

[View as Webpage](#)



# CAPE COD COMMERCIAL FISHERMEN'S ALLIANCE

Small Boats. Big Ideas.

*An e-magazine about our fishing community –  
who we are, how we fish and our connection to the sea*

June 27, 2019

## Fish Tales

**A life-long lobsterman also works hard on ways to avoid whales**

Rob Martin was five miles out on his boat, Resolve, lobstering with his crew, and made a call on his way back to port.

Martin wasn't calling his buyer. He was joining a conference call for the National Oceanic and Atmospheric Administration's Atlantic Large Whale Take Reduction Team, of which he is a member.

Martin intended to just listen, but they started talking about gear modifications, which he knows a good deal about.

They asked him to chime in as he was offloading, but there was quite a bit of background noise on his end. "Can you hold on a second? I have to shut the boat down," he remembers asking. "Actual fisherman here out fishing and coming in to talk!"

*The story continues here ...*

## Plumbing the Depths

**Lobstermen navigate more than fishing grounds to stay on the water**



## On the Horizon

We have lots of exciting stuff happening.



Only three days left to purchase your tickets to the 18<sup>th</sup> annual

Hookers Ball before prices increase (general admission only). This year's Just for the Halibut event will be one you won't want to miss.

**Don't delay and purchase your tickets today!**



Only 51 days until the

Falmouth Road Race and only three spots remain! Join our team in its second year participating in the Numbers for Nonprofits Program. Raise \$1,500 or more and run the iconic seaside 7-mile race on August 18 in support of the Fishermen's Alliance. Contact volunteer team coach **Caroline Lane** for more information.



Under construction but

coming soon – our **Pier Host Program!** The Chatham Fish Pier construction is still in progress to make it even more accessible and updated. As of today, it

Seasonal gear bans to protect North Atlantic Right Whales in Cape Cod Bay and surrounding waters usually end May 1, but this year lobstermen in the bay were off the water until May 10 because the highly endangered mammals were still swimming there.



More than a month later, June 16, several lobstermen were off the water again, but this time not by state edict. They were in district court in Boston to support a fellow lobsterman who was being sued, along with other groups and government agencies, by activist Richard "Max" Strahan.

The suit by Strahan, one of several in the last 20 years, would require a "green fishery" with no vertical buoy lines and, by the way, specifically permit him, a New Hampshire resident, to pursue that fishery in Massachusetts. It is yet another specter fishermen across the region are dealing with this season.

*The story continues here ...*

## Aids to Navigation

### Growing shellfish and shellfish ambassadors

Nancy Goward stood in a room dwarfed by clear tanks filled with water of varying earth-tone colors at A.R.C. Hatchery in Dennis.

"This whole entire room is just food," said Goward, an algae supervisor at the shellfish facility.

About half a dozen children, clipboards pressed against their chests, watched as she lifted a heavy tire up off the concrete floor.

"Why do you think I have this?" she asked.

Sean Garland raised his hand.

*The story continues here ...*



looks like we can expect to have our Pier Hosts on the Observation Deck by mid-July. This popular program will wrap up Columbus Day weekend. Thank you to our Pier Host and Learning Book Sponsors, *Chatham Fish & Lobster*, *Nauset Marine*, *Sunderland Printing*, and *Consistently Clean*.



Read our **2019 Spring Appeal** to

learn more about the collaborative research we are doing with fishermen on new fisheries and changing ocean conditions. This is just one of the many initiatives we are working on where your donation can help fish and fishermen. Please consider donating today or reaching out to *Christa* for more information.

## On the Water

Ever wonder how a boat, or a fish, got its name? Want the word on what people are catching --- or how to cook it?



Ongoing construction at the Chatham fish pier meant that the annual blessing of the fleet, organized by Women of Fishing Families, couldn't be held this year. To keep the tradition alive, enjoy *this video* by Stone Dow of last year's blessing. And Provincetown's venerable Blessing of the Fleet will go on as usual Sunday, June 30. Photo by

## Charting the Past

### New exhibit celebrates maritime influence

Earning your living from the sea has long been one of Cape Cod's enduring legacies, and the Orleans



Historical Society

(OHS) has recently opened a special exhibition to celebrate that tradition: "Models of Maritime Courage and Adventure: The People and Vessels that Built Our Community" which will run through September 22.

Curated by Dr. Edith Tonelli, the exhibit brings together ship models, maps and other artifacts from the society's collection, as well from other museums/private collectors on Cape Cod, to showcase the entrepreneurial spirit of living by the sea.

"I thought that we could broaden the theme of 'models' to include not only ships, but also individuals who were the role models for courage and adventure," says Tonelli, who is also serving as the interim executive director for the organization. "The people behind the ships are the inspiration for each of the sections of the exhibit."

*The story continues here ...*

Image courtesy of the Orleans Historical Society

## A Day in Photos

### Where shellfish and wooden boats meet

If you ask Paul Wittenstein what he likes about shellfish, he will talk about colors.



You may find Wittenstein's response puzzling. Don't they all look the same?

No, color variation is expansive, says the hatchery manager at A.R.C. Hatchery in Dennis. And A.R.C. adds to it by breeding shellfish with tones and lines to make them stand out. Appreciating that beauty puts Wittenstein in his element at A.R.C.'s upweller, a shellfish nursery on Mill Pond, Chatham.

A.R.C. grows millions of shellfish to supply growers and towns on the Cape and beyond, and had an upweller on Stage Harbor for close to 30 years. It grew seed faster than the hatchery's headquarters on Cape Cod Bay because Nantucket Sound warms up about a month earlier.

## On the Shore

This community thrives in large part because of a constellation of non-profit organizations and engaged businesses.



Here's a shout out to Farmers Markets all over the Cape. They are perfect places to get tasty, local food and meet the people who make it possible. Fishermen are becoming more of a welcome sight at these markets. Last year, it was Tyler Daley's lobsters in Brewster at Drummer Boy Park and this year it's Salt Seafood Company, run by Captain Beau Gribbin and his wife Kathleen, selling scallops and lobsters in *Chatham*, Provincetown and other markets across the Cape.



We developed a third-grade curriculum that focused on one of the Cape's most important denizens: shellfish. You can read about the effort *here*, but it wouldn't have been possible without our friends at *A.R.C. Hatchery* in Dennis who offered their time to teach close to 150 kids over several days about the natural world around them. Thank you.



We are often impressed and grateful for this tight-knit community that supports one another, and had another occasion to be thankful recently as local restaurants *The Pheasant* and *Apt Cape Cod*, which will celebrate its grand opening July 1, and local business *Fisherman's Daughter*, have recently

When the Stage Harbor Yacht Club expanded, A.R.C. scoured the Cape for another site. They finally found it at First Light Boatworks and Marine Railway.

Baby shellfish are just steps away from craftsmen using antique tools to create wooden boats, boats that take time and care to build, beautiful boats. Photographer *Christine Walsh Sanders* captured the scene.

*See the gallery here ...*

## Over the Bar

We need to get there from here

By John Pappalardo

Our harbors serve as portals to the amazing world offshore, essential gateways providing crucial access.



But when our harbors are blocked, shoaled over by the natural dynamic, the impacts – physical, economic, social, environmental – damage us in myriad ways.

The age-old solution is dredging. Back when, people did it with hands, shovels and buckets. Now it's hydraulic machines, barges, and long pipes sending thousands of cubic feet of “spoils” thousands of feet away. And seeing as there is no force that can stop sand from moving along our shores, plus sea level rise is adding more power to that migration, dredging in one form or another will continue for as long as we live on the coast.

This is a major public policy issue, and not just for the commercial fleet that depends on getting to water as much as commuters depend on getting to an office. But we haven't done a good job keeping our harbors open, certainly no better than keeping our highways to Boston clear, which ain't saying much.

Fifteen years ago our county purchased a dredge, and it's done yeoman's work (as well as generating a great financial return to taxpayers). But it can't keep up with demand. The county purchased another dredge that has not worked well. Yet another county dredge is in the offing; let's hope this one performs better, but the lag time now is so bad that some towns are considering major investments in dredges of their own.

No matter how many dredges the county or towns purchase, regulatory obstacles (let alone legal challenges) are daunting. Here's just one example:

State regulations prohibit dredging when winter flounder might be spawning. In some areas the state says that's from January until the end of May, in other areas from February until the end of June. This blocks many projects.

supported the Fishermen's Alliance through various community events.

## On the Hook

We do a lot of reading, searching through the wide world of fisheries, and often find intriguing pieces to share. In the old days, you might call this your clipping service.



This extensive *piece* out of

Boston University delves deeply into the death of a humpback whale and whether increasing noise pollution in the Atlantic Ocean may be to blame. Chris Clark from Truro, who has testified to Congress about our loud oceans, recently spoke to our members about the research he has done.



After finding that the next generation

overseas supposedly finds jobs in the seafood industry “unexciting,” our counterparts are reaching out to young people. Read about their efforts *here*. Although we haven't seen evidence of that here, we have already used advice from their guidebook by participating in a career fair that connects students on Cape with commercial fishing and a wealth of jobs in the blue economy. The second annual *WaterWORKS* event is in January.



Summer is here, and many more

people are getting out on the water. The fleet in Chatham depends on our waterways to make a living

But fishermen will tell you that winter flounder have not been spawning around here for a long time now, and the best science on this is many years old. Efforts to update and improve the regs need to become a priority.

Geologists say the reason we need to dredge specific areas is the very reason why those areas don't support a lot of bottom life; they are dynamic, shoaling and shifting, shoaling again, making it difficult for animals to settle. Plus, the areas we target are a tiny percent of the coast, which seems like a fine tradeoff; minimal or no biologic impact for broad economic and social benefits – and often dredging a harbor or river dramatically improves inland water quality with better tidal flushing.

This is one of the most important economic, environmental, and public safety issues on the coast, sandy Cape Cod front and center. A coordinated effort among town, county, state, and federal officials to streamline the dredging process would be a major, necessary improvement, speaking loudly to those who see the status quo as proof that the public sector can't get the job done and can't be trusted.

A study now underway, sponsored by the Division of Marine Fisheries in partnership with us at the Fishermen's Alliance and the Urban Harbors Institute at UMass-Boston, will soon profile all Massachusetts commercial harbors, and our informed bet (after seeing some early info) is that people are going to be amazed at how important and productive harbors remain. More work on this from the Cape Cod Commission will make an even stronger case for our region's ports as economic engines.

Not long ago the Commonwealth offered millions of dollars in tax breaks to attract a single employer to the Boston waterfront. No offense to General Electric or the Seaport, but the number of jobs our harbors create, the ripples of benefits generated, far dwarf that project – not even counting public safety threats from shoddy harbor maintenance.

For the sake of everyone in our communities, from those whose livelihoods depend on it to those whose appreciation of this amazing place (and access to it) depend on it, we need to get this dredging thing right, and we need to do it now.



*(John Pappalardo is the CEO of the Cape Cod Commercial Fishermen's Alliance)*

and the primary route has become a lot more dicey, find out [more](#).



We are partnering with [Cape Cod](#)

[Media Center](#) and [WOMR](#) to bring fishing stories to the airwaves and small screen. "Commercial fishing is one of the original industries on Cape Cod, and it is still a tremendous economic driver," said John Pappalardo, chief executive officer of the Fishermen's Alliance. "But although people are very familiar with fishing boats in Cape ports, many don't get to hear about the on-the-water experiences of captains or learn about the industry that still helps define the Cape."

Read more [here](#).





Copyright 2018 Cape Cod Commercial Fishermen's Alliance, Inc..