Maine’s and New Brunswick’s Deadliest Catch

WHO’s NEXT?
Overview

- The (Very) Sad Facts and an Area Overview
- The NOAA Search
- The Recovery Attempts
- Conclusions and Recommendations
On January 23rd, 2004 the 32 foot Urchin Dragger LO-DA-KASH departed Campobello for Mace’s Bay. About 11 miles from Campobello near Black’s Harbor very close to shore, the vessel deployed a drag from a high block on an A-Frame and subsequently sank very quickly. She was fishing alone.

- Captain Paul Wilson, 44, Lost – Missing
- Deckhand Mr. Trent Gilmor, 32, Lost – Swam ashore and died of exposure. He was found on February 4th.
- Guest Ms. Marilyn Ross, 47, Lost – Body recovered
- Guest Mr. Wes Boulter, 70, Lost – Body recovered
The Sad Facts

August 18, 2006 – Lost Scallop Dragger **BRAIDEN G** between the Wolves and Campobello

- Captain **Wade Gallagher** of Campobello Lost – Missing
  - Deck crewman Mr. Andre Mallette saved by USCG Eastport

December 2, 2008 – Wrinkler **Mr. Kristopher Fergerson** Lost on the mudflats in South Lubec – Body recovered 9 days later

March 24, 2009 – Lost the **ALL AMERICAN** dragging in Cobscook

- Captain **Loran Lank** of Lubec Lost – Body recovered
- Deckhand **Mr. Logan Preston**, Lost – Body recovered Dec. 23
The Sad Facts

- September 8, 2009  Mr. John Albotin, a tourist from Plymouth MA dies at Head Harbor Light - washed off the bar – body recovered - Mrs. Albotin survives after attempting rescue.

- October 20, 2009  Urchin dragger BOTTOM BASHER lost in Cobscook
  - Owner Mr. Joe Jones of Trescott lost – Missing
  - Operator Mr. Daryl Cline of Machiasport lost – Body recovered
  - Deckhand Mr. Norman Johnson of Cutler Lost – Body recovered December 19th
The Sad Facts

- Nov 10th to Nov 14, 2009 Clammer Mr. Arthur “Skip” Calder of Perry lost in Cobscook – Body Recovered

- January 23, 2010 the scallop dragger MISS PRISS lost in Cobscook
  - Captain Kirby Schenk and crew of the NASTY TWO rescue:
    - Captain William Feltner Jr. of Lubec
    - Deckhand Mr. Carl Sizemore
    - Deckhand Mr. Evan Matthews

- February 18, 2010 the scallop dragger WHOLE FAMILY from White Head Island sank off Grand Manan
  - Captain Harold Cossaboom 45, missing
  - Deck Hand Cory Cossaboom 36, missing
Scallop Dragger Sinks
One Lost – One Saved

One Wrinkler Lost

One Tourist Lost

One Clammer Lost

Urchin Dragger Sinks – Two Lost

Urchin Dragger Sinks - Three Lost

Scallop Dragger Sinks - Three Saved

Pilot Boarding Area

Scallop Dragger Sinks One Lost – One Saved
NOAA Search - LCDR Matt Wingate

LT MATT JASKOSKI - MR. MICHAEL ANNIS – MR. VITAD PRADITH
PILOT BOAT MEDRIC FITTED FOR SURVEY WORK
NOAA results

• 5 “Areas of Interest”
First Wreck
Found

Body
Recovered

MISS PRISS
Sinks last
Saturday

First Wreck
Now Here

Possible Wreck 2

MSP-DMR
Dive Sites
Search - Recovery Team Effort

- Local Fishermen
- Maine Marine Patrol – DMR
- Maine State Police Dive Team
- Bucks Harbor Correctional Facility – Dept of Corrections
- Maine Emergency Communications – Maine Forestry Service – Dept. of Conservation
- United States Coast Guard
- Cooke Aquaculture
- Senator Olympia Snowe and Chief of Staff Gail Kelley
- Capt Gerald Morrison – Morrison Manufacturing
Search - Recovery Team Effort

- NOAA Navigational Services Division
- NOAA Office of Coast Survey
- NOAA Navigational Response Team Five
- Peacock Canning – Bobby Hood & Capt. Ralph DeWitt
- Ramsdell Construction
- Town of Lubec
- Sheldon Stanley Construction Co.
- Capt. Roger Preston and Capt David Cline
- ISF Trading - Portland
NOTE: Area B5 (Cobscook Bay) Surveyed in 1834 and 1899 and only Partial Bottom Coverage
Towing Low
Campobello
March 31, 2010
<table>
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<th>Year</th>
<th>Name</th>
<th>Location</th>
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<td>SHE &amp; I</td>
<td>Grand Manan – Duck I. Sound</td>
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<td>1990</td>
<td>SURF TIDE</td>
<td>Off West Quoddy – Black Rock</td>
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<td>JODIE LYNN</td>
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<td>1996</td>
<td>FOUR SISTERS</td>
<td>Off Eastport - Friar Roads</td>
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<td>1999</td>
<td>SCRAPPY DOO</td>
<td>Goose Island - Cobscook</td>
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<td>2002</td>
<td>MATTHEW &amp; MARK</td>
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<td>LO-DA-KASH</td>
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<td>4 Lost</td>
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<td>ALL AMERICAN</td>
<td>Leighton Point - Cobscook</td>
<td>2 Lost</td>
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<td>2009</td>
<td>BOTTOM BASHER</td>
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<td>3 Lost</td>
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<td>2010</td>
<td>MISS PRISS</td>
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<tr>
<td>2010</td>
<td>WHOLE FAMILY</td>
<td>Grand Manan</td>
<td>2 Lost</td>
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<td>Working Alone</td>
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What caused these accidents?

In my personal opinion:

1. Fishing alone – no other boat in the area
2. Lack of stability (towing drags from a high block on the A frame)
3. Poor chart presentations based on very old surveys
4. Economic pressures – overfished areas – closed areas
5. Medical conditions – Fatigue
6. Lack of education concerning stability and survival in the water
7. Towing with the tide on days with spring tides & heavy currents
8. Poor navigation – See above – Poor Charts
9. Inexperience in new areas or with new boats
10. No PFD or manually inflatable vest. These boats flip in seconds.
My personal recommendations:

- Have NOAA resurvey the entire Cobscook area from North Lubec westward to Whiting, Edmunds, and Dennysville and produce much larger scale marine charts for fishing. We know there are at least 7 wrecks and several uncharted rocks in the area.

- Close the area around Falls Island to all dragging unless 3 simple rules are followed:
  - All vessels dragging in the Falls Island zone must have a “buddy” fishing vessel within sight (i.e. NO FISHING ALONE)
  - All personnel fishing in or transiting the Falls Island zone must wear a manual inflatable vest or PFD (provide training in cold water)
  - Dragging in the Falls Island zone must not be done from a high block on the A frame. (TOW LOW)
Ask Yourself – Who’s Next?
No one on the 12 boats that sank thought they would be next!

Thank You – Be Safe
God Bless NOAA for their work for our Families

• Bob Peacock