

JCAA NEWSPAPER MARCH 2024

Official Newspaper of the *JERSEY COAST ANGLERS ASSOCIATION*

(Published on February 26th, 2024)

"WORKING FOR MARINE RECREATIONAL ANGLERS"

JCAA REGULAR MEETING

February 27th, 2024, 7:30pm

Jersey Coast Shark Anglers Building
385 Herbertsville Rd, Brick, NJ 08724

or via Zoom, for link contact:

tothjohn@verizon.net or mtsport64@aol.com

NEXT JCAA BOARD MEETING

Thursday, March 14th

OFFICIAL NEWSPAPER OF THE JERSEY COAST ANGLERS ASSOC.

c/o Info Age, 2201 Marconi Road
Wall, NJ 07719

Phone 732-506-6565 Fax 732-506-6975

Publisher Tom Fote, Editor Paul Turi

This publication is printed and mailed one week prior to each regular monthly meeting of the Jersey Coast Anglers Association. One of the prime goals of JCAA is to get accurate information into public hands as soon as possible.

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**JCAA General Membership Meetings are for club representatives and invited guests only. These meetings are not open to the general public. If you would like to attend as a guest, call the President at 908-913-0551 or Tom Fote at (732) 270-9102 before the meeting date to ask permission.**  
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2023 OFFICERS

President	Mark Taylor	732-245-9445
1st V.P.	Greg Kucharewski	732-429-9637
2nd V.P.	Don Marantz	908-347-1434
Treasurer	Doug Tegeder	732-575-2661
Rec. Sec.		
Cors. Sec.		
Mem. Sec.	John Toth	732-656-0139

Committee and Chairpersons listed on last page

IMPORTANT DATES

February 27th JCAA General Meeting

February 28th–March 3rd Atlantic City Boat Show

March 14th JCAA Board Meeting

March 15th–17th Saltwater Expo

March 26th JCAA General Meeting

April 12th JCAA Board Meeting

April 30th JCAA General Meeting

May 19th Governor's Surf Fishing Tournament IBSP

New JCAA Office

By Steve Machalaba

The Jersey Coast Anglers Association has moved into its new office at 2203 Maconi Road in Wall Township, NJ, in the former US Army Camp Evans facility. (*To locate the building using Goggle Maps, Mapquest, etc. use 2300 Marconi Rd. The JCAA office building is immediately south of the large satellite antenna.*) The building needs a considerable amount of work in order to make it usable and more habitable. This includes, painting, new restroom fixtures, repairs to the existing tile ceiling in 2 office rooms, or new suspended ceiling including lighting, carpet cleaning, flooring repairs or new flooring or carpet in what will become the conference room, and other minor items. The outside of the building needs re-painting; Info Age, the facility manager, will provide the paint, but we need someone to apply it, probably by spraying.

We are seeking volunteers to help with labor and materials to do this work. Club representatives need to go to their membership to solicit this help. Some of the items like interior painting does not require any special qualifications. The other work items, such as plumbing, and the ceiling and floor work do. There are probably people that are members of the various JCAA member clubs that do this type of work. We need their help. We will also be looking for donations of paint, new restroom fixtures, ceiling material, flooring materials, and other things. If any (tradesperson) in your club does a large volume of

business with the suppliers of any of the above items, they should ask if the company is interested in donating this material. The JCAA is a registered 501c-3 charitable, Non-profit organization. This document can be provided.

The JCAA is one of the only organizations left that is fighting to preserve the rights of recreational fisherman. It is a constant, seemingly non-ending struggle. However, we have to keep up the fight! Every recreational angler's desire to be able to continue to fish depends on all of us, but we need your help!

President's Report

By Mark Taylor

In last month's newsletter I mentioned that Jersey Coast Anglers Association was moving its office to a new location. We have moved into our new office, or should I say our stuff has been relocated. There still needs to be a lot of work to get done before we are in this new location in Wall Township. As I mentioned please bear with us as we go through this process

As the show season is upon us and the spring fishing season is coming up fast. We as the recreational fishing community must stay alert of things that can and could affect us. There have been a lot of posts on social media about the upcoming meeting on March 7th of NJ Marine Council at the Atlantic County Library in Galloway Township, which will be setting Fluke, Black Seabass and Scup regulations for years 2024 and 2025. Everyone is going to select an option they like and fits their fishing needs. It is important that everyone attends this meeting and voices their opinions.

JCAA has not held their election of officers for the 2024 year. We are still looking for motivated people willing to step up to fill some positions. If you are interested, please contact me at mtsport64@aol.com or (732) 245-9445. There was a motion at last month's general membership meeting to change the bylaws pertaining to election of officers. The change will be brought to the attention of club representatives at the February 27th General Membership Meeting.

At the JCAA Board Meeting held by zoom on February 8th, there was a long discussion about our Annual JCAA Fluke Tournament. Since there is a tremendous amount of work that needs to be done and

nobody is willing to be the Fluke Tournament Director. It was recommended that this year's tournament be canceled. This topic will be brought up at the General Membership meeting on February 27th. I will keep you informed of any other news about the tournament after the meeting.

The show season is here. I would like to thank all the volunteers that contacted me to work one of the JCAA Booths at Atlantic City Boat Show February 28th to March 3rd and Saltwater Fishing Expo March 15th to 17th. The people for the Atlantic City Boat Show should have received an email from me and should be receiving an email from the show for your credentials to get in the show. If you have not, please contact me ASAP. For those who volunteered to do the Saltwater Fishing Expo. I will be sending you out an email shortly to confirm your information, dates, and times. At these shows we will be selling the JCAA High Roller Raffle Tickets. This is one of fundraisers that help keep JCAA continue to function for the Recreational Fishing Club and Community. So, stop by and purchase a few and a chance for some great prizes.

As I finish this month's article, I want everyone to really think as they are getting their fishing boats, gear ready for the upcoming fishing season in New Jersey or wherever you may fish. Where will this sport be if I do not get involved?

Get Involved, unite as a community so the future of recreational fishing as we know it will not be gone.

Important Information: The next meeting is scheduled for March 26th at 7:30pm and will be held in person at 385 Herbertsville Rd., Brick, NJ 08724. (Hybrid Meeting)

NJMFC to Set 2024 and 2025 Fluke Regulations on March 7th

By Paul Haertel

The fluke options that are being considered for both 2024 and 2025 are listed below. Whichever one the NJMFC chooses at their meeting on 3/7 will be in effect for both 2024 and 2025. The meeting will begin at 5 PM at the Atlantic County Library in Galloway Township, located at 306 Jimmie Leads Rd., Galloway, NJ. To be fairer to those who reside in Northern and Central New Jersey, the NJBMF had intended to hold

the meeting in a more central location of our state. However, the administrative building in Manahawkin as well as an alternate venue were previously booked. Still, members of the public are encouraged to attend to voice their opinions. Those who choose not to attend in person may voice their opinions via webinar. The link is not yet available but should be available soon at [this link on Marine Fisheries Council Meetings](#). JCAA will also post the link on our Facebook page for Jersey Coast Anglers Association.

The options below have all been approved by the ASMFC. The option numbers may or may not change when presented to the public. Regardless, JCAA member clubs voted unanimously to support the option with 3 fluke at 18" or greater. This gives us by far the longest season, starting much earlier in the spring and ending much later in the fall than any of the other options. It also shortens the gap from when fluke season ends until sea bass season begins.

The special regulations for Delaware Bay (3 fish 17" or greater) and Island Beach State Park (2 fish 16" or greater) are expected to remain the same.

- **Option 1**
 - 3 fish bag-limit
 - 17.5" minimum size
 - 5/24-9/4 (104 open days)
- **Option 2**
 - 1 fish 17" - under 18" + 2 fish 18" or over
 - 6/4-8/31 (89 open days)
- **Option 3**
 - 3 fish bag-limit
 - 18" minimum size
 - 5/4-9/25 (145 open days)
- **Option 4**
 - 1 fish 17"-18" + 1 fish 18" or over from 5/10-6/30
 - 3 fish 18" or over from 7/1-9/15
 - (129 open days)
- **Option 5**
 - 3 fish 18" or over for private and for-hire boats and 2 fish at 17" or over from shore
 - 5/16-9/23 (131 open days)
- **Option 6**
 - 1 fish at 17.5" or over + 2 fish at 18" or over
 - 5/26-9/13 (111 open days)

The Sea Bass regs will remain exactly the same as they were in were in 2023:

- 12 ½" for all seasons 5/17- 6/19 (10 fish)
- 7/1-8/31 (1 fish)
- 10/1-10/31 (10 fish)
- 11/1-12/31 (15 fish)

Scup (Porgy) will vary slightly depending on which fluke option is chosen.

JCAA Position: Offshore Electricity Producing Wind Turbines

By Mark Taylor

Jersey Coast Anglers Association is made up of Recreational Fishing Clubs throughout New Jersey. There are many opinions on this topic both pros and cons. Wherever you may stand on this or another topic, we all need to continue to research and learn as much as we can. In the JCAA October General Membership Meeting a vote was taken and passed by the club representatives to pause or delay the Offshore Electricity Producing Wind Turbines (Windmills). As JCAA President, I sent letters to New Jersey Governor Philip D. Murphy, Department of Environmental Protection (DEP) Commissioner Shawn M. LaTourette and Bureau of Ocean Energy Management (BOEM) Luke Feinberg. Below is the text of the letter sent to Governor Murphy.

JERSEY COAST ANGLERS ASSOCIATION
Working for the Saltwater Resource and Marine Anglers
1594 Lakewood Rd. Unit 13, Toms River NJ
Phone 732-506-6565 • Fax 732-506-6975
<https://www.jcaa.org>



Reference: Offshore Electricity Producing Wind Turbines (Windmills)

Honorable Governor Murphy:

The Jersey Coast Anglers Association (JCAA) is an association representing fishing clubs, diving clubs, outdoor activity clubs, and coastal advocacy clubs throughout the State of New Jersey. The JCAA has been

doing this since 1981. The JCAA has and continues to endorse "Green Energy." However, the proposed Offshore Electricity Producing Windmill projects have associated with them, many questions and concerns regarding the construction and operation of these windmills. As of this date, these questions and concerns have not been adequately addressed.

Therefore, the Jersey Coast Anglers Association is requesting that the proposed Offshore Electricity Producing Windmill projects be paused or delayed until the questions and concerns are satisfactorily addressed. These questions and concerns include the location of the windmills, the logistics involved in their construction, the effect upon marine life, including marine mammals, fish, and shellfish, access to the areas around and in closed proximity to the windmills, responsibilities for security, and ultimately the cost of the electricity produced by these windmills. Other questions include the cost of the construction of these windmills and impact upon the taxpayers of the State of New Jersey, and the schedule for the construction of these windmills. The problems with these two issues have already become apparent with the termination of plans by several companies planning to construct these windmills, due to increased costs that these private companies were looking to New Jersey, to pay, in addition to public funding that they have already received. It is not known what action the State of New Jersey is taking to recover monies already paid to these companies that have defaulted on their contracts. There is also concern regarding the electric cables that will tie the windmills together and then transmit the electricity onshore. The construction of these cables which are to be buried will cause major disturbance to the sea floor. This disturbance will need to be minimized to the greatest extent possible during and after construction. Many cables have been constructed, previously, but generally not as large a diameter as needed for these windmills.

The Jersey Coast Anglers Association also objects to the removal of the local review and approval process associated with the Offshore Electricity Producing Windmills, particularly as it pertains to the route and landing of the cables carrying the electricity onshore to the transformer stations and giving this sole authority to the New Jersey Board of Public Utilities (NJBPUB). The NJBPUB has no expertise in this area, nor does it share the concerns of the local populace.

Therefore, the Jersey Coast Anglers Association member clubs, and their respective members are hereby requesting that the State of New Jersey pause or delay the proposed Offshore Electricity Producing Windmill Projects until the many questions and concerns are satisfactorily

addressed. This is in the best interest of all the citizens of the State of New Jersey.

Mark A. Taylor



President, Jersey Coast Anglers Association

Fisheries Management & Legislative Report

By Tom Fote

Striped Bass Update

In the last newspaper I was talking about how much we need to learn about the producing areas. Some people could not resist sending me the latest release from Maryland about closing their spring trophy fishery. In the release Maryland contends they provide 70 – 90% of the coastal migratory stocks. If Maryland is still making that assumption with all the tagging data available, that is just more evidence that we need to study the other producing areas and find out what they are actually contributing to the coastal migratory stock. We all know Maryland is not contributing 70 – 90% but we need hard data to make good decisions. It has come to my attention that ASMFC has decided to dedicate some staff time to look into this. I want to be clear. I was never looking to catch smaller fish in our producing areas. I just want to know what we need to do along the ocean if other areas are contributing more.

Glass Eels

There are two addendums for Eels going on at the same time. Addendum VII deals with the quotas for yellow eels mature eels and Addendum VI deals with glass eels quotas (juvenile eels migrating into freshwater to mature). The NJ hearing on Addendum VII already took place but you can go ASMFC Web Page and find other dates to attend. There is only one hearing on Addendum VI on February 28.

JCAA has always been concerned about the harvesting of glass eels. Glass eels are even more endangered due to global warming. Global warming has impacted most species I deal with causing them to move further north as the waters warm. Glass eels are impacted by global warming heating the areas where they mature. The problem is glass eels are totally dependent on the Gulf Stream. They are species that

grow to maturity in fresh water and migrate to the ocean to spawn in the Sargasso Sea. After the adult eels spawn, they disappear and the eggs and embryos float around in the Gulf Stream. It takes about a year for the full cycle and in the past the Gulf Stream has been consistent in the speed at which it travels. The historic pattern is for the glass eels to reach the stream where they need to grow in the early spring when the water is high so they can navigate upstream. The ice pack in Greenland is melting and making the Gulf Stream go slower. If the glass eels return to their growing space at the wrong time, there will not be enough water for them to reach the appropriate spot. I have included two articles that talk about the collapse of the Gulf Stream. If this happens it will have a huge impact on every species dependent on the Gulf Stream.

The worst part is the impact this will have on the climate in Europe, returning it to a much colder time. Please read these articles. Because it takes 19 years for glass eels to mature and return to the Sargasso Sea, any change in climate can have a huge impact on them. With the support of the NJ Legislature, we have ended the harvesting of glass eels here.

The prices Japan pays for glass eels makes it an extremely profitable fishery. Currently Maine is one of the few states that still allows the harvesting of glass eels for the overseas markets. With the collapse of the lobster fishery, the glass eel fishery has become even more important in Maine. In the long run, the health of birds and fish in our rivers, streams and lakes is more important than the short-term financial gains by a few individuals. I will be testifying on this information and am hoping there will be a cutback on the harvest in Maine. We cannot take a chance.

American Eel Board Releases Draft Addendum VI for Public Comment

Draft Addendum Considers Maine's Glass Eel Quota for 2025 and Beyond

ASMFC Press Release: February 7, 2024

Arlington, VA – The Commission's American Eel Management Board has released Draft Addendum VI to the Interstate Fishery Management Plan for American Eel for public comment. The Board initiated the addendum to address Maine's glass eel fishery quota, which expires at the end of 2024. Draft Addendum VI presents options to set Maine's quota as well as the number of years the quota would remain in

place once it is implemented, and whether or not an additional addendum would be required to maintain the same quota for subsequent years.

Addendum V, approved in August 2018, maintained Maine's glass/elver eel quota of 9,688 pounds, previously established by Addendum IV, and specified that the quota be set for three years (2019-2021). The quota was extended for an additional three years (2022-2024) through Board action in 2021. Since Maine's current glass eel quota of 9,688 pounds expires after 2024, the Board initiated Draft Addendum VI to establish a quota for the 2025 fishing season and beyond.

One virtual public hearing has been scheduled to gather public input on Draft Addendum VI on Wednesday, **February 28, 2024, from 4-5 pm EST**. Details on how to register and attend the hearing are provided below.

Webinar Instructions

In order to provide comment at any virtual or hybrid hearings, you will need to use your computer (voice over internet protocol) or download the *GoToWebinar* app for your phone. Those joining by phone only will be limited to listening to the presentation and will not be able to provide input. In those cases, you can send your comments to staff via [email](#) or US mail at any time during the public comment period. To attend the webinar in listen only mode, dial (562) 247-8422 and enter access code 960-376-742.

To register for the public hearing webinar, please click [HERE](#). The hearing will be held via GoToWebinar, and you can join the webinar from your computer, tablet, or smartphone. If you are new to GoToWebinar, you can download the software [here](#) or via the App store under GoToWebinar. We recommend you register for the hearing well in advance of the hearing since GoToWebinar will provide you with a link to test your device's compatibility with the webinar. If you find your device is not compatible, please contact the Commission at info@asmfc.org (subject line: GoToWebinar help) and we will try to get you connected. We also strongly encourage participants to **use the computer voice over internet protocol (VoIP)** so you can ask questions and provide input at the hearing.

Submitting Comments

The Draft Addendum is available at [this link](#) or via the [Commission's website](#). Public comment will be

accepted until 11:59 pm (EST) on March 24, 2024, and should be sent to Caitlin Starks, Senior FMP Coordinator, at 1050 N. Highland St., Suite 200 A-N, Arlington, Virginia 22201; or at comments@asmfc.org (Subject line: Glass Eel Draft Addendum VI).

For more information, please contact Caitlin Starks, Senior Fishery Management Plan Coordinator, at cstarks@asmfc.org.

Subway Cars: The Issue that Won't Go Away

A Historical Review

Things Jim Hutchinson Needs to Know

This is in response to a [February 2024 Editors Log](#) by Jim Hutchinson. In this article, Jim completely rewrites the history of the subway cars debate that began in November of 2000. I have included 3 articles from the JCAA Newspaper of 2001, a July 2001 letter from the State of Delaware Department of Natural Resources and Environmental Control, and Jim's article from 2024. There are other articles in the January 2024 JCAA Newspaper. In addition, I talked to several outdoor writers and Gary Caputi who was in attendance at the June 2001 meeting with me, Dery Bennett and Cindy Zipf. Please read the articles included so you have a complete picture of what is happening. I did not want to revisit the subway car issue. I thought it was finally put to rest. I would like to continue working with Clean Ocean Action on issues that are important to all of us including offshore drilling and ocean dumping.

1. Jim Hutchinson should know that JCAA worked with Clean Ocean Action since it was formed around a variety of issues including ending ocean dumping and wood burning. JCAA worked on some of those issues along with Len Belcaro and the Thousand Fathom Clubs North and South and Cease Ocean Dumping before Clean Ocean Action was ever formed.
2. Jim Hutchinson should know that Gary Caputi, Dery Bennett, Cindy Zipf and I did meet before the summer of 2001, trying to come to an agreement on the use of subway cars. During the meeting I got a call from the Governor's Office asking if I knew about the asbestos contained in some of the cars. JCAA was aware that the

asbestos was in tiles which were removed and in the epoxy that was between the shells of the cars. This epoxy would not shed any asbestos into the ocean. JCAA already had reports from the NY DEC that showed no harm from any of the asbestos that might be in the cars. We had also done an independent study and found asbestos was only a problem when in the air, not in water. At the request of the Governor's Office, I checked with Dery and Cindy and made sure they had the same information I did. They said they had not known. Gary and I left the meeting with the hope we could work together. However, Monday morning Cindy's release was included stating that asbestos in the subway cars would kill fish. She found an obscure study that stated dumping a huge amount of loose asbestos in a fish tank might have an adverse effect on fish gills. The subway cars had no loose asbestos, it was in the floor tiles and in epoxy between the cars. All the studies that were done showed there were no adverse effects of the asbestos on fish from the subway cars. Cindy was the one who violated the confidentiality of the meeting and did not inform either Gary or me about this release. I called Dery and he told me that Cindy did not want us to have a "heads up" and did not want to call us first. If you look at the first letter Cindy sent to DEP, November 2000, Clean Ocean Action and American Littoral Society were opposing subway cars even *before* she knew there was asbestos. In the end we lost half of the subway cars we offered since other states grabbed them up. Those letters were never sent to JCAA, and we found out due to calls from DEP.

3. Jim Hutchinson should know that the articles included predated his article calling out Cindy. There was no secret about what was going on as everything was appearing in the press and the JCAA newspaper. At that time most newspapers had dedicated outdoor writers and subway cars was a frequent topic.
4. Jim Hutchinson should remember that I called him on a Facebook post by Jimmy Donofrio that accused JCAA of working with Cindy Zipf to ban subway cars. When Jim told me he was working on his own article, I offered to discuss the issue with him. He turned me down.
5. Jim Hutchinson should know that there is a pattern of behavior in the discussion about

subway cars and about the current discussions about offshore wind. Cindy ignored the science about the lack of harm from asbestos in the water and used incorrect information to fund her campaign against the subway cars. The press releases about what was killing the whales follows a similar pattern. She was eventually required to disavow her earlier statements that the whales were dying because of the surveying done for offshore wind. Every other environmental group I know disagreed, but she used the issue again to fund her fight against offshore wind. People in the press should be skeptical when she issues these types of releases without appropriate scientific studies.

6. Jim Hutchinson should do his own research by reading the January JCAA Newspaper and including information from Al Ristori and the then Commissioner of DEP, Lisa Jackson.

Below are the relevant articles as they were written over 20 years ago. For each, a link is provided to the JCAA archives as well as a link to the web archive of the Wayback Machine. (Links to the Wayback are to digital archives captured shortly after the articles were written and posted in 2001.)

Subway Cars for Artificial Reefs

(Reprinted from January 2001)

[JCAA Archive](#) • [Wayback Machine](#)

It seems that the NJ Division of Fish and Wildlife, the NY Transit Authority and other agencies are planning to deploy 1200 obsolete NY City subway cars on ocean reef sites along NJ and NY. JCAA has always been a strong supporter of the artificial reef program. The stocks of cod, whiting, and scup are severely depleted. In addition, the regulations on summer flounder, tautog and bluefin tuna certainly limit our catch. More recreational boaters have come to rely on the species that inhabit the reefs and wrecks to provide food for the table. The creation of additional artificial reefs continues to be important to the billion-dollar recreational industry. A recent critical article in the Asbury Park Press and a letter authored by Clean Ocean Action and the American Littoral Society threaten the completion of this project.

JCAA has always been involved with and supported the creation of artificial reefs. Many of our member clubs are members and supporters of the artificial reef program. They run tournaments and raffles to support this program. Every recreational fisherman contributes to this program through the excise tax on recreational tackle through the Wallop Breaux Fund.

In a spectacular breakdown of communication, JCAA was never invited to the hearings on this project or informed about the proposal. The NJ Division of Fish and Wildlife should know better. To further compound the problem, Clean Ocean Action and the American Littoral Society wrote a letter questioning this proposal without discussing their action with JCAA. I have included their original letter below along with Cindy's response to JCAA. I have also included my original email response to the Asbury Park article.

I will speak with the NJ Division of Fish and Game further to make sure they know how disappointed we are to have been left out of the decision-making process. I have already received a letter from Derry Bennett in response to my email and have spoken directly with Cindy Zipf. They are both aware of our dismay at their lack of communication prior to the release of their letter and have apologized for their oversight. We have agreed to discuss this further and attempt to resolve our differences in this matter. Whether we agree or not, we need to communicate better around these issues. We do need to develop clear criteria for the materials used for artificial reefs and plan a workshop to develop the criteria.

We need to support this present project. NY Transit has committed to cleaning and paying for the placement of these subway cars. We have been assured they will meet stringent standards and not cause any pollution of the ocean. In their letter, Clean Ocean Action and the American Littoral Society suggest recycling these cars. Many of the recycling projects for this type of material do not require the same level of cleanliness guaranteed under the artificial reef program and the recycling itself can contaminate the air. On the same day the article appeared in the Asbury Park Press I was at a meeting of the Governor's Task Force to Reduce Mercury Contamination in Fish. We discussed the problems inherent in metal recycling incinerators in New Jersey. These incinerators are releasing pollutants that include mercury into the atmosphere that eventually wind up in the water.

Do you support expanded artificial reefs? Do you think it is a good idea to use these subway cars to provide additional reefs? If your answer is yes, you must write to David N. Ross, Chief Operations Officer, Material Division, NY City Transit, 130 Livingston Street, Brooklyn, NY 11201 to express your support for this project.

JCAA & NJSFSC Letter



JERSEY COAST ANGLERS ASSOCIATION
Working for the Saltwater Resource and
Marine Anglers

<https://www.jcaa.org>



NJ FEDERATION OF SPORTSMEN'S CLUBS
Working for the 150,000 Sportspersons
of New Jersey

<https://www.njsfsc.org>

Sunday, December 17, 2000

Clean Ocean Action & American Littoral Society
Subject Artificial Reef Program

Dear Cindy and Derry,

I received many calls in the last couple of days concerning your comments on subway cars. I was asked if Clean Ocean Action and the American Littoral Society discussed their position with me, JCAA or New Jersey State Federation of Sportsmen Clubs (NJSFSC). I was asked if Derry or Cindy had given me a call on this issue. I had to say no and that upset a lot of my board members and member clubs. I told them that Cindy and I had actually talked in the beginning of the week and this was never mentioned. Remember I invited Cindy to come to the JCAA Meeting because Congressman Pallone was going to be there. I asked Cindy if there was anything new. The subway cars issue was not mentioned. I would have gladly responded to concerns you have about this program. I could have discussed these issues with our members at the JCAA meeting on Tuesday evening.

The Artificial Reef Program is very important to JCAA, NJSFSC and many of our member clubs. Many of our member clubs make donations and are members of the program. This program has replaced habitat and structure destroyed by the constant dragging of the ocean bottom by commercial fishing. It has also created structure where there has been none before and has increased fish populations. All you have to do is go out

on the water and you will see the opportunities that artificial reefs have provided to the recreational angler. Thousands of anglers are bringing home food for the table and enjoying this recreational activity because of artificial reefs. It has also increased the diving experience of many of our members by creating new opportunities and taking some of the pressure of the wrecks. In addition, tremendous economic value to the recreational fishing industry has been created.

If you were going to do a release opposing this, we deserved a phone call. That is the way partnerships work. If the JCAA and NJSFSC were going to come out with a press release that would impact the positions of Clean Ocean Action and the American Littoral Society, we would have given you a phone call and let you know what to expect. We would not have blindsided you. We would have given your organizations the opportunity to discuss this position with us before we made a decision. Again that is common courtesy among groups that work together as partners. We are used to some groups doing this. But we thought we had a close relationship with Clean Ocean Action and the American Littoral Society and we expect more.

It is not so much that Clean Ocean Action and the American Littoral Society came out against this project but you did it without discussing this with us. When things like this happen this puts serious strains on relationships and can change them.

Sincerely,

Thomas P. Fote
Legislative Chairman JCAA & NJSFSC

ALS & COA Letter to NY City Transit

November 20, 2000

David N. Ross
Chief Operations Officer
Material Division NY City Transit
130 Livingston Street
Brooklyn, NY 11021

Dear David,

Thank you for the invitation to comment on the proposal to place 1300 subway cars in the ocean to create "artificial reef material." We also want to thank you for the packet of information from the meeting November 2, 2000. Please note that the packet includes a list of

Meeting Attendees; as you are aware, neither of us were able to make the meeting and your list should be amended to reflect that fact.

Since you asked, we wanted to provide you with our thoughts about the proposed project of dumping 1300 obsolete subway cars into the ocean as "artificial reef material." Reef material is intended to mimic natural marine reefs and wrecks. The natural rocky reefs off the Jersey Shore are geologic systems lasting for eons and iron shipwrecks remain for hundreds of years.

One of the critical questions is how long should artificial reef material last to mimic natural reef materials and establish and support biological diversity and communities? One example is the Army Corps of Engineers determined that a reef in Delaware Bay should last a minimum of 30 years but clearly even 30 years doesn't begin to mimic the natural systems.

It has been estimated that subway cars may last 10 - 15 years. The subway cars have not been proven to provide long-term, sustained environment for biological ecological systems. In less than 20 years or so, the subway cars will leave basically corroding detritus or more litter in the marine environment.

The benefits of the disposal of these materials as reef material are not convincing. It is our view that this disposal plan borders more on an ocean dumping activity and not the creation of habitat to sustain a marine biological community. This proposal may start a pattern of conveniently dumping anything that is inconvenient to recycle or manage upland.

Natural resources contained in these subway cars should be recycled even if it costs more in the short term. Dumping these materials at sea will destroy their availability in a world with even dwindling natural resources, including metals. Over the long haul, it is better to conserve and reserve these materials for future use.

A genuine biologically defensible standard should be established for materials creating artificial reefs that mimic natural systems and prove to provide sustainable biological ecosystems of importance to the ocean.

Sincerely,

D.W. Bennett
Executive Director American Littoral Society

Cindy Zipf
Executive Director Clean Ocean Action

Clean Ocean Action and American Littoral Society Killing Artificial Reef Program

(Reprinted from March 2001)

[JCAA Archive](#) • [Wayback Machine](#)

My current indigestion, however, is closer to home. You probably remember the articles about the letters written by Clean Ocean Action and the American Littoral Society opposing the use of subway cars to build an artificial reef. They didn't stop there even though I thought we had come to an agreement and would be working together. Instead, they continued to pressure the Commissioner of DEP and the NMFS. As a result, I am concerned that the subway cars, which pose no threat to the ocean, will go to Delaware and Maryland rather than New Jersey. It is interesting to note that Commissioner Shinn and Stan Gorski from NMFS are the same bureaucrats who allowed the dumping of contaminate category 2 dredge spoil material into the ocean. If they can't tell the difference between a clean subway car and contaminated dredge spoils we are in real trouble. Could it be the Port Authority's money speaks louder than the needs of the recreational anglers?

If we lose these 650 hundred subway cars and the future opportunities to work with NYC Transit then our fishing off the coast of New Jersey will be much poorer. The artificial reef program doesn't need us to make a case for continuation. The studies have clearly shown the success of this program. Truthfully, I think we can thank Clean Ocean Action and the American Littoral Society if this program is killed. The only ally Clean Ocean Action and the American Littoral Society have in this battle is Nils Stolpe from the Garden State Seafood Association. Since Nils would be happy to eliminate all recreational fishing you have to wonder about the friends our friends are keeping. We should thank other environmental groups like the Alliance for a Living Ocean who have written letters in support of the artificial reef program. Lately I seem to spend as much time worrying about our "friends" as I do about our enemies. It is sometimes hard to know which groups to trust.

In a recent letter to Jeffery T. Michaels, Governor DeFrancesco's Chief of Staff, I wrote the following:

"JCAA and NJSFSC received the disturbing news of the loss of 600 railroad cars from NY Transit Authority that were intended to be used to help expand the New Jersey Artificial Reef Program. This was a deal that took a year to develop. We were told Wednesday that the Commissioner killed this project at last minute. This was done without consulting the many groups that supported this project. This deal would have created new fishing opportunity for over million New Jersey marine recreational anglers and meant millions of dollars and jobs to New Jersey's Marine Recreational Fishing Industry over the next decade. The Recreational Fish Alliance and New Jersey Divers Association and their members support this plan."

In a conversation on Saturday with the Governor's Chief of Staff, Jeffrey Michaels, I learned that the Governor has not made a final decision and there may be some hope remaining for this plan. It is important that you contact the Governor's office immediately and let them know you support this program.

Subway Car Issue

(Reprinted from July 2001)

[JCAA Archive](#) • [Wayback Machine](#)

For the time being the subway car issue has been laid to rest in New Jersey. Acting Governor Donald DiFrancesco decided not to use the subway cars because he is not willing to take even the smallest risk given the information he had available and the pressure he was under from Clean Ocean Action. I do not believe New Jersey should have given up the opportunity to use the subway cars.

However, the Acting Governor has a history of being risk adverse on environmental issues. For example, as Senate President he supported keeping the glass eel fishery closed because we lacked the science to prove it was a good idea. We knew it was not a human health risk but we were trying to determine if it was harmful to marine organisms. In this case, while there was no science to prove the cars are a danger to marine life, there was also no science to prove they were safe. EPA and other environmental groups can cite research that would suggest that asbestos is not dangerous in the ocean. But without specific studies on subway cars in the ocean, the Acting Governor was unwilling to okay their use.

The New York Transit Authority was unwilling to participate in the Governor's Taskforce. They were

concerned that publicity about the cars would impact on their ability to use the cars in other areas. In reality, the minute New Jersey turned them down, the Transit Authority made additional information available that would have supported using the cars. They let us know that the floor tiles, which contained the major source of asbestos, had been replaced in the 1980's. Other states have contacted me and are enthusiastic about the use of subway cars for artificial reefs.

Clean Ocean Action and the American Littoral Society temporarily accomplished the goal of denying the use of subway cars for artificial reefs. They used the asbestos as a red herring to get what they wanted. They were opposed to the use of subway cars before they knew anything about asbestos and they used their clout to deny us the fishing opportunities and the increase in marine habitat. Clean Ocean Action and the American Littoral Society clearly do not speak for other environmental organizations in this matter. A few organizations were willing to speak up on our behalf but many were unwilling to go on the record in opposition to Clean Ocean Action even though they were supportive of using the subway cars in private conversations. They were unwilling to give the public appearance of dissension in the environmental community. And we suffered because of it.

How will the loss of these cars impact on New Jersey's anglers? Six hundred and fifty subway cars could have expanded existing reefs, creating several areas that would have supported approximately 1300 boats during each day of the fishing season. You know how difficult it is to find a wreck that can support the number of boats that are now at sea. There would have been opportunities to catch seabass, tautog, croakers, summer flounder and many other species. You can do the math and you can clearly see that this cost us tens of millions of dollars and has a major impact on our quality of life. There will be a new governor and we will revisit this issue. Stay tuned.

Subway Car Issue

(Reprinted from September 2001)

[JCAA Archive](#) • [Wayback Machine](#)

As I explained last month, for the time being the subway car issue has been laid to rest in New Jersey. Acting Governor Donald DiFrancesco decided not to use the subway cars because he is not willing to take even the smallest risk given the information he had

available and the pressure he was under from Clean Ocean Action (COA) and the American Littoral Society (ALS). I did not believe New Jersey should have given up the opportunity to use the subway cars. This was further reinforced when I read Delaware response to COA and ALS.

In last month's newspaper, I also included the Delaware press release about using the subway cars. I have more information for you.

Clean Ocean Action and the American Littoral Society continued the attack on the subway cars for artificial reef program by writing to the Delaware Department of Natural Resources and Environmental Control. They do this knowing that it will hurt the Artificial Reef Program and therefore impact millions of anglers' quality of life. This will also have severe economic impact on the recreational fishing industry. They continue to list fishing and boating groups in the letter that insists Delaware reconsider using the cars. This is particularly distressing since Clean Ocean Action and the American Littoral Society do not ask for a vote of the fishing and boating groups before writing in our names. This is misrepresentation and, whatever their stand on this issue, they need to practice democracy or honesty. That is why JCAA and some of our member clubs have notified Clean Ocean Action and the American Littoral Society that they cannot speak for us or say they represent us on any issue. We will sign on joint letters when JCAA has voted to do so. I am recommending that any organization that belongs to Clean Ocean Action and the American Littoral Society take a similar step. We should not allow them to say they represent 180 varied organizations without letting them vote on a position.

Occasionally, anglers catch a break. When I was the Governor's appointee to the ASMFC, I had the pleasure to serve with Governor Ruth Ann Minner. At that time, as a state senator, she served as the legislative appointee. She attended the ASMFC meetings and got involved in the issues. More than most governors, she clearly understands the economic impact of the artificial reef program and she was not about to allow Delaware to be pushed around by the environmental hysteria that surrounds this issue. In the letter written to Clean Ocean Action and the American Littoral Society the Department of Natural Resources and Environmental Control, it is noted that neither group accepted Delaware's invitation to attend the public hearing on this matter. I have talked to environmental groups in many other states and they are not opposed to the artificial reef program or the use of the subway cars.

I look forward to revisiting this issue after this election. You should ask the candidates for governor where they stand on this issue.

With the permission of State of Delaware, I am enclosing their response to the letter they received from Clean Ocean Action and the American Littoral Society. It truly is educational and shows what a state should do.

**Environmental Control
State of Delaware
Department of Natural Resources
and Environmental Control
89 Kings Highway
Dover, Delaware 19901
July 10, 2001**

Ms. Cynthia A Zipf, Executive Director
Clean Ocean Action
PO Box 505
Sandy Hook, NJ 07732

Mr. D.W. Bennett, Executive Director
American Littoral Society
Highlands,
Sandy Hook, NJ 07732

Dear Ms. Zipf and Mr. Bennett:

Thank you for your letter of June 26, 2001 and your interest in our reef program and our decision-making process. It is very unfortunate that neither Clean Ocean Action nor The American Littoral Society chose to accept the invitation, extended by Jeff Tinsman to Mr. Bennett, to attend our May 7, 2001 public meeting where all technical issues were fully aired. The May 7 meeting was an opportunity to question DNREC staff and key representatives of federal agencies. Peter Colosi (National Marine Fisheries Service), William Muir (Environmental Protection Agency) and Edward Bonner (Corps of Engineers) were present to explain and discuss technical issues and clarify the position of these agencies on the subway car issue. The discussion lasted for more than two hours. A number of local environmental groups sent representatives who engaged in discussions of durability, asbestos and other issues.

Prior to making our decision, the Department conducted a site visit to the subway car clean-up operation in Brooklyn, New York. Several environmental and fishing groups were extended an invitation to join us. Captain

Jerry Blakeslee of the Charter and Head Boat Association joined our technical delegation on this visit. Providing this type of access for the public and the press, to state and federal experts, as a part of the process of making rational public policy decisions is what Mr. Minus was referring to as a "National Model". It is a process of which we are justifiably proud. I can see from your letter that your positions on some issues do not reflect what was discussed at the May 7 meeting. I will attempt to respond. Based on the discussions of issues from our public meeting.

1. Suitability of Materials (stability durability)

We believe the subway cars are consistent with the Coastal Reef Planning Guide, published by the Atlantic States Marine Fisheries Commission (1998). The intent of the suitability section of this document is to make a distinction between truly short-lived materials such as automobile bodies and 'white goods', which have a 1-3 year life expectancy and longer-lived materials. No specific material life is mandated in this document so subway cars are not inconsistent with the guidance offered. Even based on the 10-15 year life expectancy which you project, subway cars comply with the intent of the Artificial Reef Planning Guide. We believe the subway car will last longer and that during their life on the bottom a low profile is beneficial to both benthic organisms and fish.

At the May 7 public meeting, we viewed a number of photos of subway cars, on a New Jersey reef site, largely intact after eleven years. This is the only information available on life expectancy in the marine environment. Based on this, we project the end frames will maintain a three-dimensional structure 20-30 years. Low profile reef also, valuable fish and invertebrate habitat should persist for several additional decades (30-50 years).

Whatever the life of subway turns out to be, it will be measured in decades. What is most important about the durability issue is whether it affects the function of the reef. A substrate intended to form to base for a tropical coral reef which may live for thousands of years, may take decades to begin to function as fish habitat. In contrast, in the mid-Atlantic region, reef material supports the blue mussel community, which is very short-lived and is renewed annually. Hard substrate is immediately productive in supporting invertebrates and fish and remains so throughout its life on the reef.

In terms of stability, the New Jersey subway cars have shown good stability for eleven years. The weight of different classes of cars varies from 17-19 tons when stripped and cleaned according to Coast Guard protocols. All windows and doors will be removed. This will reduce lateral resistance to storm swell. We anticipate no problem with stability in 80' of water on reef site #11.

2. Consideration of the proposal by other jurisdictions

Rejection of this proposal by the State of New Jersey and the Town of Ocean City, Maryland has brought increased scrutiny to the issues involved. New York has not rejected the proposal, but has slowed the consideration process. I can tell you that the fisheries professionals in all of these jurisdictions are all very positive about the proposal. Events in New York and New Jersey were influenced by a change of Commissioner in New York and a change of Governor in New Jersey. In New Jersey it became a high-profile political issue and in the final analysis, was not resolved based on the technical merits. In Ocean City, Maryland, the technical aspects were dismissed based on fears that the non-technical public would not understand the asbestos issue. Delaware took the opposite approach in evaluating the proposal, opting to concentrate on the technical aspects and openly discussing with the public the merits of the proposal. This process was very successful for those who attended the May 7 public meeting. The vast majority of attendees were satisfied with what they heard from federal and state representatives. Despite the complex issues, several favorable newspaper articles resulted from the meeting. The public and the press were convinced of the technical merits of the proposal.

3. Position of Federal Agencies

a. National Marine Fisheries Services

Your letter quote Peter Colosi (2/2/01 letter) as having a variety of problems with the subway car proposal. Peter Colosi attended the May 7, 2001 public meeting to discuss technical issues and to represent NMFS position on this issue. Between February 2 and May 7, Mr. Colosi had had the opportunity to discuss this issue extensively with his peers and to collect information on this proposal. At the May 7 meeting, Mr. Colosi withdrew his earlier comments indicating that NMFS supports the proposal and that no

negative impacts are anticipated on Essential Fish Habitat (EFH) for any species anticipated at reef site #11. Impacts on EFH for black seabass and hake were expected to be strongly positive, as these are structure - oriented fish.

b. Environmental Protection Agency

Your correspondence characterized William Muir's participation in our May 7 public meeting as "informally offering an opinion" on asbestos in the marine environment. That characterization is inaccurate and misrepresents Mr. Muir's role. Mr. Muir attended the meeting in his capacity as an EPA official with over 30 years of service and experience serving on national level committees dealing with asbestos in the marine environment. He discussed the asbestos issue extensively and provided EPA's position for the subway car proposal. EPA supports the proposal to use subway cars as artificial reef material.

c. US Army Corps of Engineers

The Philadelphia office of the Corps of Engineers is the federal permitting agency for Delaware's Reef Program. Mr. Edward Bonner attended the meeting to clarify the Corps' opinion on this proposal. On April 10, 2001, Jeff Tinsman requested the Corps' opinion on the subway car proposal. Mr. Bonner, after consultation with other agencies, indicated that subway cars are an acceptable material for reef deployment under our existing permit and that they comply with the National Reef Plan and the Coastal Artificial Reef Planning Guide. The Corps supports the proposal to use subway cars as reef material.

4. Asbestos Concerns

Mr. Muir summarized the asbestos issue and fielded many questions which put the asbestos issue in perspective at the May 7, public meeting. He indicated that asbestos is a human health hazard only in the friable form. In an aquatic medium, like drinking water, asbestos is harmless to humans. The EPA standard for acceptable asbestos levels in municipal water supplies is 7 million particles per liter, indicating it is not a concern in the digestive system of humans. Likewise, Mr. Muir indicated there is no compelling information to indicate that asbestos in the marine environment is harmful to

fish or shellfish at concentrations likely to be encountered in the ocean, nor is there an indication of bioaccumulation in the food chain in nature. Problems in fish and shellfish have not been noted near any of the vessels sunk during World War II, which contained huge amounts of friable asbestos. The few studies you note involved studies with friable asbestos at high densities, unlikely to be duplicated in nature. Remember that the subway cars contain non-friable asbestos.

Mr. Lew Morrison of our Division of Air and Waste Management reviewed assay data describing the percentage and amount of asbestos in the cars and physically inspected the material. He found the amount to be minimal and well bound in the matrix. He concluded that material (matrix) breakdown will occur at a 'considerably slow rate" and that asbestos fiber concentrations would be negligible.

Mr. Tinsman spoke extensively with personnel of the asbestos section at EPA, Region 4, who expressed much the same opinion. The material is well bound; there is no reasonable mechanism for it to be released in a rapid fashion which would increase concentrations beyond background levels. They had no technical problem with the use of subway cars as reef material. In addition, EPA, Region 4, inspection criteria for vessels, under P.L. 92-402, is to leave asbestos in place until more information is available on the impact if any (emphasis-added) of asbestos in the marine environment.

This proposal complies with all appropriate state and federal reef plans and guidance documents. The durability of subway cars will be measured in decades in the marine environment, and the reef will function as important fish habitat immediately and throughout its lifespan. The federal regulatory agencies (EPA, NMFS and the Corps) endorse and support this project and were willing to send representatives to our May 7 meeting to make that clear. Despite rejections by other jurisdictions, Delaware has rationally and independently evaluated the asbestos issue and has sought expert opinions from the federal agencies. The result has been an independent decision that this is a technically sound proposal. We have agreed to participate because of the tremendous benefits to biodiversity and Essential Fish Habitat which this project will make possible.

In summary, I believe the Department of Natural Resources and Environmental Control conducted a reasonable, responsible and technically credible

evaluation of the use of subway cars in our artificial reef program.

I appreciate your interest in this important environmental protection and resource conservation issue.

Sincerely,

Nicholas A. DiPasquale
Secretary

Atlantic Ocean is Headed for a Tipping Point

*By René van Westen, Henk A. Dijkstra,
and Michael Kliphuis, February 9, 2024*

Once melting glaciers shut down the Gulf Stream, we would see extreme climate change within decades, study shows

Superstorms, abrupt climate shifts and New York City frozen in ice. That's how the blockbuster Hollywood movie "[The Day After Tomorrow](#)" depicted an abrupt shutdown of the Atlantic Ocean's circulation and the catastrophic consequences.

While Hollywood's vision was over the top, the 2004 movie raised a serious question: If global warming shuts down the Atlantic Meridional Overturning Circulation, which is crucial for carrying heat from the tropics to the northern latitudes, how abrupt and severe would the climate changes be?

Twenty years after the movie's release, we know a lot more about the Atlantic Ocean's circulation. Instruments deployed in the ocean starting in 2004 show that the [Atlantic Ocean circulation](#) has [observably slowed](#) over the past two decades, possibly to its [weakest state in almost a millennium](#). Studies also suggest that the circulation has reached a [dangerous tipping point in the past](#) that sent it into a precipitous, unstoppable decline, and that it [could hit that tipping point again](#) as the planet warms and glaciers and ice sheets melt.

In a new study using the latest generation of Earth's climate models, we simulated the flow of fresh water until the ocean circulation reached that tipping point.

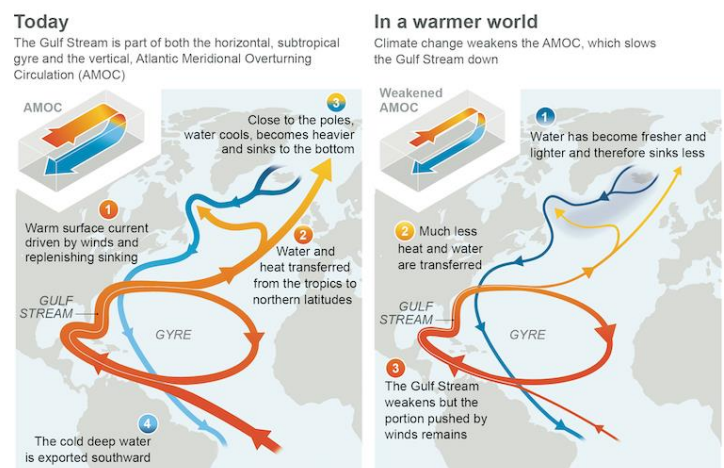
The results showed that the circulation could [fully shut down within a century](#) of hitting the tipping point, and that it's headed in that direction. If that happened, average temperatures would drop by

several degrees in North America, parts of Asia and Europe, and people would see severe and cascading consequences around the world.

We also discovered a physics-based early warning signal that can alert the world when the Atlantic Ocean circulation is nearing its tipping point.

The ocean's conveyor belt

Ocean currents are driven by winds, tides and water [density differences](#). In the Atlantic Ocean circulation, the relatively warm and salty surface water near the equator flows toward Greenland. During its journey it crosses the Caribbean Sea, loops up into the Gulf of Mexico, and then flows along the U.S. East Coast before crossing the Atlantic.



How the Atlantic Ocean circulation changes as it slows. IPCC 6th Assessment Report

This current, also known as the Gulf Stream, brings heat to Europe. As it flows northward and cools, the water mass becomes heavier. By the time it reaches Greenland, it starts to sink and flow southward. The sinking of water near Greenland pulls water from elsewhere in the Atlantic Ocean and the cycle repeats, like a [conveyor belt](#).

[Too much fresh water](#) from melting glaciers and the Greenland ice sheet can dilute the saltiness of the water, preventing it from sinking, and weaken this [ocean conveyor belt](#). A [weaker conveyor belt](#) transports [less heat northward](#) and also enables less heavy water to reach Greenland, which [further weakens](#) the conveyor belt's strength. Once it reaches the [tipping point](#), it shuts down quickly.

What happens to the climate at the tipping point?

The existence of a tipping point was first noticed in an overly simplified model of the Atlantic Ocean

circulation in the early 1960s. Today's more detailed climate models indicate a continued slowing of the conveyor belt's strength under climate change. However, an abrupt shutdown of the Atlantic Ocean circulation appeared to be absent in these climate models.

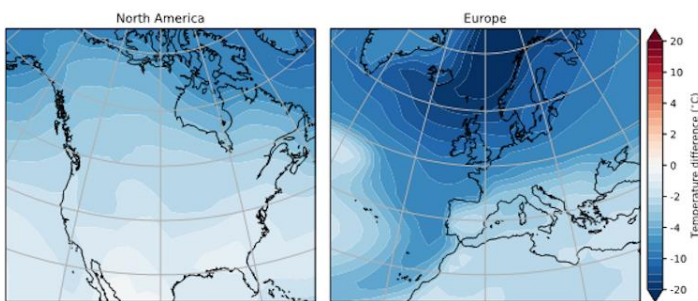
This is where our study comes in. We performed an experiment with a detailed climate model to find the tipping point for an abrupt shutdown by slowly increasing the input of fresh water.

We found that once it reaches the tipping point, the conveyor belt shuts down within 100 years. The heat transport toward the north is strongly reduced, leading to abrupt climate shifts.

The result: Dangerous cold in the North

Regions that are influenced by the Gulf Stream receive substantially less heat when the circulation stops. This cools the North American and European continents by a few degrees.

The European climate is much more influenced by the Gulf Stream than other regions. In our experiment, that meant parts of the continent changed at more than 5 degrees Fahrenheit (3 degrees Celsius) per decade – far faster than today's global warming of about 0.36 F (0.2 C) per decade. We found that parts of Norway would experience temperature drops of more than 36 F (20 C). On the other hand, regions in the Southern Hemisphere would warm by a few degrees.



The annual mean temperature changes after the conveyor belt stops reflect an extreme temperature drop in northern Europe in particular. René M. van Westen

These temperature changes develop over about 100 years. That might seem like a long time, but on typical climate time scales, it is abrupt.

The conveyor belt shutting down would also affect sea level and precipitation patterns, which can push other ecosystems closer to their tipping points. For example, the Amazon rainforest is vulnerable to declining precipitation. If its forest ecosystem turned to grassland, the transition would release carbon to the

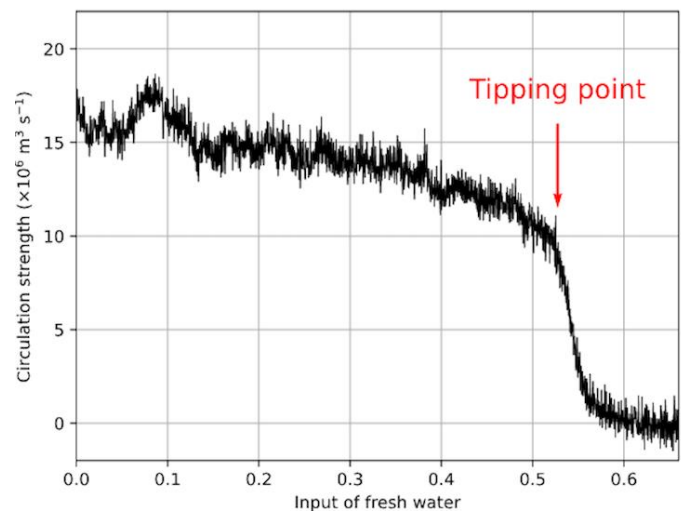
atmosphere and result in the loss of a valuable carbon sink, further accelerating climate change.

The Atlantic circulation has slowed significantly in the distant past. During glacial periods when ice sheets that covered large parts of the planet were melting, the influx of fresh water slowed the Atlantic circulation, triggering huge climate fluctuations.

So, when will we see this tipping point?

The big question – when will the Atlantic circulation reach a tipping point – remains unanswered. Observations don't go back far enough to provide a clear result. While a recent study suggested that the conveyor belt is rapidly approaching its tipping point, possibly within a few years, these statistical analyses made several assumptions that give rise to uncertainty.

Instead, we were able to develop a physics-based and observable early warning signal involving the salinity transport at the southern boundary of the Atlantic Ocean. Once a threshold is reached, the tipping point is likely to follow in one to four decades.



A climate model experiment shows how quickly the AMOC slows once it reaches a tipping point with a threshold of fresh water entering the ocean. How soon that will happen remains an open question. René M. van Westen

The climate impacts from our study underline the severity of such an abrupt conveyor belt collapse. The temperature, sea level and precipitation changes will severely affect society, and the climate shifts are unstoppable on human time scales.

It might seem counterintuitive to worry about extreme cold as the planet warms, but if the main Atlantic Ocean circulation shuts down from too much meltwater pouring in, that's the risk ahead.

Navigating the Currents of Concern: EMFs and Marine Life in the NY-NJ Region

By Capt. Paul Eidman

In the waters surrounding New York and New Jersey, we have witnessed over a decade of undeniable positive feedback regarding the relationship between certain migratory fish species and electromagnetic fields (EMF). Two striking examples are the Hudson River and Raritan Bay, historic spawning and migratory egress locations for various species including striped bass, American eel, American shad, alewife, blueback herring, Atlantic long-nosed sturgeon, as well as marine mammals like humpback whales, Atlantic bottlenose dolphins, and several species of sea turtles.

Raritan Bay and the Hudson River host 660-megawatt (MW) submarine transmission cables, one since 2007 and the other since 2013. These high-voltage cables, alongside an array of telecom and undersea cables, crisscross the waters, yet marine life continues to thrive. It's an astonishing sight to behold—these vibrant ecosystems coexist with the infrastructural marvels beneath them.



Note that both submarine cables used in these projects are remarkably like the cables planned for transmission of power from the offshore wind projects planned in the New York Bight. Both are heavily insulated, triple wound to reduce EMFs. These projects also used a water-powered “jet plow” device for burying the cables 6 feet beneath the seabed, which further diminishes the EMF levels to a barely detectable level. The ecosystem effects of using this method have been proven worldwide as

temporary and safe. In fact, fish have been observed feeding in the wake of the jet plow, and other creatures have been seen during post-installation inspections to have made a home directly over the cable lay.



Among these projects, the Neptune Project stands out as a monumental feat of engineering. Stretching 65 miles undersea and underground from Sayreville, New Jersey, to Nassau County on Long Island, the Neptune Project provides a 660 MW electric transmission line to Long Island consumers—enough to power 600,000 homes.

Similarly, the Hudson Project, completed in June 2013, links New York City and New Jersey with a 660 MW electric transmission line, enhancing power supply and enabling access to renewable resources. Both projects employ high-voltage direct current (HVDC) technology, utilizing underground and underwater routes. The Hudson cable, entirely underground and underwater, runs from Ridgefield, New Jersey, to Manhattan, providing New York City with essential power resources while minimizing environmental impact.



Three major factors determine the exposure of marine organisms to magnetic and induced electric fields from undersea power cables: the amount of electrical current being carried, cable design, and distance from the cable. Fish species, including electro-sensitive and magneto-sensitive varieties like elasmobranchs (rays), eels, and sturgeons, possess specialized sensory organs to perceive electric and magnetic fields, crucial for prey detection, predator avoidance, and migration navigation.



Over the past decade, we have witnessed a drastic increase in the recreationally important striped bass population in this very area. These fish are referred to as anadromous, meaning they live in the salt, but must migrate to freshwater headwaters to spawn. The upper reaches of the Raritan River and the Hudson River are considered natal waters and to reach them, these fish had to swim directly over the cables to do this. This would hold true for several other vital and declining species like alewife and blueback herring and American shad. This success is a clear example of EMFs having a ZERO effect or blockage of egress to spawning areas.

Another critically important recreational and commercial fish, the Summer flounder, a flatfish that lives directly on the bottom returns from its winter grounds offshore and crosses the cable areas each spring to the warmer waters of the back bays and feed. This is yet a perfect example of a species that lives in harmony with the submarine cables in our area.

Another remarkable thing has occurred over the past decade regarding a specific forage species in the area called Atlantic menhaden (bunker). Due to conservation efforts and cuts in harvest, these critical baitfish have returned to this area in record numbers. Because of this, the past decade has seen a drastic increase in the number of humpback whales and bottlenose dolphins (that feed upon the massive schools of bunker) in the same area, right on over the submarine cable areas, and clearly would not choose to remain here if, in fact, the EMFs were a negative factor.

While these species demonstrate remarkable adaptability to EMF, our responsibility as stewards of the ocean demands ongoing research, monitoring, and mitigation efforts to minimize potential harm.

Understanding the intricate interplay between EMF and marine life is paramount for sustainable development and conservation.

As we marvel at the coexistence of technological innovation and natural wonders in our coastal waters, let us remain vigilant in our commitment to preserving the rich biodiversity that thrives beneath the surface. By fostering collaboration between industry, government, environmental and fishery stakeholders, we can ensure that future generations inherit a thriving marine ecosystem—one where electromagnetic fields and marine life harmoniously coexist.

Capt. Paul Eidman is an NJ-based small business owner of Reel Therapy fishing charters and an advocate for fisheries conservation and habitat. He represents Anglers for Offshore Wind Power, a group that is speaking up for responsibly developed offshore wind power. AFWP's key principles are Angler access, angler input, and science before, during, and after construction.

JCAA Membership Report

By John Toth

The JCAA is in the process of moving from its Lakewood office to Camp Evans in NJ. Because of this move, we cannot mail the forms for dues payments since our computers have been disconnected. We do not know when they will be up and running to send our dues invoices to you as we usually do. Until then, I would appreciate your sending your club dues, sponsorships, and Associate Memberships payments to me at my home address at:

John Toth
24 Kings Mill Road,
Monroe Twp. NJ 08831

Make your checks for payment to JCAA.

- Club dues are still at \$50.
- Sponsorships are:
 - \$50
 - \$100
 - \$250
 - \$500

Your sponsorships will be recorded on the cover page of our monthly JCAA newsletter. Clubs who give JCAA sponsorships of \$250 or \$500 get to have an ad in our newsletter.

I have received checks from these clubs as payment for their membership dues: **Manasquan Fishing Club** \$200, **Spring Live Liners** \$100, **Hi-Mar Striper Club** \$500, **Saltwater Anglers of Bergen County** \$100. **Thank You!**

Mark Taylor and I have been invited to give a Power Point presentation about the JCAA to the Sunrise Rod & Gun club during April 5, 2024.

If you are still interested in having a presentation to your club, please contact me at my address mentioned above. To schedule a presentation, I need to know the date, time, and address of your club meeting and a contact person to coordinate with. I have been contacting clubs to schedule a presentation and I would appreciate your getting back to me at your earliest convenience.

Our next JCAA General Membership meeting be on **February 27th, 2024**, and it will be held as an in-person meeting at the Shark Anglers Building in Herbertsville and by ZOOM starting at 7:30 p.m.

I can be contacted at tothjohn@verizon.net or at (732) 656-0139 if you have any questions.

Youth Education Report

By Greg Kucharewski

GET NJ HOFNOD CERTIFIED

Brick schools have expanded their NJ HOFNOD in the school's curriculum. Teachers here is your chance to become a certified NJ HOFNOD instructor/leader for your school. Hooked On Fishing 2024 Team Leader Training, please do not register if you are not able to make the entire training. April 26-28, 2024, Lighthouse Center for Natural Resource Education, 7th St. and Navajo Dr., Waretown, NJ 08758. Arrive Friday, April 26, by 6:30 p.m.; depart Sunday, April 28, around 4:00 p.m. To participate in Team Leader Training, please complete and submit this questionnaire. NJDEP Fish & Wildlife partners with schools, community and faith-based organizations to establish youth fishing teams.

Teams are led by an adult(s) who dedicate their time, skills, and energy to implement the program. This

training is to prepare **you to lead** a group of youth in the program from beginning to end. The training is intended for adults interested in leading and/or assisting with a youth fishing team as part of the Hooked on Fishing Program. There is a \$65 non-refundable fee that covers training materials, meals and overnight accommodations.



Brick Schools Hooked on Fishing Not on Drugs

To register for the training, complete the form click on the picture above. Then make your check or money order payable to "CWF of NJ" and mail to: NJ Fish & Wildlife, 605 Pequest Road, Oxford NJ 07863, Attn: HOFNOD. Your registration is complete upon receipt of your registration fee. An email will be sent to you confirming your participation along with supplemental information to support making the most of your experience. For questions about the training, please send an email to hofnod@dep.nj.gov. Deadline to register is April 12, 2024. The information you provide may be shared within this agency ONLY to relevant parties as part of your participation in the program. Tight Lines!!! You can also visit the [NJ HOFNOD website](https://www.nj.gov/dep/fish-wildlife/hofnod/).

FISHING AND BOATING SHOWS

Be sure to visit the JCAA booth at upcoming fishing and boating shows. Stop by and meet our team. They can answer all your questions about saltwater fisheries



management and pending regulations. You can also ask questions about upcoming JCAA used fishing merchandise that will be on sale during early April and May. Don't forget to support the high school fishing

flea markets that help our youngsters learn about fishing.



**ATLANTIC CITY
BOAT SHOW®**

Feb 28 - March 3, 2024

 Atlantic City
Convention Center

**BUY TICKETS
SAVE 20%>>**

LARGEST SURF TOURNAMENT ALONG THE JERSEY SHORE

The 2024 Governor's Surf Fishing Tournament is coming up Sunday, May 19, 2024. Register online at [this link](#). We remind all eligible disabled veterans to apply for an IBSP 2024 Mobile Sportfishing Permit to drive on the beach. Phone IBSP Office: 732- 793-0506.



2024
NEW JERSEY STATE PARK PASS
0001

**Disabled Veterans Apply
for your FREE Parks Pass**

**NEW FOR 2024
VETERAN'S CATEGORY!**

This category will award one prize to the Military Veteran who catches the overall largest, legal fish. If you are a Veteran make sure to check the box on the application! The Veteran who wins will be asked to show proof of Government Issued ID or copy of DD-214.

WOMEN VETERAN AND ACTIVE-DUTY FISHING DAY

Click image to learn more or to register, email Karen Noe at scotpfriends@gmail.com.

WOMEN VETERAN AND ACTIVE — DUTY FISHING DAY



WHEN: SATURDAY
Apr. 20, 2024
11 am - 2:00 pm

WHERE
Lake Julianna
Millstone Twp
265 Dishrow Hill Rd., NJ



**LAKE
JULIANNA**
Ponderosa Estates Farm

CARDINALE "Developers • Construction • Leasing"
ENTERPRISES



**"IT'S COUNTRY"
LIVE MUSIC
BY VETERANS
DURING A DIRTY
DOG LUNCH**

REGISTER
Email Karen Noe at:
scotpfriends@gmail.com

EVENT IS FREE
Join us for Food and Fun
Military Spouses are
welcome to attend.
Loaner rods and reels,
bait, & fishing instruction
will be provided

LEARN TO FISH
Rig Bait, Casting, Lures,
Terminal Tackle Tricks
and more.



Please Support our Sponsors!

2023 Sponsors List

Grand Prize Sponsors

- **New Jersey Outboards** – www.njoutboards.com
- **Yamaha** - www.yamahaoutboards.com

Gold Sponsors (\$1000+)

- **Engel Coolers** – www.engelcoolers.com
- **Fisherman's Headquarters** – fishermansheadquarters.com
- **Jersey Nutz Sportfishing** – jerseynutzsportfishing.com
- **Liberty Landing Marina** – www.libertylandingmarina.com
- **Pure Fishing** – www.purefishing.com
- **Sea Owl Sportfishing** – (see on FB)
- **South Harbor Marina** – 116 Oregon Ave, Waretown, NY (609) 693-3658

Silver Sponsors (\$500+)

- **Aqua Traction of the Mid-Atlantic** – www.aquatractionmidatl.com
- **Rich Hunsinger Custom Rods** – (732) 779-2604

Bronze Sponsors (\$200+)

- **Captain's Inn** – www.captainsinnnj.com
- **Creekside Outfitters** – www.creeksideoutfittersnj.com

- **Forked River Tuna Club** – www.forkedriversclub.com
- **Grumpy's B&T** – www.grumpystackle.com
- **Imperium Outfitters** – www.imperiumoutfitters.com
- **Jersey Coast Shark Anglers** – Brick, NJ (see on FB)
- **Key Harbor Marina** – www.keyharbormarina.com
- **Natural Balance** – www.thenbpowerbracelet.com
- **Palmarius Rods** – www.palmariusrods.com
- **Playing Hooky** – www.playinghookynj.com
- **Tackle World (Jigging World)** – www.tackleworld.com
- **Alan Robinson** – www.themapguy.com
- **Viking Eyewear** – vikingeyewear@gmail.com

Raffle, Door Prize and Gift Auction Sponsors

- **24/7 Lures** – www.247lures.com
- **All American Tackle Company** – www.allamericantacklecompany.com
- **Atlantic B&T** – www.atlanticbaitandtackle.com
- **Avon Products** – Carol Ridgeway (609) 607-9702
- **Bait Mule Gulp Containers** – (see on FB)
- **Beach Haven Charter Fishing Association** – www.bhcfa.net
- **Betty and Nick's B&T** – www.betty-nicks.com
- **Bob's Bay Marina** – www.bobsbaymarina.com
- **Bob's Square Deal Hardware** – (see on FB)
- **Bonanza Fishing** – www.bonanza2.com

- **Captain Bill's Landing** – (see on FB)
- **Captain Crum Jigs and Rigs** – Bob Fitzpatrick (609) 536-2079
- **Catch All Tackle** – www.catchalltackle.com
- **Chatter Lures** – www.chattterlures.com
- **Dead Eye Dog's Custom Lures** – (410) 259-6580
- **DL Fender** – dlfender.com
- **Fin-Atics** – www.fin-atics.com
- **Fisherman Magazine** – www.thefisherman.com
- **Fishermen's Den** – www.fishbox.tv/Belmar/FishermansDen
- **Five Star Cutlery** – www.fivestarcutlery.com
- **FJR Lures** – (see on FB)
- **Gambler Fishing** – www.gamblerfishing.net
- **George Kalwa Fine Arts** – (see on FB)
- **Great Bay Marina** – www.greatbaymarina.com
- **Greever Custom Fishing** – (856) 381-7916
- **Hi-Mar Striper Club** – www.hi-mar.com
- **Hook House B&T** – www.hookhousebaitandtackle.com
- **Hudson River Fishermen's Association** – www.hrfanj.org
- **Island X Lures** – www.islandxlures.com
- **J&B Tackle** – (see on FB)
- **Jersey Jetts Tackle** – (732) 389-8343
- **Jim Levison Photo** – www.jimlevisonphoto.com
- **Jim's Bait and Tackle** – www.jimsbaitandtackle.com
- **Johnny's Tackle** – www.johnnyotackle.com
- **Kevin Bogan's Custom Rods** – www.kevinbogans.com
- **Lacey Marine** – www.laceymarine.com
- **Long Key Marina** – www.longkeymarina.com
- **M3Tackle** – www.m3tackle.com
- **Manhattan Tackle** – www.manhattantackle.com
- **Miss Belmar Princess** – www.missbelmar.com
- **Mistic Plugs** – Anthony Ricardo (609) 709-4147
- **Norma K III** – www.normaksportfishing.com
- **North Atlantic Jigs** – www.najigs.com
- **Northbar Tackle** – www.northbartackle.com
- **NY Damascus Cutlery** – www.nydamascuscutlery.com
- **One Stop Bait and Tackle** – (see on FB)
- **Papa's Plugs** – papasplugs@gmail.com
- **Pappy's Pride** – www.pappyspridefishing.com
- **Pell's Bait and Tackle** – Brick, NJ (see on FB)
- **Rich Metzger Studios** – www.richmetzgerstudios.com
- **Sporting Wood** – www.northbartackle.com
- **Tak Waterman** – takwaterman.com
- **Tony D's Bucktails** – Tony DeCicco (215) 359-5659
- **Vinner Baits** – www.vinnerbaits.com