caution should also be exercised inside the jetty due to the rapid change in the channel conditions. The Coast Guard has established Humboldt Bay Entrance Small Boat Warning Sign at **Coast Guard Station Humboldt Bay** (40°45'59"N., 124° 13'02"W.). The north-facing sign is equipped with two flashing yellow lights that will be activated when seas exceed 6 feet in height and are considered hazardous for small boats. A **Hazardous Bar Conditions Advisory** will also be broadcast when seas exceed 10 feet in height. Boaters are cautioned, however, if the lights are not flashing, it is no guarantee the sea conditions are favorable."

Station Humboldt Bay in Surf in the Middle Grounds of Humboldt Bay Bar.

If there is ever a point where you need assistance, there are 4 very important questions the Coast Guard will ask. They will ask for your Position (preferably in latitude and longitude), Problem (nature of distress), How many persons are on board your vessel, and they will ask that every person on the boat puts on a life jacket. Once the Coast Guard knows this information they can ensure that the best type of response is sent to you. There are many ways to contact the U.S. Coast Guard. VHF-FM 16 and 22A channels are monitored by the Coast Guard 24 hours a day, 7 days a week. Coast Guard Station Humboldt Bay can be reached directly at (707) 443-2212.



The Coast Guard has also created an app that has many different features including boating regulations, requesting safety checks, weather updates, and various ways to reach the Coast Guard. The app can be found in the Apple and Android app stores.

Notes from Newsletter Manager: In our continuing quest to make this newsletter more interesting to our membership we will continue to request articles from the HASA membership. Please think about writing an article or fishing tip or favorite recipe. If you know somebody that would like to contribute an article please get them in contact with me. I can be reached at **jcphasa@gmail.com.** The deadline for submission of materials for the 2021 Winter newsletter will be somewhere around mid-February. Please contact me if you have any question.

We are also are looking for additional advertisers for the HASA newsletters. Our newsletter is sent out to hundreds of anglers each quarter and posted on our website, so it is a good place to advertise your business. Email hasa6191@gmail.com if you or a colleague is interested in advertising in our newsletter; we can provide rates for different sizes of ads from business cards to full page.

Thanks, Joe