

HUMBOLDT AREA SALTWATER ANGLERS

A VOICE FOR SALTWATER SPORTFISHERS

2022 SUMMER NEWSLETTER

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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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All past HASA newsletters can be viewed at <https://humboldtasa.com/mdocuments-library/>

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This is issue #48.



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President's Message



Hopefully by now all our members have had a chance to head offshore a few times. CDFW believes our Pacific halibut quota has been met and closed the season. In a month or so we'll find out if they estimated any better than last year, when they closed the season far too early. We're in the midst of our second short salmon season, and albacore have already arrived. The Cape is of course available for bottom fish, though a recent CDFW news release (see page 7) indicates the 2023 season is expected to be much different.

Before I forget, I have a note for those who attended the spring picnic. One of you arrived wearing sunglasses but left without them. While inventorying the HASA clothing we have available (see page 6) we found what appears to be sunglasses that may have blown off someone's face that day and landed in the box of clothing items for sale. Email me at clderidder@hotmail.com if you think they are yours.

An item we haven't discussed for about six years, and which I'd thought was dead and buried, is Governor Newsom's proposal to dig a tunnel under the delta to pipe more water from the Sacramento River delta to SoCal. The "Twin Tunnels" proposal of prior years has morphed into a single giant 45-mile tunnel into which he would like to drain Sacramento River water. This would prevent that water from ever reaching the delta and instead ship it directly to Southern California. In the 3,300-page draft environmental impact report released July 29, the report concluded that the current version of the project would adversely affect salmon, steelhead, and other fish, some of which are already threatened by existing water projects and diversions, and now made worse by the current drought. The State's companion summary report, released at the same time, says changes in flow at and downstream of the tunnel's intakes "have the potential to decrease migration rates, alter migration routing, reduce availability of rearing habitat, and increase exposure to predation for winter-run Chinook salmon, Central Valley spring-run Chinook salmon, and Central Valley steelhead." Though this is a freshwater project, it hits at the heart of our salmon population issues by making them worse if the project is built. Though the State is anticipating lawsuits against the project, and voters have turned down similar projects over the years going as far back as the first proposed peripheral canals in the 1940s, Newsom is proceeding. The project promoters claim damage will be mitigated by various wetland restoration projects, though such proposed projects would not return water to the system and might never even be completed. This is a developing issue that we'll have to look into further. Currently we're in a 90-day window for public comments.



Remember to send HASA your fishing and boating pictures -- you just might make the cover of our next issue. Send photo submissions or article ideas to us at hasa6191@gmail.com. As we troll our way toward fall and deer season, we'll send everyone a query to see if there is enough interest to have a Sunday afternoon potluck in late September. This would be a strictly social gathering to celebrate the end of summer, not a fund raising event. Till then, we'll see you offshore.

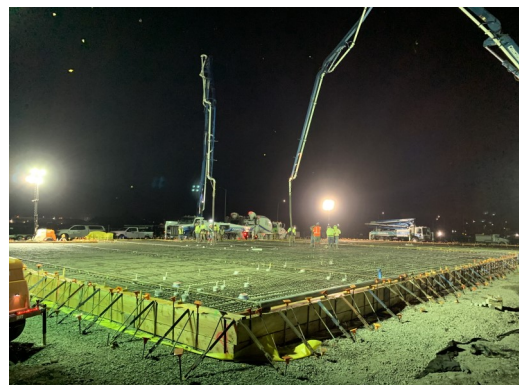




Englund Marine & Industrial Supply in Eureka is Moving!

Englund Marine has been in its current location next to Pacific Choice Seafood for more than 25 years. In 1995, Englund Marine purchased Davenport Marine and has been servicing commercial and recreational fishermen since. Currently, our store sits at the foot of Commercial Street on the dock where there is not a lot of public exposure and we have outgrown the space. Our new site will be more visible to the public eye and allows us to expand on the products that we carry.

Englund Marine & Industrial Supply has served and helped marine enthusiasts all along the west coast for 78 years. Axel Englund founded Englund Marine on July 22, 1944, in a 50'x50' store in Astoria, Oregon. Our second location opened in Ilwaco, Washington in 1966, followed by the Westport, Washington store in 1975. A few years later we opened a store in Charleston, Oregon and then bought Crescent City Marine in Crescent City, California.



In 1983, Englund Marine had a great opportunity to move into another branch of the marine business. U.S. Distributing, a wholesale marine distributor in Portland, Oregon was purchased. This distribution center supplies all of our retail stores and continues to ensure that stock will be in our stores when our customers need it. In 1988, Englund Marine added a store in Newport, Oregon and one year later we started Marine Wholesale in Phoenix, Arizona. Our last store in Eureka, California was purchased in 1995. In 2001, we acquired Fisher Brothers, a 100-year-old supply house in Astoria, Oregon, expanding our industrial product line. Finally, in 2007, U.S. Distributing opened a warehouse in Missoula, Montana to meet the need for quality products with fast delivery in the Rocky Mountain West.



Our new store location is across from the Wharfinger Building and will span just over 15,000 square feet. It was designed by a Portland-based architecture and engineering design firm CIDA and is being built by Perlo Construction based out of Tualatin, Oregon, in partnership with SHN Consulting Engineers based in Eureka, California.

Our new building will provide a better shopping experience for our current customers and with a great new location, we will be able to draw in new customers. Not only do we supply marine products, but we also offer a wide variety of clothing, rain gear, boots, stainless steel hardware, fittings, power and hand tools, industrial supplies, and so much more.

After our move to the new location, we plan to continue offering fuel service at our current location at #2 Commercial St. Although the fuel dock will not be staffed full time, our new store is nearby so we can have someone there in minutes. Fueling appointments can also be made in advance.



The new Eureka store is set to open at the end of 2022.



HASA Merchandise Available

Due to our inability to have a full-scale fund raiser these last three years, we still have some unsold HASA merchandise. We'd like to hold a "fire sale" and then restock with a new design in preparation for next spring. If your HASA shirt is looking a bit "loved" these days, send me an email (clderidder@hotmail.com) and we'll get you looking spiffy again. Stock is limited in most sizes and options, so don't delay. At press time we have available:

- men's shirts: black short sleeves with an albacore design - 1 S
 maroon short sleeves with an albacore design - 1 S
 purple short sleeves with an albacore design - 1 M
 green short sleeves with an albacore design - 2 S
 blue short sleeves with an albacore design - 1 S, 2 L
 gray long sleeves with an albacore design - 2 L
 blue long sleeves with an albacore design - 2 S, 3 L
 black short sleeves with a halibut design - 1 L
 black long sleeves with a halibut design - 2 L, 7 XL
 navy blue short sleeves with a halibut design - 1 S, 12 M, 6 L, 3 XXXL
 light gray short sleeves with a halibut design - 3 M
 navy blue short sleeves with a ling cod design - 1 M, 6 L, 1 XL
 navy blue long sleeves with a ling cod design - 7 M, 7 XL
 black long sleeves with an octopus design - 1 XXXL
- women's: navy blue short sleeves v-neck with a halibut - 1 S, 3 M, 3 L, 3 XL, 1 XXL
 navy blue short sleeves v-neck with a ling cod design - 1 S, 1 M, 2 L
 black short sleeves v-neck with an octopus design - 1 S, 2 L
- youth: navy blue short sleeves with a ling cod design - 1 S, 2 M, 2 L, 2 XL
 black short sleeves with an octopus design - 1 S, 2 M, 2 L, 2 XL
- baseball caps: adjustable - 5 red, 1 brown, 11 navy blue
 flex fit - 1 brown L/XL, 2 navy blue S/M, 1 navy blue L/XL
- Pro-Troll HotChip 11 Flasher – 5 green/white, 5 chrome/green, 11 rainbow blue

- Prices:** long sleeved shirt \$17 each or 2 for \$30
 short sleeved shirt \$14 each or 2 for \$25
 hats \$10 each or 2 for \$17
 Pro-Troll Hotchip flashers - \$6 each
 (plus postage if we can't meet locally)

As a bonus, till we run out every order of \$15 or more will include a free SeaQualizer Standard Release Descender 50/100/150. Check them out online where they typically sell for \$40 - \$60. It's important that we all use a quality descender when releasing bottom fish. It helps ensure released fish survive, and CDFW factors a survival ratio into their modeling when predicting population changes and allowable quotas. If CDFW knows we're all consistently using descender devices it does help us in the long run.



CDFW Press Release – Big Changes to Sport Groundfish Regulations Coming in 2023

In response to recent scientific information suggesting some nearshore groundfish species are in decline significant changes to California’s groundfish sport fishing regulations are expected starting next year. To reduce pressure on these stocks, fishing seasons will be shorter in nearshore waters, but new opportunities in deeper water are anticipated.

The upcoming changes were developed by the Pacific Fishery Management Council (PFMC) over the past year and reflect outcomes of a public decision-making process where the California Department of Fish and Wildlife (CDFW) worked with fishing industry representatives, non-governmental organizations, and state, federal and tribal governments to balance the need for fishing season closures in nearshore waters with the needs of these communities and industries. The PFMC approved the recommendations for 2023 and 2024 at its June meeting.



Based on these recommendations, the National Marine Fisheries Service has begun the process of amending federal regulations, which are expected to take effect in January 2023. The California Fish and Game Commission is considering the same changes to ocean sport fishing regulations for state waters.

California’s sport groundfish regulations divide the state into five “Groundfish Management Areas” – in which the fishing seasons, Rockfish Conservation Areas or depth constraints, and bag limits may differ. In 2022, nearshore groundfish fishing season lengths ranged from eight to 10 months, but in 2023, they are expected to shrink to not more than five and a half months in all areas.

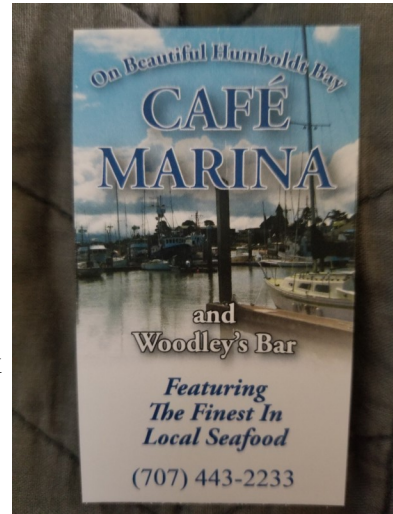
Within the 10-fish daily combined rockfish, cabezon and greenling bag limit, the sub-bag limits of one fish each for quillback and copper rockfish, and four fish for vermilion rockfish will continue in 2023. These sub-bag limits have been in effect since January 2022 and were necessary because new information in 2021 indicated severe declines in the populations of quillback and copper rockfish off California, and recreational vermilion rockfish catch continued to be greater than sustainable harvest limits. Both the sub-bag limits and shortened fishing seasons are expected to achieve necessary reductions in copper, vermilion and quillback rockfish catch.

While groundfish fishing seasons will be shorter for nearshore waters and some bag limits are reduced, new opportunities to fish in deeper water beginning in 2023 will allow anglers to target healthy populations of shelf and slope rockfish in deeper waters, like schooling mid-water widow and yellowtail rockfish, or bottom-dwelling blackgill rockfish. Additionally, the sport fishing seasons for some other federally managed groundfish species like sablefish

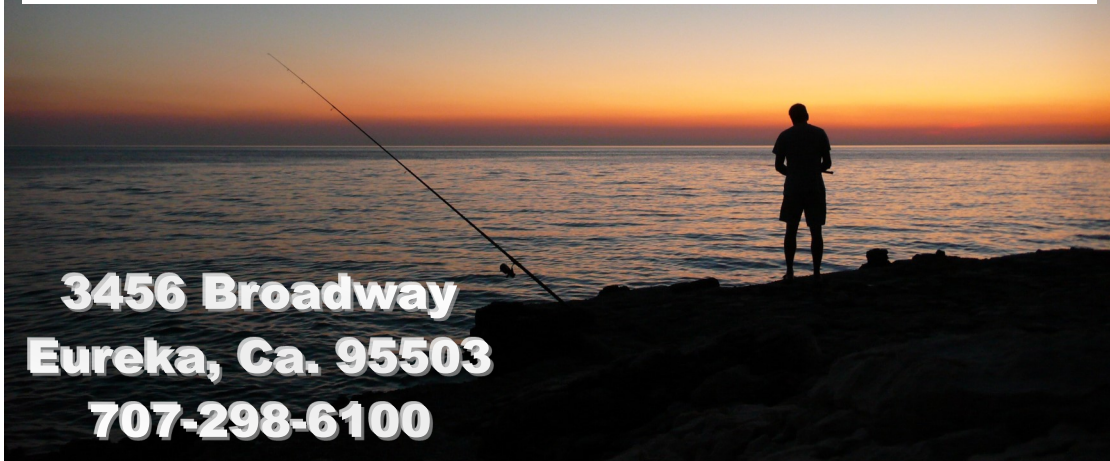


(sometimes called “black cod” or “butterfish”) will be open year-round without depth constraints. Access to these previously closed depths means new experiences for anglers as they explore new habitats, new fishing locations, new target species, and new gear configurations to assemble and deploy.

“Next year is expected to bring a momentous shift in the sport groundfish fishery as all but one of the overfished shelf species that drove management decisions for the better part of the past two decades are now healthy,” said CDFW Environmental Program Manager Marci Yaremko. “While concerns for quillback and copper rockfish will impact the nearshore fishery in the coming years, there are also a number of new opportunities for anglers, and CDFW looks forward to supporting their development.”



To stay informed of in-season regulatory changes, please call the Recreational Groundfish Hotline at (831) 649-2801 or visit CDFW's summary of recreational groundfish fishing regulations.



3456 Broadway
Eureka, Ca. 95503
707-298-6100

Thanks for the Eureka Boat Basin Launch Ramp Repairs

HASA would like to thank Doug Wilkes and the entire City of Eureka waterfront maintenance crew for their recent repairs to the Eureka Boat Basin launch ramp. I was surprised to find the dock rails on the 4th of July to be in poor condition, and I sent an email to Doug Wilkes asking for help. Within a day, he dispatched his crew to make repairs and even got an update when the repairs were completed that same week. Thank you Doug and crew for the quick response to keep our ramps in good working condition. If anyone has any concerns with any of the Eureka ramps, I recommend you send him an email at dwilkes@ci.eureka.ca.gov and request assistance. Thanks again and tight lines.



Fishing Items for Sale

We still have a few lightly used items for sale. If you are interested, please contact Ross at rossntaylor@sbcglobal.net.

- Penn 60 Long Beach reel with Cabela's 8'6" downrigger rod - \$50
- Ugly Stick 5'10" spinning rod - \$15
- Powerwinch - 12 volt boat winch, rated for 11,500 pounds (retails new \$450) - \$100
- Racor fuel/water separator (new in box) - \$50
- NOCO Genius GENM1 onboard battery charger, never installed - \$50
- Garmin GT52HW-TM Transducer retails for \$250-\$300, never installed - \$150
- Pacific Coast Tuna Tackle spreader bar - hot pink (new in package, retails for \$70) - \$40
- Pacific Coast Tuna Tackle spreader bar - purple (new in package, retails for \$70) - \$40
- Lingcod Gear - 3 lead heads (8, 12, 16 oz), 4 Kalin tails, storage box - \$20
- Box of swim baits - \$10
- Point Wilson Darts - 3 candlefish (all 4 oz in weight) - \$15
- Halibut harpoon set-up - dart, cable and rope mounted on 5-foot pole - \$30
- One boat cushion, 32" x 15" - \$20

A logo for "TIME & TIDE MARINE". The text "TIME & TIDE" is in large, bold, blue letters, with "MARINE" in smaller, bold, blue letters below it. To the left of the text is a stylized sun and waves. To the right is the address "3990 Broadway Eureka Ca, 95503". Below the main text, it says "MON-FRI 9AM-5PM (707) 445-9640 BY APPOINTMENT". At the bottom, there are two website addresses: "Timeandtidemarine.com" and "Timetidemarine@gmail.com".

A logo for "Jeffery Holland DDS". It features a cartoon illustration of a fish with a wide, toothy grin. To the right of the fish, the text reads "For a Good Bite!" in bold, blue letters, followed by "Jeffery Holland DDS" in bold, blue letters, "2332 Harrison Ave, Eureka" in smaller, blue letters, "443-2348" in large, bold, blue letters, and "drhollanddds@gmail.com" in smaller, blue letters.

Impressions from a Nordic Aquafarms Tour

The management team at Nordic Aquafarms contacted HASA and offered to take the Board on a personal tour of the site where they propose to build. Due to work schedules and a Covid infection, only two of us were able to attend. It was informative, as a review of the 1,080-page EIR doesn't fully provide a sense of the size of the proposed project. The first thing that struck us was that the sheer mass of old abandoned buildings, pollutants, and debris currently on-site is appalling. I know locally we have a diversity of opinions on the proposal, but the clean-up and prevention of future bay pollution alone might be worth supporting their attempt to get the project up and running.

If approved, they are looking at about eight years of clean-up and construction. Due to the size of the project they would employ large (and presumably local) demolition and construction crews for several years, and later become substantial water and power users.

Some of our members have expressed concern about their anticipated fish food source. Basically, there was concern that someone would be netting substantial amounts of local bait fish for fish food, which would impact the food chain for rockfish, salmon, birds and other fish and wildlife. However, Nordic insisted they will not be catching local bait fish or other local sources of protein. Apparently, they buy something like "Purina Atlantic Salmon Meal" (or equivalent) specifically formulated to optimize the fishes' protein and vitamin intake. Though there would be no local impact, the food must come from somewhere. Odds are that somewhere in the world, likely a third world country, bait fish would be caught, processed, and transported to Samoa. Though we would not see it locally, this type of plan could significantly impact the marine food chain somewhere else (this is known as a displaced impact), and the transport from catch site to use location does create a "carbon footprint" that may be larger than we'd prefer..

Whenever there is a fish farm, there is concern about possible escapees that could impact wild fish stocks. This event is most likely to happen with net reared fish projects such as are common in British Columbia fjords. Nordic insists that will not be possible here. Fish movement within the complex will be done via large underground water transport pipes -- basically flushing the fish from a tank they're outgrowing into the next larger tank. As a separate note, their plan is to raise Atlantic salmon, which for unknown reasons have never successfully established themselves in the eastern Pacific coast, even when British Columbia intentionally introduced them in years past.

Other concerns we raised related to the saltwater intake and discharge system. Nordic's engineers are convinced that the proposed bay-side intake filters will exclude zooplankton, fish larva, etc. and the current won't be so strong that they could get "pinned" against the screens and die. Nordic indicated that the Harbor District would be primarily responsible for the saltwater intake structure (sea chest). They are also convinced that the warmed nitrogen enriched water they pump out into deep water in the ocean will dilute quickly and not affect the local ecology or water temps near the outflow site. As a side note we learned that the old outflow pipe mouth has been extended and is now 1 ½ miles directly offshore from the old mill site.



Ultimately, I can't tell whether theirs is a viable business plan. Generally speaking, it is receiving the support of applicable local government agencies. They anticipate permanent new local well-paying jobs and improved port infrastructure. What about other groups? Commercial fishermen, environmental groups, regulatory agencies? Each group has a slightly different set of issues they consider most important.



In their quest to boost local support, Nordic offered to make themselves available for additional on-site tours. If enough of our members would like to see for themselves what the site is like now, and Nordic's vision for the future, email the Board at hasa6191@gmail.com. If enough members express interest, we'll contact Nordic and request another tour.

If all goes according to Nordic's schedule they will start work shortly after receiving final government approval but won't be running at full capacity till 2030.

North Jetty Repairs

The contractor is putting the final touches on completing the repairs. They have been primarily completing the concrete cap along the north jetty and installing new stationing markers to facilitate the coastal structure inspections generally conducted annually. The contractor should be fully complete and begin de-mobilization later in September.

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