"We can’t afford to be passive."

That was the message from Machias Savings Bank president Larry Barker concerning the suite of court cases related to North Atlantic right whale protections that could decimate the Maine lobster fishery. Machias Savings Bank donated $10,000 to the Maine Lobstermen’s Association (MLA) Legal Defense Fund (LDF) to provide support for the MLA’s efforts to represent lobstermen in these cases.

And Barker was not alone. There is broad business support for the LDF throughout the state from businesses large and small, such as Colby and Gale Fuel in Damariscotta, Brooks Trap Mill in Thomaston, and Hamilton Marine in Searsport.

For Barker, the issue is both local and statewide. “We serve fishermen from Calais to Portland and we’ve done so for 150 years. Many of my good friends are lobstermen. My son is a lobsterman [out of Machiasport]. This lawsuit is ridiculous,” said Barker.

He was referring to the case proceeding in federal District Court in Washington, D.C., brought by four environmental organizations against the National Marine Fisheries Service (NMFS). In April, the judge ruled that NMFS violated the Endangered Species Act (ESA) when it issued a biological opinion in 2014 on the lobster fishery without including an Incidental Take Permit for right whales. This decision on its own will have dramatic repercussions within the fishery because NMFS has never issued an Incidental Take Permit for right whales. The judge will also rule on how the agency can best correct that violation, a decision that could also affect the fishery.

“The issue extends beyond lobstermen,” Barker said. “The ripple effect will be huge. Lobstermen come to us for many different things, like business financing, working capital, home loans. But there are all the other companies related to the fishery as well. Trap companies, bait companies, trucking companies. The lobster industry is the backbone of the coast.”

Figures compiled by the Sunrise County Economic Council show just how important lobstering is in Washington and Hancock counties. Approximately 1,100 residents work full-time as lobstermen, either as captains or as sternmen. While aquaculture,
It’s a comment heard often on Maine’s commercial wharves: ‘Livin’ the dream.’ For some people it might be true but for most fishermen it is an ironic reflection of just how hard they work to make a living from the ocean.

This summer made living that dream even harder. The worries just piled up for many lobstermen. COVID 19 closed many of the restaurants, hotels and other businesses that traditionally clammed up for Maine lobster in the summer. Trade tariffs with China continued to keep that country from purchasing Maine lobster, even as the Chinese economy began to reopen. Two pending federal court cases seeking additional protection for endangered North Atlantic right whales, along with the new rules and permits that will be required, hang like a dark cloud over the heads of lobstermen.

The Maine Lobstermen’s Association (MLA) continues to argue in federal court, both in Washington D.C. and in Bangor, that lobstermen are not the cause of the decline in the right whale population. To do that, the MLA has asked businesses and individuals to provide financial support to its Legal Defense Fund (LDF). And, as Landings’ lead article indicates, the response has been magnificent. Businesses large and small have stepped forward to ensure that the MLA has the funds necessary to fight, and fight successfully, in court. As Machias Savings Bank president Larry Barker said concerning the bank’s donation to the LDF, “We can’t afford to be passive.”

The court cases are complex and hinge on specific sections of the Endangered Species Act (ESA) and Marine Mammal Protection Act (MMPA), as Patrice McCarron, executive director of the MLA, explains in this issue. The decision by the federal judge in Washington D.C. will address the timing of a new Biological Opinion on the lobster fishery and an Incidental Take Statement for right whales that the National Marine Fisheries Service (NMFS) must issue under the ESA. The agency has never created an Incidental Take Statement for right whales before.

The case in Bangor federal court revolves around the use of vertical lines in Maine’s state waters lobster fishery and the potential need for an ESA Incidental Take Permit to allow those ropes to be fished. That case was brought by whale advocate Max Strahan; the MLA and the Maine Lobstering Association are intervenors. Currently, the parties await the judge’s issuance of a procedural order that would establish specific deadlines for the case to move forward.

Maine’s lobstering world experienced the loss of four of its most well-known figures this summer. Harlan Billings, Stevie Robbins II, Andy Gove, and Ed Blackmore all bailed from Stonington and environs and all stood large as icons of the lobster industry. Carla Guenther, chief scientist at the Maine Center for Coastal Fisheries, recognizes their tremendous legacy in her column this month.

We also hear from Geoff Irvine, executive director of the Lobster Council of Canada, on actions the lobster industry in the Maritime provinces have taken to help fishermen. The Council helped create the “Canadian Lobster Model,” which uses historical export data, landings volumes and predicted market recovery percentages to approximate the amount of “stranded lobster” — harvested lobster without a buyer — that could occur if the fishery continued as it had in previous years. He credits an uptick in demand from China and other Asian countries as well as increased demand for lobster by Canadians with keeping the industry in good shape thus far this year.

Constant communication among lobstermen, lobster processors and the federal and provincial governments has also helped Maritime seafood businesses weather the COVID 19 storm, according to Irvine.

Mike Grodin, a financial planner at Twin City Financial in Lewiston, continues our Business 101 series with a look at retirement planning. For many lobstermen, retirement is the least of their worries. But Grodin emphasizes how crucial it is to start saving early to create a sturdy nest egg for retirement. Various financial instruments, such as a Roth IRA or Single K retirement plan, make it easy for even a lobsterman just starting out to save. Even if you plan to fish during your retirement, putting some money away will provide options if things don’t go as planned.

Landings continues its series on Maine’s historic small harbor with a look at Cundys Harbor in Harpswell. The small harbor has been known as a vibrant fishing port for centuries. Its fishermen once harvested cod, hake, haddock, pollock, cusk, swordfish, mackerel, menhaden, herring, sardines, and whiting, depending on the season. At one point the harbor’s key commercial wharf and adjacent land was threatened with conversion to residential use. A non-profit organization managed to avert that change and today Holbrook’s Wharf remains a focal point of Cundys Harbor.

Finally, what would summer be without white sails on a blue sea? Artist Buckley Smith conveys the magic of sailing in his paintings, murals and drawings. For many years he has also painted the backdrop of the Swans Island Music Festival live while that week-long event takes place. While the Festival is cancelled this year, we can still take pleasure in Smith’s work.

We hope you enjoy this issue and, as ever, welcome your suggestions for future issues.

Diane Unsworth
By Geoff Irvine

In late January, the Lobster Institute hosted the annual Canada/US Lobster Town Meeting, held for the first time during the winter in Moncton, New Brunswick. Coming off a big 2019 in the lobster sector, the meeting was extraordinarily successful, attended by harvesters, processors, live shippers, and government folks from Maine and the Maritimes and covering many key issues facing the lobster sector in North America. There were only whispers of a potential virus coming out of China. By the middle of the next week, as orders started being cancelled and national media began calling, we knew that 2020 would be a far different year.

The Canadian seafood sector historically has been resilient when unforeseen circumstances hit the worldwide protein market. As a sector we have learned lessons, adjusted and mostly survived through the panic after 9/11, Mad Cow, H1N1, SARS and market downturns due to increased supply and the recession of 2007/2008.

COVID 19 has been by far the most challenging and while we remain firmly in the grips of the pandemic with much hard work to do worldwide, some early lessons have been learned that are helping the Canadian lobster industry through the crisis and prepare us for the future.

Planning is vital and ultimately the market is always right. On February 13 we held the first of our now weekly calls of the Lobster Council of Canada COVID 19 working group. With the lobster market collapsing and spring fishing and processing season approaching, we had a responsibility to provide clear and unbiased market information to all in the value chain as well as to act as a convenor to allow for regular and open sharing as harvesters and plants attempted to make the best decisions possible to benefit their business.

Through the spring we worked closely with provincial and federal governments and the industry to develop the “Canadian Lobster Model.” This model uses historical export data, landings volumes and predicted market recovery percentages to extrapolate the amount of “stranded lobster,” lobster without a home, that could be available should we carry out the fishery and production as usual this year.

Harvester groups and the shore-side sector used this information to adjust their season’s timing and plan their buying and processing government agencies used the data to help support financial aid programs like the Canadian Seafood Stabilization Fund for the shore-side sector ($62.5 million) and the Fish Harvester Benefit and Fish Harvester Grant Programs ($470 million) for the harvesting sector.

Ultimately our market recovery estimates proved to be somewhat pessimistic as the market (albeit at a much-reduced price level) improved in Asia and North America faster than we expected, with many factors impacting landed volume including bad weather, season delays, daily limits and lower shore prices. Retail sales of live lobster and lobster tails in North America have been better than expected. Sales of live lobster and whole, in-shell products in Asia were the first to bounce back and give the industry some hope.

As one of our members said, “Mrs. Price” is always the best salesperson. There is no doubt that the modelling exercise was important for the entire sector as it tried to make business decisions in a chaotic and uncertain situation.

Market diversity (processed/live, North America/Europe/Asia, foodservice/retail/e-commerce) is vital. As the pandemic spread across the world at different speeds, markets have recovered in a similar fashion. We started to see a return to demand for live lobster in China and South Korea in April (cargo charter companies saved the day due to commercial airlines shutting down) with North American retail demand driving sales for tails and live lobster for Mother’s and Father’s Day in May and June.

Lobster is a celebration food and consumers worldwide, confined to their homes, found ways to enjoy Canadian lobster, in all forms, despite their circumstances. Canadians also helped by buying significant volumes through the spring via retail and direct sales throughout the five eastern provinces. The pandemic has also made us once again realize how fortunate we are that we have an export sector that is split approximately 50/50 in terms of processed...
Indeed, these are weird times. Maine’s 4,500 independent owner-operator lobstermen are navigating what feels like never-before-experienced conditions of uncertainty. Tradition is something that this industry values deeply and credits for much of its success. While these days may feel brand new, the fishery has faced challenges before and met them with characteristic smarts, humor and chutzpah.

This year, while we have been homeschooling our kids or adjusting our fishing approach for the 2020 season, Stonington has lost four remarkable pioneers who each — without a doubt — shaped the lobster fishery that we celebrate today: Ed Blackmore, Harlan Billings, Andrew Gove, and Steve Robbins. To see them fully it’s worth looking back at the decades, starting in the 1970s.

In the midst of a pandemic we can’t gather and celebrate the way each of these larger-than-life icons of Maine commercial fisheries deserve. Instead, we can reflect on their impact, who they were, and what made them able to make such marks in our community. They are, and should be, men who are the subject of stories told far and wide along the coast and out at sea. Ed was to bull-headed advocacy what Harlan was to commercial fishing shipyard services, what Andy was to lobster boat races, and what Stevie was to fishing the Hague Line.

These men were at once hard-drivers, salt of the earth, and influencers. That paradox was also their strength and reality. They didn’t aim to be influencers, but they were. They saw opportunities where others might have seen none. They were deeply committed to the future of their shoreside and commercial fishing communities and the underlying code of work, self-reliance, innovation, and ingenuity.

The pressures experienced in the 1970s and the following decades were unprecedented then, just as our current situation is for us now. Who among us is seeing the opportunities to influence and shape the future of our fishery and of our fishing communities, not just for ourselves but for future generations who will be facing the next challenges?
The peer-reviewed report, led by authors from the University of Windsor in Ontario, speculates on why more of the apex (top-of-the-food-chain) predators are being seen in the summer months, especially off Nova Scotia. One hypothesis is that the great white shark’s range has shifted, bringing them into an area where they were rarely seen in the past.

“A northward range expansion could be related to multiple factors, including warming Canadian waters due to climate change, population recovery and/or greater regional prey abundances,” the author Maine or maybe they’ve been here all along and we didn’t notice. “A large, highly mobile, predatory shark may have been historically abundant in Canadian waters yet considered ‘rare’ simply due to our inability to observe them,” the paper states.

It documents records of 60 great white shark “observations” in Atlantic Canada between 1872 and 2016. There were 27 sightings; 26 caught in nets; and seven others inferred from teeth in gear and wounds on seals and porpoises.

The report is based primarily on satellite tracking data from Florida-based Ocearch, an organization that collects and publishes ocean data, in part through tagging sharks and taking samples from them. The organization staged heavily promoted and highly publicized tagging events off Nova Scotia in 2018 and 2019.

Over the two-year period, 17 great white sharks were captured — most at Ironbound Island near Lunenburg, N.S., and some near Scatarie Island off Cape Breton. Holes were drilled through their dorsal fins, and they were fitted with a satellite-transmitting tag. All six of great whites tagged in 2018 returned in 2019. Because the satellite tracking data is not precise, hot spots for occurrences explosive.

It is therefore possible that with greater prey availability, white sharks are experiencing a similar increase in fecundity and survival rates. An increase in shark sightings in Atlantic Canada due to an increase in the local seal population would mirror that observed in Massachusetts,” the report states. White shark populations have grown in the Massachusetts area in recent years as conservation measures to protect seals have resulted in their population rebounding in that area, as well, the report notes.

Canada’s Department of Fisheries and Oceans (DFO) also tagged a great white shark, a young male, in Nova Scotia off Port Mouton in 2018. It was the first great white shark tagged in Canada. That shark and a female tagged off Cape Cod spent the summer of 2018 off Nova Scotia.

The tracking device showed what appeared to be a search pattern to intercept grey seals moving from the huge colony on Sable Island to areas where seals come ashore in Nova Scotia and elsewhere on the eastern seaboard. It is part of a government effort to identify where the endangered predator lives — its “critical habitat” — when in Canada.

The DFO scientist leading that project, Heather Bowbly, told CBC News in 2019 there are likely very few great white sharks coming north. “We are talking low numbers,” she said. To put the numbers in perspective, it took DFO three days to find the great white off Port Mouton and three hours to find 15 off Cape Cod.

By Paul Withers, CBC. First published July 8 and reprinted with permission.
Over the years I’ve been increasingly frustrated by how effective the environmental community in selling its side of the right whale story to the public, seamlessly ignoring so many of the known threats to right whales and putting a singular focus on lobstering. Their story has become so pervasive that it is difficult for the press to fully understand the reality of what is actually happening.

A recent story published in *The New York Times*, “Northern Right Whales on the Brink, and Trump Could Be Their Last Hope,” is a sad testament to this campaign of misinformation. With the right whale population estimated at less than 410, it is important to address every known right whale death and serious injury. *The New York Times* article would lead the public to believe that the U.S. has not been proactive in requiring its commercial fishermen to take action to protect right whales and that the U.S., ironically, should look to Canada for guidance on this issue, despite the majority of right whales dying in Canadian waters. Sadly, this message will only delay meaningful protection for right whales.

It is simply mind boggling to me that a prominent publication could publish such a conclusion. The author is seduced by the compelling story sold by the environmental community and its response ignores and misinterprets the basic facts. The article makes many errors about the basic facts related to the threats facing right whales. Its authors write, “About 20 of the 31 right whales found dead since 2017 were in Canadian waters, according to NOAA.” Yet somehow she concludes, “That Canada recently issued wide-ranging protections.... If the United States does not take comparable steps, conservationists say, it is essentially allowing the species to go extinct.”

I have to ask: Who in their right mind would recommend... that the U.S. adopt a management program that resulted in the death of 23 right whales (not “about 20”) stated 18 years ago. By contrast, only four right whale deaths have been attributed to U.S. commercial fisheries over the past 20 years, with the last confirmed death in U.S. lobster gear occurring 18 years ago.

The full accounting of right whale deaths since 2017 reveals that U.S. commercial fishermen are not the culprits: 23 right whale deaths were attributed to Canada (8 vessel strikes, 6 entanglements and 9 undetermined), six were attributed to the U.S. (2 vessel strikes and 4 undetermined causes) and two were undetermined deaths, without a distinguishing feature to tie them to a particular fishery or country.

The article contains many major factual errors. The author writes, “right whales are dying at an alarming rate, from ship strikes and entanglement in lobster and fishing gear.” All I can say is “Wow!” Why does everyone refuse to look at the data? Based on NOAA data, the last known right whale mortality attributed to U.S. lobster gear occurred in 2002, long before comprehensive entanglement mitigation measures were put in place.

The author also states that despite the number of whales known to have died in Canada over the last three years, “more whales were seriously injured by entanglements in the United States, mostly off the coast of Maine.” This is blatantly false as data are clear that there are no known cases of right whales becoming seriously injured or killed in Maine lobster gear, ever. Thanks to the efforts of Fred Bever at Maine Public, the author subsequently ran a correction, stating “more whales were seriously injured by entanglements in the United States, many off the coast of Massachusetts.”

In my review of NOAA entanglement data since 2017, more right whales were sighted entangled (or seriously injured) in Canada than in the U.S. While these data are incomplete, it seems highly unlikely that the author had access to additional information upon which to base her statement.

The author then goes on to give high praise to the Canadians for implementing dynamic area management closures and conducting trials of ropeless fishing. She never acknowledges that Canada didn’t even begin to make a regulatory effort to protect right whales in the Gulf of St. Lawrence until 2018, after 12 right whales had died, or that their program thus far has failed miserably. An additional ten right whales died in Canada last year. And as in Canada, U.S. lobstermen have lost access to important fishing grounds due to right whale closures are testing ropeless fishing technology. Though it will be extremely challenging to use this technology in those closed areas and impossible to implement on a large scale, U.S. lobstermen are testing it.

The author also ignores the fact that the U.S. has been building a comprehensive right whale protection program since the late 1990’s, more than twenty years ago! She appears unaware that the U.S. implemented dynamic area management during the 2005’s but stopped because it triggered the removal of fishing gear after whales were sighted and often resulted in gear being moved out of an area long after whales had moved on. Instead of measures that don’t work, the U.S. has a far more aggressive right whale protection plan in place.

First, where there are predictable large gatherings of right whales, on the scale of what Canada now experiences in the Gulf of St. Lawrence, the U.S. closes the fishery. Period. No gear in the water prior to the arrival of the right whales, and no gear in the water until the whales have left the area. Contrast this with Canada where they have no such plan in place. The U.S. has a far more aggressive right whale protection plan in place.

Second, in areas whales are not known to frequent but may move on. Instead of measures that don’t work, the U.S. has a proactive in requiring its commercial fishermen to take action to protect right whales and that the U.S., ironically, should look to Canada for guidance on this issue, despite the majority of right whales dying in Canadian waters. Sadly, this message will only delay meaningful protection for right whales.

The sooner everyone works together to identify measures to effectively address vessel strikes and entanglement interactions in Canada and across all U.S. fisheries, the sooner right whales will have a fighting chance to recover. In the meantime, if the environmental community is serious about getting right whales the relief and intervention they deserve, they should work with the fishing industry to identify appropriate actions that thousands of fishermen can actually implement and thus achieve widespread compliance, rather than threatening fishermen with closures and ropeless fishing. It is a fact, as incontestable as the number of right whale calves struck by vessels (over 175?) would ever be, that for the last 20 years, right whales have been right on time. Instead, I have included MLA’s letter below so you know that we put forward our best effort to get the truth onto that paper.

The MLA will continue to do all it can to educate the public on what is really happening with right whales. Two right whale calves were struck by vessels in 2020 already; one died and the other was severely wounded. I should think of the hammer that would fall on lobstermen if those were a result of interactions with lobster gear rather than vessel strikes. What sort of hammer, I wonder, will fall on the shipping industry as a result?

Clearly, lobstermen cannot save this species on their own. The sooner everyone works together to identify measures to effectively address vessel strikes and entanglement interactions in Canada and across all U.S. fisheries, the sooner right whales will have a fighting chance to recover. In the meantime, if the environmental community is serious about getting right whales the relief and intervention they deserve, they should work with the fishing industry to identify appropriate actions that thousands of fishermen can actually implement and thus achieve widespread compliance, rather than threatening fishermen with closures and ropeless fishing. It is a fact, as incontestable as the number of right whale calves struck by vessels (over 175?) would ever be, that for the last 20 years, right whales have been right on time. Instead, I have included MLA’s letter below so you know that we put forward our best effort to get the truth onto that paper.

The MLA will continue to do all it can to educate the public on what is really happening with right whales. Two right whale calves were struck by vessels in 2020 already; one died and the other was severely wounded. I should think of the hammer that would fall on lobstermen if those were a result of interactions with lobster gear rather than vessel strikes. What sort of hammer, I wonder, will fall on the shipping industry as a result?

Clearly, lobstermen cannot save this species on their own. The sooner everyone works together to identify measures to effectively address vessel strikes and entanglement interactions in Canada and across all U.S. fisheries, the sooner right whales will have a fighting chance to recover. In the meantime, if the environmental community is serious about getting right whales the relief and intervention they deserve, they should work with the fishing industry to identify appropriate actions that thousands of fishermen can actually implement and thus achieve widespread compliance, rather than threatening fishermen with closures and ropeless fishing. It is a fact, as incontestable as the number of right whale calves struck by vessels (over 175?) would ever be, that for the last 20 years, right whales have been right on time. Instead, I have included MLA’s letter below so you know that we put forward our best effort to get the truth onto that paper.

The MLA will continue to do all it can to educate the public on what is really happening with right whales. Two right whale calves were struck by vessels in 2020 already; one died and the other was severely wounded. I should think of the hammer that would fall on lobstermen if those were a result of interactions with lobster gear rather than vessel strikes. What sort of hammer, I wonder, will fall on the shipping industry as a result?

Clearly, lobstermen cannot save this species on their own. The sooner everyone works together to identify measures to effectively address vessel strikes and entanglement interactions in Canada and across all U.S. fisheries, the sooner right whales will have a fighting chance to recover. In the meantime, if the environmental community is serious about getting right whales the relief and intervention they deserve, they should work with the fishing industry to identify appropriate actions that thousands of fishermen can actually implement and thus achieve widespread compliance, rather than threatening fishermen with closures and ropeless fishing. It is a fact, as incontestable as the number of right whale calves struck by vessels (over 175?) would ever be, that for the last 20 years, right whales have been right on time. Instead, I have included MLA’s letter below so you know that we put forward our best effort to get the truth onto that paper.

The MLA will continue to do all it can to educate the public on what is really happening with right whales. Two right whale calves were struck by vessels in 2020 already; one died and the other was severely wounded. I should think of the hammer that would fall on lobstermen if those were a result of interactions with lobster gear rather than vessel strikes. What sort of hammer, I wonder, will fall on the shipping industry as a result?

Clearly, lobstermen cannot save this species on their own. The sooner everyone works together to identify measures to effectively address vessel strikes and entanglement interactions in Canada and across all U.S. fisheries, the sooner right whales will have a fighting chance to recover. In the meantime, if the environmental community is serious about getting right whales the relief and intervention they deserve, they should work with the fishing industry to identify appropriate actions that thousands of fishermen can actually implement and thus achieve widespread compliance, rather than threatening fishermen with closures and ropeless fishing. It is a fact, as incontestable as the number of right whale calves struck by vessels (over 175?) would ever be, that for the last 20 years, right whales have been right on time. Instead, I have included MLA’s letter below so you know that we put forward our best effort to get the truth onto that paper.

The MLA will continue to do all it can to educate the public on what is really happening with right whales. Two right whale calves were struck by vessels in 2020 already; one died and the other was severely wounded. I should think of the hammer that would fall on lobstermen if those were a result of interactions with lobster gear rather than vessel strikes. What sort of hammer, I wonder, will fall on the shipping industry as a result?
LETTER TO THE EDITOR, THE NEW YORK TIMES

Letters the editor are limited to 175 words

“Northern Right Whales Are on the Brink, and Trump could be Their Last Hope,” July 10, wrongly asserted the U.S. is neglecting endangered North Atlantic right whales and mistakenly promoted Canadian efforts that failed to protect them.

The U.S. began its robust whale protections in the 1990s and is working to do more. The last right whale death from U.S. lobster gear occurred in 2002. The only entanglement in Maine lobster gear also occurred in 2002 and that right whale was sighted healthy in 2019. Only one right whale has ever been sighted seriously injured off of Maine.

In stark contrast, Canada’s first entanglement mitigation began in 2017. In Canadian waters, 23 right whales have died and two more have been seriously injured over the last three years. Advocating that the U.S. should follow Canada’s lead where 25 right whales were recently killed or seriously harmed is just not credible.

The Maine Lobstermen’s Association continues to work with government officials to balance the demands of our business and make our fishery ever safer for right whales.

Patrice McCarron
Executive director, the Maine Lobstermen’s Association

MLE DIRECTORS MEETINGS

The MLA Board of Directors has been meeting every two weeks over the past few months to discuss pending whale litigation, status of NMFS’ draft whale rules and biological opinion, and to monitor the status of the lobster fishing season. MLA’s staff and legal team have been heavily engaged in the court cases in Maine and Washington, D.C, and in preparing for the upcoming rulemakings. The lobster season has been somewhat better than expected, at least so far. While lobster prices continue to trend lower than in previous years, they are generally higher than many had expected. There is some cautious optimism that prices could hold, however, the fishery has not yet hit peak landings.

LEGAL DEFENSE FUND REACHES OVER $300,000

The Legal Defense Fund fundraising is going well. We are more than halfway to our goal, with more than $300,000 raised. MLA has received a tremendous outpouring of support from lobstermen, businesses and throughout our coastal communities. There is no doubt that the environmental organizations are spending far more than that to try to shut down the Maine lobster fishery. Without generous support from every part of the coast, the MLA would not be able to act effectively and proactively on this issue.

GROWTH IN Lobster RETAIL STABILIZES DEMAND

Earlier in the year there were grim predictions for the 2020 lobster season. While boat price is certainly not at a level seen in previous years, for the moment the lobster industry has averted the worst case scenario. Lobstermen are fishing and dealers are buying. Many lobstermen have curtailed effort by setting fewer traps and hauling less often, and dealers have been working hard to develop new markets for lobster. While Maine has not yet seen its peak landings, the fishery seems to be holding on. The summer is passing one anxious day at a time, with everyone hoping that markets hold, lobstermen sell and prices do not crash.

In June, former Seafoodnews.com editor John Sackton offered some insight into the unexpected stability of the lobster market so far. He wrote, “Two things have combined to help both the snow crab and lobster fisheries avoid the worst-case scenarios that were feared back in April. First, the government stimulus programs and employment benefits have protected consumer spending to a large extent. And what people are not spending going out, they are spending on the seafood they crave when they see it priced aggressively at retail... so we have a good recovery of interest in frozen lobster... lower prices spurred this demand, and now the market is extremely active. It is being driven by huge increases in retail seafood sales.”

He continued, “Secondly, retail demand for well-priced seafood is still off the charts. What has sustained the frozen lobster business is a huge interest at retail for lobster tails. Even meat, which had been in the doldrums, is seeing a pickup in interest with outdoor dining and seasonal tourism... On a macrobasis, frozen seafood has fared better than fresh or live seafood during the pandemic. With lobster, it will be the strength of the frozen market that will allow the fishery to continue at a survivable level for at least the next six or eight weeks.”

Sackton warns, “Alter the summer though, all bets are off. If the unemployment bonuses are not extended, or if stimulus direct to consumers is curtailed, spending could fall off a cliff. We are not out of the woods, but due to the strength of frozen lobster demand, it seems like we can survive another month or two, as Maine gets going in earnest.”

WHALE UPDATES

Pew Petition for Lobster Fishery Closures — NMFS has not issued any response to Pew’s June 18 petition for four seasonal closures of the lobster fishery. The Maine delegation, Governor Mills and MLA each sent letters to NMFS urging the agency to reject the petition.

The MLA writes, “Contrary to Pew’s claims, their petition seeks to address risk in American lobster fishery that is not supported by data, would cause significant economic hardship for lobstermen already struggling under pandemic-created hardships, undermine and delay the ongoing federal rulemaking and section 7 consultation, erode trust in the federal rulemaking process and sadly, increase risk to right whales,” The MLA continues, “The right whale population would stand to benefit significantly more if Pew turned its efforts to collaborate with Canada’s shipping and fishing industries where the majority of right whale injuries and deaths are occurring. The MLA strongly urges you to reject this petition and continue to work with the broader stakeholder community to identify, and analyze, proposals to aid in the recovery of right whales.”

Federal case in Washington D.C. District Court — All of the briefs on remedy were received by the court as of July 10. The judge will have oral arguments on August 3 to get input on areas of disagreement. The two issues under debate are when NMFS will complete the Biological Opinion and Final Whale Rules (NMFS has said that they will be complete by June 21; the environmental groups want the process complete by February 2021) and whether or not the court will order NMFS to cease permitting vertical lines in a large area around Nantucket during the time it takes for NMFS to complete the new Biological Opinion and Final Rule. We do not know when the judge is expected to make his final ruling.

Federal case in Bangor District Court — There was a lot of activity in this case in June and July, with plaintiff Max Strahan filing multiple briefs in opposition to the MLA and Maine Lobster Union (MLU) motions to intervene, to seek preliminary injunction against NMFS and DMR to prohibit the permitting of vertical lines in Maine’s state waters lobster fishery, and to amend his original complaint. The judge has granted both the MLU and the MLA intervenor status in June and July 18 petition for four seasonal closures of the lobster fishery. The Maine delegation, Governor Mills and MLA each sent letters to NMFS urging the agency to reject the petition.

The MLA writes, “Contrary to Pew’s claims, their petition seeks to address risk in American lobster fishery that is not supported by data, would cause significant economic hardship for lobstermen already struggling under pandemic-created hardships, undermine and delay the ongoing federal rulemaking and section 7 consultation, erode trust in the federal rulemaking process and sadly, increase risk to right whales,” The MLA continues, “The right whale population would stand to benefit significantly more if Pew turned its efforts to collaborate with Canada’s shipping and fishing industries where the majority of right whale injuries and deaths are occurring. The MLA strongly urges you to reject this petition and continue to work with the broader stakeholder community to identify, and analyze, proposals to aid in the recovery of right whales.”

Continued on page 8
Update on Whale Rules and Biological Opinion — NMFS Gloucester Office (GARFO) submitted its draft of the federal whale rules to the Office of Management and Budget (OMB) and Office of Information and Regulatory Affairs (OIRA) for review in June. These agencies have 90 days to review the documents and may request an additional 30 days for review. It is common for this review to result in modifications to the draft rules. NMFS anticipates that the draft whale rule and draft environmental impact statement (DEIS) will be published in late summer or early fall, which will begin the formal public comment process. NMFS will schedule public meetings, which may be done online due to the pandemic, to present an overview of the draft plan and to take comments.

NMFS intends to publish the draft Biological Opinion when the draft whale rules and DEIS are released. The draft Biological Opinion will be released to the New England Fishery Management Council (NEFMC) and Atlantic States Marine Fisheries Commission (ASMEC) to allow an opportunity for these councils and the public to ask questions and ensure there is clarity about GARFO's finding. NMFS anticipates the final Biological Opinion and Whale Rules will be complete by the end of May 2021.

BAIT UPDATES

State and Episodic Menhaden Fishery Closed, Small-Scale Fishery Open

Atlantic menhaden are managed by the ASMFC under Amendment 3 to the fishery management plan. The ASMFC's Atlantic Menhaden Board set the total allowable catch for the 2020 fishing season at 216,000 metric tons (mt). Maine's allocation of Atlantic menhaden quota is 0.52% of the available 216,000 mt, or 438,677 pounds. Maine is also able to participate in the Episodic Events Fishery Set Aside program; the set aside quota is 1% of the total allowable catch and is approximately 4.7 million pounds for the 2020 fishing year.

On June 19, Maine reached its allocated quota and closed the state-directed fishery. DMR requested and was granted participation in the Episodic Event Set Aside program (EESA). Maine's Episodic menhaden fishery was limited to Mondays and Thursdays only with landings reporting required the same day. The daily landing limit (120,000 pounds) and the weekly cap (160,000 pounds) will remain the same for both harvester and carrier vessels along with one landing allowed per calendar day.

DMR declared Maine's menhaden episodic quota fishery closed on Tuesday, July 7, when it was estimated that 4.1 million pounds of the available 4.7 million pound quota had been landed to avoid incurring overage. DMR opened the Incidental and Small-Scale fishery on July 9. Participants in the Small-Scale fishery on July 9. Participants in the Small-Scale fishery had been landed to avoid incurring overage. DMR opened the Incidental and Small-Scale fishery on July 9. Participants in the Small-Scale fishery had been landed to avoid incurring overage.

OFFSHORE WIND

The MLA joined with many fishing groups to circulate a petition asking the federal offshore wind permitting agency, Bureau of Ocean Energy Management (BOEM), to implement a five-year moratorium on offshore wind development until a growing number of fishing industry concerns are addressed. The group asks that fishermen be consulted early in a wind development process, that environmental impacts must be understood and addressed, fishing industry impacts must be adequately researched, understood and mitigated, safety and navigational concerns must be addressed, as well as the economic impacts on the fishery and its communities, amongst other concerns. The petition was a great success and was sent to BOEM with 3,052 signatures from across the country! New Jersey brought 915 signatures; Rhode Island 260; Maine, Massachusetts, California and New York each brought in over 200; and Oregon, Connecticut, and Maryland each brought in over 100.

DMR CARES ACT PROPOSAL

In May DMR notified the seafood industry that the state was allocated $20 million in CARES Act relief funding to support the recovery of Maine's commercial fishing, seafood, aquaculture, and charter fishing industries from the financial impacts of COVID-19. Following additional guidance from NOAA provided in June, DMR has been working on developing the “spend plan” for these funds, which must be approved by NOAA.

DMR anticipates reaching out to all potentially eligible parties in August. In preparation for that, DMR is asking all license holders to confirm that their contact information is up to date with the state. DMR will mail letters regarding the application process for CARES Act relief to all license holders via the U.S. Postal Service and will follow up with an email for those license holders with an email address. Any one who has recently moved or is otherwise concerned that DMR may not have correct mailing or email address should contact DMR as soon as possible by logging into your LEEDS account or calling the DMR Licensing Division at 624-6550, Option 2.

The information regarding the application process will be time-sensitive, so it is critical DMR has correct addresses to prevent unnecessary delays. DMR wants to ensure that these funds are provided to all individuals who meet the eligibility criteria.

PPP LOAN FORGIVENESS

Applications for the Paycheck Protection Program (PPP) have been extended to August 8. Applications can be made through local lenders.

If you have received a PPP loan, it is time to start thinking about applying for loan forgiveness. The Small Business Administration has made a few changes since the PPP program was first released. The forgivable portions of a PPP loan include payroll costs. The SBA has changed the amount of the PPP loan that must be used to pay employees, lowering it to 60% from the previous requirement of 75%. Other forgivable expenses include mortgage interest payments (but not any pre-payments), lease payments, and utility payments for electricity, gas, water, transportation, telephone, or internet access. These must be existing expenses and cannot be new liabilities incurred by the business post-COVID.

To maximize forgiveness:

- At least 60% must be spent on payroll costs, and no more than 40% of the forgivable loan amount can be spent on mortgage interest, rent, and utili-
ties related to the business and entered into before February 15, 2020.

- Proceeds from any advance up to $10,000 on an EIDL loan will be deducted from the loan forgiveness amount on the PPP loan.
- Forgiveness will be reduced if full-time employee headcount declines.
- Independent Contractors do not count as employees. Only individuals who receive W-2s qualify as employees for the purposes of the PPP.
- Forgiveness is based on maintaining salary levels and will be reduced if salaries decrease by more than 25% for an employee.

The borrower must submit a loan forgiveness application to its lender within 10 months after the end of its loan forgiveness covered period or by December 31, whichever is earlier. You can find the PPP loan forgiveness application on the SBA website: www.sba.gov/document/sba-form-paycheck-protection-program-loan-forgiveness-application-revised-6-16-2020

If you are self-employed and have no employees, you can file the EZ Loan Forgiveness Application which is a shortened version with fewer calculations and documentation requirements. The PPP EZ Loan Forgiveness Application can be found at: www.sba.gov/document/sba-form-paycheck-protection-program-ez-loan-forgiveness-application-6-16-2020. The review process for loan forgiveness may take up to five months. Once a borrower submits an application for loan forgiveness, a lender has 60 days to review the application and forward it to the SBA; the SBA then has 90 days to review the application.

ASMFC SCHEDULES PEER REVIEW FOR AMERICAN LOBSTER BENCHMARK STOCK ASSESSMENT

The Atlantic States Marine Fisheries Commission’s American Lobster Benchmark Stock Assessment will be peer-reviewed on August 10-14, 2020 via webinar. The assessment will evaluate the status of American lobster stocks along the U.S. Atlantic coast and inform the management of this species. The peer review is open to the public, except for discussion of confidential commercial landings data and the Peer Review Panel’s final deliberations, when the public and all other workshop participants will be asked to exit the webinar. Webinar space is limited to 25 participants, so contact Tina Berger at tberger@asmfc.org if you are interested in listening in on the webinar.

Please note the draft assessment report and the peer review report will not be made publically available until mid-October as part of the American Lobster Management Board’s meeting materials, since neither report is considered final until they are accepted by the Board for management use.

It’s anticipated that the benchmark assessment and peer review report will be considered by the American Lobster Management Board in October. A copy of the peer review agenda can be found at www.asmfc.org/files/Meetings/AmLobsterAssessmentReviewWorkshopAgenda_August2020_1.pdf.

DREDGING AND NAVIGATIONAL PROJECTS

Piscataqua River Survey — The NOAA Ship Ferdinand R. Hassler will be conducting hydrographic survey operations on the Piscataqua River, on or around August 2, 2020. The survey will take approximately one to two days (24-hour operation) and all of the survey area is in the federal channel. The hydrographic survey will be used to ensure safe passage of deep draft vessels after a 14’ aluminum skiff sank on the river. The data will be used to update the nautical chart for the safety of navigation. The Hassler uses multibeam sonar systems to acquire detailed data of the bottom, delineating and obtaining least depths of potential hazards to navigation. The survey operations do not use tow nets, trawl nets, or anything that touches the seafloor.

The Hassler will be surveying with approximate line spacing of 400 to 500 meters, which can be modified on the fly to avoid gear and address sea state. Given the complex nature of the survey area, it is recommended to contact the ship on VHF Channel 16 or by phone if necessary. For emergencies, the ship can be reached by cell at 603-812-8748. The ship will be visible on AIS.

For gear claims, coordinating gear information, and obtaining the hydrographic products from this survey, contact Northeast Navigation Manager, Colleen Roche can be reached at (401) 545-0174 or northeast.navmanager@noaa.gov. For survey planning and collaboration efforts, contact Project Manager, Alexandra Dawson, at alexandra.dawson@noaa.gov.

Rye Harbor Maintenance Dredging — There are two dredging projects proposed for Rye Harbor which would require the disposal of material in Maine. DMR is accepting written comments about the potential impacts of these proposed dredging operations on fishing in the area to be dredged and on impacts to the fishing industry of the proposed route to transport dredge spoils to the disposal site. Written comments must be submitted by 5 p.m. on August 11 to Amanda Ellis at dmruerulemaking@maine.gov or mailed to Department of Marine Resources, Attn: Amanda Ellis, 21 State House Station, Augusta, Maine 04333. General questions may be directed to Denis Marc-Nault at 207-592-0521 or denis-marc.nault@maine.gov.

New Hampshire proposes maintenance dredging of the Rye Harbor Anchorage to be performed concurrently with the dredging of the Federal Navigation Project (FNP). The purpose of the proposed maintenance dredging is to alleviate shoaling conditions in the anchorage. Placement of dredge material is proposed for either of two open-water placement locations: Cape Arundel Disposal Site (CADS) or Isles of Shoals North Disposal Site (IOSNDS). CADS is located in Maine state waters. The haul route to IOSNDS impacts approximately 6.3 miles of Maine state waters. The CADS haul route impacts approximately 19 miles of Maine state waters.

The proposed dredging requires removal of approximately 9,000 cubic yards of sediments mainly composed of fine sand and silt. This material is proposed to be mechanically dredged (clamshell bucket) and then transported by scow to either of the proposed placement sites. The work will be accomplished over a two to three-month period in concurrence with the dredging of the FNP, between November 15 and March 15, in the year(s) in which funds become available.

The second dredge is a private project to conduct a maintenance dredge between the dock structures in the Port of Missing Men Trust to be performed concurrently with the harbor dredge with the same proposed dump sites. The proposed dredging requests the removal of approximately 2,750 cubic yards of sediments mainly composed of fine sand and silt to be mechanically dredged (clamshell bucket) and then transported by scow to either of the proposed placement sites.
We want your grubby gear. It’s our bag.

Drop your old bibs—in any condition—at any Hamilton Marine location or at Vessel Services in Portland and get 5% off your purchase of any of our gear.

@rugged_seas • www.ruggedseas.com

It’s time to join or renew at the Maine Lobstermen’s Association.

Our job is to support you and the future of the industry. Please support us.

www.mainelobstermen.org

It’s time to join or renew at the Maine Lobstermen’s Association.

207.367.2788 operahousearts.org

Deckhand is one-part reporting tool for your vessel trip reports and three-parts innovative logbook for keeping track of your own proprietary information to make your business run as efficiently as possible.

Whether you’re a fisherman who keeps meticulous logs or just wants to get the trip report done and head home, Deckhand works the way you do, all while getting your reports submitted in a matter of seconds.

Mandatory reporting is coming, so get ahead of the curve and put a product on board that takes care of compliance, adds value to your business, and is enjoyable to use.

** Introductory offer
$499 annual subscription only*
$999 annual subscription + iPad® + waterproof case**
Available June 1

Deckhandlogbook.com/greater-atlantic

Copyright © Real Time Data North America, 2020. All rights reserved. Pricing, specifications and availability subject to change. *Pricing valid through December 31, 2020. Pricing is for a 12 month subscription paid up front. **iPad (32 GB, Wi-Fi + Cellular) & AG aShell” (10.2, IP67). Cellular data plan not included, nor required. Apple and iPad are registered trademarks of Apple Inc.
FRESH BAIT
DIRECT FROM O’HARA

WHY BUY SECONDHAND WHEN YOU CAN BUY FRESH FROM O’HARA?

SINCE 1907

FRESH BAIT DIRECT FROM O’HARA SINCE 1907

BREWED BY TANK AND BARREL
FROZEN IN BOXES
FROZEN IN VATS/BOXES
50 LB BAGS

FRESH BAIT
DIRECT FROM O’HARA SINCE 1907

BREWED BY TANK AND BARREL
FROZEN IN BOXES
FROZEN IN VATS/BOXES
50 LB BAGS
WHEN YOUR ENGINE MEANS BUSINESS, MILTON CAT MEANS MORE.

Milton CAT is the Northeast and upstate New York Caterpillar dealer. Our complete range of marine power systems solutions is backed by a team with exceptional knowledge and experience.

- More engine choices.
- More fully equipped and staffed locations.
- More support for your commercial fishing vessel, ferry, tug, or pleasure craft.
- More ordering and delivery options for unparalleled part availability.

Contact:
Kevin Hampson, 508-634-5503, Kevin_Hampson@miltoncat.com

Bottom Line
Super 46 Wesmac
C18 CAT

Bottom Line
Super 46 Wesmac
C18 CAT

BROOKS TRAP MILL & MARINE SUPPLIES

Working to make 2020 your best season ever!

~ The one stop shop for your lobster & commercial fishing needs! ~

Visit us online at: www.brookstrapmill.com

Jonesboro, ME  
(207) 434-5791

Portland, ME  
(800) 244-8727

Thomaston, ME  
(800) 426-4526

West Bath, ME  
(855) 840-6027
RDR LOBSTER AND SHELLFISH
Trenton & Jonesboro, Maine

• Buying Lobster Year Round
• Top Prices Paid
• Pickups Available
• Instant Pay

207-667-2250
rdrlobster@yahoo.com

Oily, salty, Gulf Menhaden has 5 times more oil than Atlantic pogies*

*LSU Ag Center Test results

---

Prediabetes Risk Test

1. How old are you?

Younger than 40 years (0 points)
40–49 years (1 point)
50–59 years (2 points)
60 years or older (3 points)

2. Are you a man or a woman?

Man (1 point)
Woman (0 points)

3. If you are a woman, have you ever been diagnosed with gestational diabetes?

Yes (1 point)
No (0 points)

4. Do you have a mother, father, sister, or brother with diabetes?

Yes (1 point)
No (0 points)

5. Have you ever been diagnosed with high blood pressure?

Yes (1 point)
No (0 points)

6. Are you physically active?

Yes (0 points)
No (1 point)

7. What is your weight category?

See chart at right

Write your score in the boxes below

Total score:

If you scored 5 or higher —

You are at increased risk for having prediabetes and are at high risk for type 2 diabetes. However, only your doctor can tell for sure if you have type 2 diabetes or prediabetes, a condition in which blood sugar levels are higher than normal but not high enough to be diagnosed as type 2 diabetes. Talk to your doctor to see if additional testing is needed.

If you are African American, Hispanic/Latino American, American Indian/NAVA Native, Asian American, or Pacific Islander, you are at higher risk for prediabetes and type 2 diabetes. Also, if you are Asian American, you are at increased risk for type 2 diabetes at lower weights (about 15 pounds lower than weights in the 1 Point column). Talk to your doctor to see if you should have your blood sugar tested.

You can reduce your risk for type 2 diabetes

Find out how you can reverse prediabetes and prevent or delay type 2 diabetes through a CDC-recognized Lifestyle Change program at https://www.cdc.gov/diabetes/prevention/lifestyle-program.

If you scored 10 or higher —

You may have type 2 diabetes or prediabetes. Take steps to lower your blood sugar and improve your blood pressure. See your doctor for a physical examination and follow-up plan.

If you scored 15 or higher —

You are at increased risk for having type 2 diabetes. See your doctor to discuss treatment options.
Save Maine’s Lobster Industry

The MLA is raising $500,000 for the Legal Defense Fund to save Maine’s lobster industry.

We’re over half way there but we still need your support! The LDF is dedicated to support an array of advocacy work to #SaveMaineLobstermen in the face of evolving right whale protections:

- Represent Maine lobster industry in 2 federal court cases in DC and Bangor district courts
- Fight environmental groups effort to shut down the fishery & require ropeless fishing, such as in the recent Pew petition
- Represent Maine’s interests in the development of new federal whale rules and obtain newly required ESA permits
- Be ready to file suit against harmful court rulings or federal rulemakings

Thank you to all the 2020 Donors - as of 7/22/20

<table>
<thead>
<tr>
<th>Gifts under $100</th>
<th>Under $100 cont'd</th>
<th>$100 - $299 cont'd</th>
<th>$100 - $299 cont'd</th>
<th>$100 - $299 cont'd</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Bright Horizon</td>
<td>Jim O’Connell</td>
<td>George P Andrews</td>
<td>Jay Glover</td>
<td>Genevieve McDonald</td>
</tr>
<tr>
<td>Tele Aasen</td>
<td>Brent L Oliver</td>
<td>Mike Araenujlt</td>
<td>Kevin Glover</td>
<td>Michael McDonough</td>
</tr>
<tr>
<td>Robin Alden</td>
<td>Mary Olsen</td>
<td>Elaine Dembrows</td>
<td>Alexander Gonzalez</td>
<td>James R Mcmahon Jr</td>
</tr>
<tr>
<td>Sean Allen</td>
<td>Pandemonium Holdings LLC</td>
<td>Atmoscaper Design</td>
<td>Frank J Gotwals</td>
<td>Alice McWilliams</td>
</tr>
<tr>
<td>Terrance Ashton</td>
<td>Summer Paradis</td>
<td>John Bacon</td>
<td>Kate Griffin &amp; Rich Leidinger</td>
<td>Daniel Miller</td>
</tr>
<tr>
<td>Lacie Bachelder</td>
<td>Andrea Pellechia</td>
<td>Andrewバルzer</td>
<td>Samuel Harrington</td>
<td>Peter Miller</td>
</tr>
<tr>
<td>Nancy Beal</td>
<td>Amanda Porter</td>
<td>Michaelバルzer</td>
<td>Jessica Hathaway</td>
<td>Ryan Miller</td>
</tr>
<tr>
<td>Kevin Beling (Driveltrain)</td>
<td>Douglas Rackcliff</td>
<td>Robert L Beal</td>
<td>Andrew Havener</td>
<td>Miss Madiyin LLC</td>
</tr>
<tr>
<td>Thomas Bell</td>
<td>Darren &amp; Nicole Randall</td>
<td>Glenn Billings</td>
<td>Wayne Havener</td>
<td>Jonathan Murphy</td>
</tr>
<tr>
<td>John and Andrea Beve-ridge</td>
<td>Jeanne Rapone</td>
<td>Timothy Black</td>
<td>Gary E. Hokies</td>
<td>Karl Murphy</td>
</tr>
<tr>
<td>W. Kennedy Boone III</td>
<td>Robert Redimarker</td>
<td>Blaine E Blackmore</td>
<td>Bruce Heinssler</td>
<td>Nancy J Inc</td>
</tr>
<tr>
<td>Theodore Boyce</td>
<td>Michelle Floux</td>
<td>Scott Blackmore</td>
<td>Richard &amp; Bonnie Heinssler</td>
<td>Richard C Nelson</td>
</tr>
<tr>
<td>Lisa Brackett</td>
<td>Rebecca Robinson</td>
<td>Hugh Bowen</td>
<td>Jim Henderson</td>
<td>Mike Norcia</td>
</tr>
<tr>
<td>Robert L. Braun</td>
<td>Ervin Rodin</td>
<td>Kent Bradstreet</td>
<td>Christopher Herring</td>
<td>Mark Nystrom</td>
</tr>
<tr>
<td>Brymagon Press</td>
<td>Ellen Kornetky</td>
<td>Eric Bazier</td>
<td>Todd Hubbard</td>
<td>George E Olsen</td>
</tr>
<tr>
<td>Linda Burley</td>
<td>Robert Krist</td>
<td>Amy Bazier</td>
<td>Island Fishing Gear &amp; Napa Au- to Parts</td>
<td>Philip D Page</td>
</tr>
<tr>
<td>John and Carolyn Burr</td>
<td>Patricia Lagasse</td>
<td>Robert Brown</td>
<td>Island Lobster Supply</td>
<td>Michael Parentenau</td>
</tr>
<tr>
<td>Caitlin Callahan</td>
<td>Erny Lafa</td>
<td>Greg Bryer &amp; Gerri Patton</td>
<td>Friedenka Jenner</td>
<td>H. Parsons</td>
</tr>
<tr>
<td>Patrick Conrad</td>
<td>Kenneth F Lemont</td>
<td>Peter W Brewer</td>
<td>Angela Johnson</td>
<td>Nicolas Pellechia</td>
</tr>
<tr>
<td>William Crowell</td>
<td>Gary Libby</td>
<td>Lawrnt Brooks</td>
<td>Ezra Johnson</td>
<td>Antonina Pelletier</td>
</tr>
<tr>
<td>Curtis Brand Music</td>
<td>Nicole Look</td>
<td>Foy W Brown</td>
<td>Lincoln Johnson</td>
<td>Penoscoc Bay &amp; River Pilots</td>
</tr>
<tr>
<td>Chris Cushman</td>
<td>Daniel Lunt</td>
<td>Stephen Burns</td>
<td>Rachel Johnson</td>
<td>Alton Pinkham</td>
</tr>
<tr>
<td>Jess Daniels</td>
<td>Irving McConchie</td>
<td>John W Chipman</td>
<td>Robert P Johnson</td>
<td>Port Clyde Fresh Catch</td>
</tr>
<tr>
<td>Jon Emerson</td>
<td>Edward &amp; Debra Meyers</td>
<td>John Clinton</td>
<td>Vernon Johnson</td>
<td>Alan A Post</td>
</tr>
<tr>
<td>Erin Fitzgerald</td>
<td>Jed Miller</td>
<td>Daniel S Cloggou</td>
<td>Donald Jones</td>
<td>Richard Post</td>
</tr>
<tr>
<td>Kyle Foley</td>
<td>Tracy Moody</td>
<td>Philip R Condon</td>
<td>Heather Jones</td>
<td>Lawrence Pye</td>
</tr>
<tr>
<td>Rachel Fowle</td>
<td>Miriam M Mullkin</td>
<td>Jocelynne Coombs</td>
<td>Heathen Jones</td>
<td>Kelly Ralph</td>
</tr>
<tr>
<td>Kate Fox</td>
<td>Eve Murray</td>
<td>Riley Coombs</td>
<td>Samuel Joy</td>
<td>Chester A Rice</td>
</tr>
<tr>
<td>Joshua French</td>
<td>Kyle Nichols</td>
<td>Marilyn Cowell</td>
<td>Carlton Joyce</td>
<td>Edward &amp; Linda Robbins</td>
</tr>
<tr>
<td>Alison Galey</td>
<td>Brandon Seudor</td>
<td>Dennis Davis</td>
<td>Jason Joyce</td>
<td>John Rohrer</td>
</tr>
<tr>
<td>Tiffany Gardiner</td>
<td>Miranda Shinn</td>
<td>Benjamin A Doliber</td>
<td>Spencer Joyce</td>
<td>Steve Rosen</td>
</tr>
<tr>
<td>Sandra L. Gates</td>
<td>Deanna Smith</td>
<td>Jerry Doughty</td>
<td>Irene Kennedy</td>
<td>Patience Sampson</td>
</tr>
<tr>
<td>Kara George</td>
<td>David &amp; Joyce Southard</td>
<td>Downeast Fishing Gear</td>
<td>Sharon Korn</td>
<td>Matt Samuels</td>
</tr>
<tr>
<td>William Gilpatic</td>
<td>Tiffany Strong</td>
<td>Edgar Drew</td>
<td>Rodney &amp; Mancia King</td>
<td>Saunders Fishing Inc.</td>
</tr>
<tr>
<td>Asa Goodband</td>
<td>Debbie Sweet</td>
<td>Jordan Drouin</td>
<td>Scott S Kittridge</td>
<td>Terry Savage</td>
</tr>
<tr>
<td>Rhonda Lee Green</td>
<td>Asa Thompson</td>
<td>Martha T Dunman</td>
<td>Knight Marine Service</td>
<td>Christopher H Sawyer</td>
</tr>
<tr>
<td>Damian Hall</td>
<td>Kelsea Tower</td>
<td>Anne Eggers</td>
<td>Matthew D Knowlton</td>
<td>Sandra Shepard</td>
</tr>
<tr>
<td>Stan Hall</td>
<td>Ventura Fishermens Market</td>
<td>Andrew Vorkink</td>
<td>Alex De Koning</td>
<td>Coralie Sherman</td>
</tr>
<tr>
<td>Erik Hansen</td>
<td>Greg Veshinfsky</td>
<td>Kenneth Weed</td>
<td>Fiona De Koning</td>
<td>Michael Sherman</td>
</tr>
<tr>
<td>Gregory D Havener</td>
<td>Andrew Vorkink</td>
<td>Wendy Wenger</td>
<td>Edgar Drew</td>
<td>Heathier Sirocki</td>
</tr>
<tr>
<td>Pat Havener</td>
<td>Philip Wessel</td>
<td>Philip Wesel</td>
<td>Jordan Drouin</td>
<td>Karen Smallwood</td>
</tr>
<tr>
<td>Hunter Herron</td>
<td>Carla White</td>
<td>Carla White</td>
<td>Martha T Dunman</td>
<td>Lange Solberg</td>
</tr>
<tr>
<td>John C Holliday</td>
<td>Anne Wiedenkeller</td>
<td>Cynthia Wright</td>
<td>Anne Eggers</td>
<td>Hamilton D South III</td>
</tr>
<tr>
<td>Christina Humphinghaus</td>
<td>Greg Veshinfsky</td>
<td>Scott Young</td>
<td>Betsy Eggers</td>
<td>Philip Spalding</td>
</tr>
<tr>
<td>Craig Hutchinson</td>
<td>Cynthia Wright</td>
<td></td>
<td>Peter Emerson</td>
<td>Ted Spurling Jr</td>
</tr>
<tr>
<td>Curtis Jack</td>
<td>Scott Young</td>
<td></td>
<td>Nathan Fagonde</td>
<td>Jenni &amp; Gary Steele</td>
</tr>
<tr>
<td>Cynthia Jensen</td>
<td></td>
<td></td>
<td>A. Michael Falrikaumh</td>
<td>Craig Stewart</td>
</tr>
<tr>
<td>William Johnston</td>
<td></td>
<td></td>
<td>Nick Falikaumh</td>
<td>Cody Stewart</td>
</tr>
</tbody>
</table>
| Lori Karickoff   | | | Mary L Fay       | Jay Smith $1000 challenge * |}

* Alec Phippen Offshore Challenge * Brooks Trap Mill Challenge
Thank you for helping to save Maine’s Lobster Industry

2020 Donors - as of 7/21/20

$100 - $299 cont’d
Elliott Thomas
Courtland Tolman
Dana Tracy
True North Fisheries
Richard M Turner Sr.
Alexander Varner
Allan Vietos
Peter Vogell
Richard Waldron
Brandon Wallace
Lee Watkinson
Derek Webber
Ron Weeks
Jean A Welch
Christopher Weller
Jeanne L Whittier
Walter R Willey IV
Jeret Winchenbach
Eugene C Wilham
Jason Wilham
Barry L Wood Sr
Cheryl Worthy
Donald Wright
Jason York
Alli Young
Luke Zable
Mark Zable

Gifts $300 - $499
Bob Baines
Mary Blackmore & Sally Haskell
E. Vance Bunker
Mark Cheney
Tyler Cheney
Cranberry Isles Fishermen’s Co-op
Robert L Donnell
Philip N Doucette
Bobby Ingalls
John’s Bay Boat
William D McLain
Jim McMillan
Midcoast Marine Supply

$300 - $499 Cont’d
Steve N Miller
David Neubig
Adam Scott
Charles H Tarbox
Welch Engineering
Jason Zanke

Gifts $500 - $999
Adventure Advertising of Maine (tee-shirt sales)
Brian Alley
Joshua Ames
Rex Banner
Randall Betts
Joel Billings
David F Black
Gordon Bok
Steve Budrow
Dwight Carver
China Hill Restaurant & Bar
Herman Coombs
David Cousens
Laurie Crane
John Daggett
Delano Seafood Shack
Philip Doucette
Travis Doughty
John Drouin
Bruce W Fernald
Green Flash Fisheries
Earl Hamilton
Joshua Hatch
Richard Howland
Charles Ingalls
Island Fishermen’s Wives
Michael Jennings
Stuart Jones
Kennedy Marine, Inc
Craig Lazarz
Douglas McLemmon
Nicholas Lemieux
Midcoast Diesel Performance
Chris Moore
Moody’s Gifts (tee shirts)

$500 - $999 Cont’d
Nuvoc Marine Electronics
Matthew B Novell
Nicholas O’Hara
Ladd Olsen
Tara Perez
Luke Philbrook
Micah Philbrook
Woodbury A Post
Prien Fish & Lobster
Michael S Prior
Jeffrey Putnam
Ryan & Laurie Schoppee
Spruce Head Maine
David A Sullivan
Sam Rosen
Brian Tripp
John J Trips
Vinalhaven Lobster Co-op
Hartan Warren
W.A. Fasteners
William Whitman
Donald Young
Linda Zuke

Gifts $1,000 - $4,999
Jeremy S Alley*
Atwood Lobster Co
Bangor Savings Bank
Beats-Jonesport Co-op Inc
Billings Marine Service
Bramhall’s Lobster Wharf
Bring It Inc.
Bruce Crowley
Dustin Delano*
Wayne Delano*
Jeffrey A Donnell*
Zachary R Donnell*
Elizabeth Fenwick*
First National Bank
Friendship Heritage Lobster Co-op
Michael Flanigan
Edward N Foye
Gillespie Marine LLC
Michael Hunt*

$1,000 - $4,999 cont’d
Sam Hylar
Journey’s End Marina
Stephen Lash*
Lee Marine
Nicholas Lemieux
Ian Lussier*
Maine Coast Fishermen’s Association
Jack Merrill III*
Jim Merriman*
Alfred Osgood*
Peter Philbrook*
Josh Polk*
Harold Poole*
Kristan L Porter*
Triton Salmon*
Jay Smith Jr*
Smithwick & Mariners Ins.
John Stanley*
Starlight Inc.
Stonington Lobster Co-op
Town of Stonington
David A Thomas*
Alex Todd*
Vessel Services Inc.
Southern Maine Fishermen’s Association
Richard Wall*
Keith Wallace*
Ronald T Watkinson*
Ted Weber*
Thomas Werner*
Jeff White*
John and Judy Williams*
Bob Williams*
Justin J Wright*

Gifts $5,000 - $9,999
Alec Phippen*
Abraham Philbrook*
Hamilton Marine (tee shirts)
Rockland Lobster Boat Races
Spruce Head Fishermen’s Co-op
Swans Island Fishermen’s Co-op
York Lobstermen’s Assoc.

$10,000 - $49,999
Bar Harbor Bank & Trust
Brooks Trap Mill*
Colby & Gale*
Machias Savings Bank*

Gifts $50,000 & above
Donald Sussman

The Harbor Challenge:
Cape Porpoise Lobstermen: $5300
Frenchboro Lobstermen: $1085
York Harbor Lobstermen: $4465

Gifts In Memoriam
Doris Ewing—in memory of David Provenercher
Sheldon Goldthwait Jr— in memory of Hugh Watts
Robin Amorofo—in loving memory of Sherri Cook
Antonia Pelletier—In memory of Sherri Cook
Susan Salomon—in memory of Sherri Cook
Jeanne Rapone—in memory of Sherri Cook

Thank you to all who donated in 2019! A full list of 2019 donors can be found in our May issue.

Donate TODAY to #SaveMaineLobstermen

| Name: | $5000 | | $1000 | | $500 | | $365 “a dollar a day” | | $100 |
| Business Name: | | | | | | | |
| Address: | | | | | | | |
| City: | | | | | | | |
| State: | Zip: | | | | | |
| Phone: | | | | | | | |
| Email: | | | | | | | |

The Jay Smith Challenge
Lobstermen donate $1,000

The Brooks Trap Mill Challenge
Businesses donate $10,000 or more

Alec Phippen Challenge
Offshore Lobstermen donate $5000 each

Take the Challenge!

2 Storer St, Suite 203 Kennebunk, ME 04043
Call: 207-967-45555 Online: www.mainelobstermen.org

August 2020 | LANDINGS | Page 15
You need us and we need you.

We must work together to ensure a lobstering future for our children. Your membership support is critical to our success.

Become a member today.

• Online
• By mail
• By phone:

Harvester Membership Levels:
- First-time Member $200
- Highliner $350
- Harvester $250
- Harvester Family* $325
- Junior Harvester (under 18) $125
- Senior Harvester (over 65) $125
- Retired Harvester (no longer a captain) $50
* family memberships are for spouses and children under 23 living at home

Individual Membership Levels:
- Sternman $50
- Lobster Friend $100
- Lobster Lover $250

Payment info: Pay with: □ Visa □ MasterCard □ Check: #________________________ Total amount $________
Credit Card #:__________________________ Exp. date:__________ CV code: ___________
Billing town/state/zip:__________________________________________________________

2 storer St, Suite 203, Kennebunk, ME 04043   www.mainelobstermen.org   207-967-4555
**Vessel Insurance**

<table>
<thead>
<tr>
<th>Company</th>
<th>Offer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Smithwick &amp; Mariners Insurance</td>
<td>Discounted vessel insurance plus 5% discount with proof of CG approved Drill Conductor course w/in the last 5 years. Wooden boat, Builders coverage, no lay up period, discounted electronics deductible, and automatic coverage of researchers and more! Call Scott Smithwick 207-370-1883</td>
</tr>
</tbody>
</table>

**Fishing, Marine & Industrial**

<table>
<thead>
<tr>
<th>Company</th>
<th>Offer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hamilton Marine</td>
<td>Discounts available to commercial fishermen.</td>
</tr>
<tr>
<td>North Atlantic Power Products</td>
<td>Exeter, NH – 10% discount on parts and service. 603-418-0470</td>
</tr>
</tbody>
</table>

**Accounting**

<table>
<thead>
<tr>
<th>Company</th>
<th>Offer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Back River Tax Accounting</td>
<td>Brunswick, ME – Free initial consultation and review of previous tax returns. 207-607-7118</td>
</tr>
<tr>
<td>Back River Financial Group</td>
<td>Farmingdale, ME – Free initial consultation and review of previous years tax returns. 207-622-3772</td>
</tr>
</tbody>
</table>

**Bait**

<table>
<thead>
<tr>
<th>Company</th>
<th>Offer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlantic Bug Bait</td>
<td>Machias, ME – $1 off bucket of hog hide. $40 off a pallet. 207-235-5955</td>
</tr>
<tr>
<td>Old School Pig Hide Bait</td>
<td>Cutler, ME – $1 off per bucket (must show current MLA card). 207-812-5211</td>
</tr>
</tbody>
</table>

**Boat Builders/Repairs**

<table>
<thead>
<tr>
<th>Company</th>
<th>Offer</th>
</tr>
</thead>
<tbody>
<tr>
<td>SW Boatworks</td>
<td>Lamonie, ME – $1000 discount for hull or top on a 38’ CB or 44’ CB. 207-667-7427</td>
</tr>
</tbody>
</table>

**Electronic Equipment**

<table>
<thead>
<tr>
<th>Company</th>
<th>Offer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deckhand Electronic Logbook</td>
<td>Bellingham WA – Discounts &amp; Specials for MLA members. Call for more info. 888-210-3117</td>
</tr>
<tr>
<td>Navtronics, LLC</td>
<td>York, ME – 5% off of purchases. 207-363-1150</td>
</tr>
</tbody>
</table>

**Fuel**

<table>
<thead>
<tr>
<th>Company</th>
<th>Offer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Atlantic Edge Lobster</td>
<td>Boothbay Harbor, ME – Fuel discount for MLA members. 207-633-2300</td>
</tr>
</tbody>
</table>

**Gifts**

<table>
<thead>
<tr>
<th>Company</th>
<th>Offer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maine Camp Outfitters</td>
<td>Sunset, ME – 10% off all apparel and promotional product orders. 800-560-6900</td>
</tr>
<tr>
<td>Maine Lobstermen’s Association</td>
<td>Kennebunk, ME – 10% off all apparel 207-967-4555</td>
</tr>
</tbody>
</table>

**Lobster & Seafood**

<table>
<thead>
<tr>
<th>Company</th>
<th>Offer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crazy Lobster &amp; Shellfish</td>
<td>Portland, NY – 20% off the entire site: <a href="http://www.crazylobstershellfish.com">www.crazylobstershellfish.com</a></td>
</tr>
<tr>
<td>Cape Porpoise Lobster</td>
<td>Cape Porpoise, ME – 10% off picked lobster meat. 800-967-4268</td>
</tr>
<tr>
<td>Winter Harbor Fishermen's Coop</td>
<td>Winter Harbor, ME – 10% off picked lobster meat. 207-963-5857</td>
</tr>
</tbody>
</table>

**Newspapers**

<table>
<thead>
<tr>
<th>Company</th>
<th>Offer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Fisheries News</td>
<td>Deer Isle, ME – Discounted annual subscription rate for $18.75 with MLA membership noted on check. 800-989-5253</td>
</tr>
<tr>
<td>National Fishermen, North Hollywood, CA</td>
<td>Special annual subscription rate for $12 for 12 issues. 800-959-5073</td>
</tr>
</tbody>
</table>

**Propellers**

<table>
<thead>
<tr>
<th>Company</th>
<th>Offer</th>
</tr>
</thead>
<tbody>
<tr>
<td>New England Propeller Inc</td>
<td>Plymouth, MA – Discounts on marine propeller, shafting, and related items, sales &amp; repairs. 508-746-8804</td>
</tr>
<tr>
<td>Nautilus Marine Fabrication, Inc.</td>
<td>Trenton, ME – 5% Discount on propeller reconditioning. 207-667-1119</td>
</tr>
<tr>
<td>National Fishermen, North Hollywood, CA</td>
<td>Special annual subscription rate for $12 for 12 issues. 800-959-5073</td>
</tr>
</tbody>
</table>

**Refrigeration Services**

<table>
<thead>
<tr>
<th>Company</th>
<th>Offer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Applied Refrigeration Services</td>
<td>Windham, ME – $250 off new installations. 207-893-0145</td>
</tr>
</tbody>
</table>

**Safety Training & Equipment**

<table>
<thead>
<tr>
<th>Company</th>
<th>Offer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lifercomp Emergency Services, LLC</td>
<td>York, ME – 5% off lifercomp equipment with proof of MLA membership CAN be combined with other promotions. 207-363-0145</td>
</tr>
</tbody>
</table>

**Sea Rose Trap Co**

<table>
<thead>
<tr>
<th>Company</th>
<th>Offer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sea Rose Trap Co</td>
<td>S. Portland – 5% off list price on traps. Must show MLA card. 207-730-2063</td>
</tr>
</tbody>
</table>

**Show your MLA card to receive great discounts at these fine businesses!**

---

**HMMA MEMBER DISCOUNT DIRECTORY**

---

**Back River Tax Accounting**

<table>
<thead>
<tr>
<th>Address</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Brunswick, ME</td>
<td>Free initial consultation and review of previous tax returns. 207-607-7118</td>
</tr>
</tbody>
</table>

**Back River Financial Group**

<table>
<thead>
<tr>
<th>Address</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farmingdale, ME</td>
<td>Free initial consultation and review of previous years tax returns. 207-622-3772</td>
</tr>
</tbody>
</table>

---

**Atlantic Bug Bait**

<table>
<thead>
<tr>
<th>Address</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Machias, ME</td>
<td>$1 off bucket of hog hide. $40 off a pallet. 207-235-5955</td>
</tr>
</tbody>
</table>

**Old School Pig Hide Bait**

<table>
<thead>
<tr>
<th>Address</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cutler, ME</td>
<td>$1 off per bucket (must show current MLA card). 207-812-5211</td>
</tr>
</tbody>
</table>

---

**SW Boatworks**

<table>
<thead>
<tr>
<th>Address</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lamonie, ME</td>
<td>$1000 discount for hull or top on a 38’ CB or 44’ CB. 207-667-7427</td>
</tr>
</tbody>
</table>

---

**Deckhand Electronic Logbook**

<table>
<thead>
<tr>
<th>Address</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bellingham WA</td>
<td>Discounts &amp; Specials for MLA members. Call for more info. 888-210-3117</td>
</tr>
</tbody>
</table>

---

**Navtronics, LLC**

<table>
<thead>
<tr>
<th>Address</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>York, ME</td>
<td>5% off of purchases. 207-363-1150</td>
</tr>
</tbody>
</table>

---

**Atlantic Edge Lobster**

<table>
<thead>
<tr>
<th>Address</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boothbay Harbor, ME</td>
<td>Fuel discount for MLA members. 207-633-2300</td>
</tr>
</tbody>
</table>

---

**Maine Camp Outfitters**

<table>
<thead>
<tr>
<th>Address</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunset, ME</td>
<td>10% off all apparel and promotional product orders. 800-560-6900</td>
</tr>
</tbody>
</table>

---

**Maine Lobstermen’s Association**

<table>
<thead>
<tr>
<th>Address</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kennebunk, ME</td>
<td>10% off all apparel. 207-967-4555</td>
</tr>
</tbody>
</table>

---

---

---

---

---
Oceanographic Institute veterinarian Michael Moore, who conducts necropsies of right whales, to provide expert testimony on the need to further regulate the lobster fishery. The plaintiffs have asked for two things: that the court vacate the 2014 Biological Opinion (which found that the lobster fishery did not jeopardize the right whale population) and require NMFS to issue a new Biological Opinion and final whale rules by the end of January 2021. During the interim time period, the court has scheduled oral arguments to be held on August 3. The judge has not indicated a deadline upon which they could agree. The court has not indicated a timeline to render its decision.

Maine DMR filed a brief as Amicus Curiae emphasizing the department’s strong interest in ensuring the continued operation of the Maine lobster fishery due to its significant cultural and economic importance to the state, the historical lack of evidence of entanglement or take of right whales in gear from the Maine lobster fishery, and the right whale protective measures and risk reductions that Maine has already implemented and has proposed to augment. DMR also did a preliminary analysis of the proposed closures and determined that they were likely to increase, rather than decrease, risk to whales as lobstermen shift gear to the edges of the closures, and furthermore, would negate all of the input that fishermen have provided to inform the draft rules under development.

New England Fishery Management Council and Atlantic States Marine Fisheries Commission to the New England Fishery Management Council and Atlantic States Marine Fisheries Commission to allow an opportunity for these councils and the public to ask questions and ensure there is clarity around GARFO’s finding. NMFS expects to complete the final rule and final Biological Opinion by the end of May 2021.

In mid-May, Strahan filed a Motion for Preliminary Injunction asking the judge to prohibit the use of vertical buoy lines in Maine’s lobster and gillnet fisheries. Intervenors (the Maine Lobstermen’s Association and Massachusetts Lobstermen’s Association) filed a joint brief providing the court with data documenting a 90% reduction in right whale entanglement in U.S. lobster gear since 2010, largely as a result of the aggressive whale plan implemented by the U.S., and the distributional shift of right whales away from waters where the majority of the U.S. lobster fishery occurs. The brief provided extensive detail on whale conservation measures already in place, highlighting the overall strategy and effectiveness of the whale plan.

The areas where right whale aggregations continue to overlap with the U.S.

The judge has scheduled oral arguments to be held on August 3. The judge has not indicated a deadline upon which they could agree. The court has not indicated a timeline to render its decision.

Maine Case in Bangor District Court

In May, NMFS filed a Motion for Preliminary Injunction asking the judge to prohibit permitting of vertical lines in an area around Nantucket in Massachusetts, a seasonal vertical line closure offshore of Mount Desert Island (August to October), a seasonal vertical line closure off Jeffrey’s (July to May), and a massive offshore seasonal closure in Area 3 along the Area 1/Area 3 line (Oct to May). Maine has strongly opposed any proposals for closures during the past few years, and they were soundly rejected by the Take Reduction Team because they show little conservation benefit.

The Maine Congressional delegation, Governor Mills and the MLA each sent letters to NMFS urging the agency to reject the Pew petition. Governor Mills raised concerns that this would delay the release of the long-awaited Biological Opinion and draft whale rules. DMR also did a preliminary analysis of the proposed closures and determined that they were likely to increase risk, as much as 12% in some areas, as fishermen shift gear to surrounding areas. The MLA raised concerns that the Pew petition did not address the documented risk to right whales from other sources, noting that right whale entanglement in lobster gear has declined by 90% since 2010 and that 23 right whales have died in Canada since 2017. The MLA also noted that the proposal would cause significant economic harm to lobstermen and likely increase, rather than decrease, risk to whales as lobstermen shift gear to the edges of the closures, and furthermore, would negate all of the input that fishermen have provided to inform the draft rules under development.

Draft Whale Rules and Biological Opinion

In June, GARFO submitted its draft whale rules and accompanying Draft Environmental Impact Statement (DEIS) to the Office of Management and Budget (OMB) and the Office of Information and Regulatory Affairs (OIRA) for review. These agencies have 90 days to review the draft rules and may request an additional 30 days, if necessary. It is common for this review to result in modifications to the draft rules. NMFS anticipates that the draft whale rule and DEIS will be published in late summer or early fall, which will begin the formal public comment process. NMFS will schedule public meetings, which may be done online due to the pandemic, to present an overview of the draft plan and to take comments.

NMFS also intends to publish the draft Biological Opinion when the draft whale rules and DEIS are released. The draft Biological Opinion will be released to the New England Fishery Management Council and Atlantic States Marine Fisheries Commission to allow an opportunity for these councils and the public to ask questions and ensure there is clarity around GARFO’s finding. NMFS expects to complete the final rule and final Biological Opinion by the end of May 2021.

In April 2019, the federal court ruled that NMFS violated the Endangered Species Act when it issued its 2014 Biological Opinion for the American lobster fishery without including an Incidental Take Statement for North Atlantic right whales. The court is now in the remedy phase to bring NMFS, and in turn the American lobster fishery, back into compliance with the law. The following issues will be addressed in this remedy phase:

When can NMFS issue a new Biological Opinion and draft rule?

Plaintiffs want it by end of January 2021. NMFS says it can’t complete it until end of May 2021. Intervenors support NMFS’s position.

What interim remedies should be implemented while the case is resolved?

Plaintiffs want NMFS to prohibit permitting of vertical lines in an area around Nantucket, Massachusetts, while NMFS completes a new Biological Opinion and draft whale rules. DMR also did a preliminary analysis of the proposed closures and determined that they were likely to increase, rather than decrease, risk to whales as lobstermen shift gear to the edges of the closures, and furthermore, would negate all of the input that fishermen have provided to inform the draft rules under development.

What should happen to the 2014 Biological Opinion?

Plaintiffs request that it be vacated, or no longer valid. NMFS argues that the 2014 Biological Opinion should be remanded to it so it can be replaced by a new one in 2021 to avoid closure of the lobster fishery. Intervenors support this position.

Issues under dispute in Federal Court Case

In April 2019, the federal court ruled that NMFS violated the Endangered Species Act when it issued its 2014 Biological Opinion for the American lobster fishery without including an Incidental Take Statement for North Atlantic right whales. The court is now in the remedy phase to bring NMFS, and in turn the American lobster fishery, back into compliance with the law. The following issues will be addressed in this remedy phase:

When can NMFS issue a new Biological Opinion and draft rule?

Plaintiffs want it by end of January 2021. NMFS says it can’t complete it until end of May 2021. Intervenors support NMFS’s position.

What interim remedies should be implemented while the case is resolved?

Plaintiffs want NMFS to prohibit permitting of vertical lines in an area around Nantucket, Massachusetts, while NMFS completes a new Biological Opinion and draft whale rules. DMR also did a preliminary analysis of the proposed closures and determined that they were likely to increase, rather than decrease, risk to whales as lobstermen shift gear to the edges of the closures, and furthermore, would negate all of the input that fishermen have provided to inform the draft rules under development.

What should happen to the 2014 Biological Opinion?

Plaintiffs request that it be vacated, or no longer valid. NMFS argues that the 2014 Biological Opinion should be remanded to it so it can be replaced by a new one in 2021 to avoid closure of the lobster fishery. Intervenors support this position.
TO YOUR HEALTH:  Watch out for your dusty rope!

By Melissa Waterman

Maine lobstermen have spent a lot of time over the winter, spring and summer applying purple marks to their rope. The Department of Marine Resources has mandated that by September 1, all lobstermen, including those who fish gear applying purple marks to their rope. The Department of Marine Resources has mandated that by September 1, all lobstermen, including those who fish gear

Few would think that handling dried rope while applying purple twine or paint in the paint shed could pose a health risk. But those ropes may be harboring an invisible menace.

Silicosis is a disease caused by inhalation of dust that contains bits of crystalline silica. Silica is a common mineral found in sand, quartz and many other types of rock. Over time, exposure to silica particles causes scarring in the lungs. Those who work in boatyards can develop silicosis many years after initial exposure to silica dust. Workers who sandblast or use abrasives inadvertently may breath in high concentrations of silica dust, especially if they work in confined areas. The disease, which can cause shortness of breath, fatigue, chest pain, fever, and a persistent cough, is incurable.

Silica is also the basic element of a particular type of phytoplankton called diatoms. There is a vast number of species of photosynthesizing diatoms in the world’s oceans. They generate about 20% to 50% of the oxygen produced on the planet each year while absorbing huge amounts of silicon from seawater in order to create their skeletons. When diatoms die they settle to the ocean floor. Over the eons, great beds of dead diatoms have built up, many of which are now exposed on land. Diatomaceous earth, used by gardeners against slugs and as a pesticide, is made up of dried and compressed diatoms from long ago.

The problem with these particular forms of phytoplankton is that they are like glass. While strikingly beautiful seen under the microscope, the silica-based skeleton of a diatom has spikes, protuberances, and is generally a pretty scratchy item. Like most phytoplankton, diatoms may embed themselves in the ropes used by lobstermen at sea to attach their traps to the buoy or create trawls. When those ropes are brought ashore to dry, the diatoms dry on them as well. And that can be a problem for fishermen, who breathe in those diatoms when working through dried rope, particularly those who tend their gear while working within the confines of a small paint shed or shop.

Neither OSHA or the Northeast Center for Occupational Health and Safety have specific guidelines related to fishermen’s exposure to silica from diatoms. Common sense, however, suggests that working with dried rope would best be done out of doors, with plenty of ventilation. Silicosis is forever.

*Image courtesy of Smithsonian Ocean.*

**New England Marine & Industrial**

www.newenglandmarine.com

**Lobster Bands**

We carry:

- Printed and Non Printed Shedder
- Standard Cold Water Shedder Jumbo

**BUOYS:**

- Spongex
- Sea Alex
- Polyform US
- Polyform Norway

**Rain Gear:**

Guy Cotton Grundens
Helly Hansen
NEMI Rain Gear

**Boots:**

Guy Cotton
Xtratuff
Muck Boots
Servus Grundens

200 Spaulding Tpke
Portsmouth, NH 03643-2836

294 Ocean St
Brant Rock, MA 781-834-9301

86 Cemetary Rd
Stonington, ME 207-367-2692

**Refrigerate Me!**

Sales, Service, Maintenance and Installation of:

- Walk-In Coolers/Freezers
- Boats Chillers & Tanks
- Ice Machines & Equipment
- Process Refrigeration

Registered Efficiency Maine Contractor

EMERGENCY SERVICE AVAILABLE

(207) 893-0145

www.appliedrefrigeration.com

**HY-LINER ROPE COMPANY**

Sink Rope
Float Rope

Highest quality ropes made in Maine

SuperSink • SteelLiner • EasyPull • Float Ropes

**HY-LINER ROPE COMPANY**

ST. GEORGE, MAINE
Maine’s Historic Harbors: Cundys Harbor, Harpswell

By Melissa Waterman

It takes quite a while to get to Cundys Harbor in Harpswell. First you turn off Route 1, head past the mall and assorted fast food businesses, then down Route 24 for what seems like a long time. You pass Buttermilk Cove and on the left is the Cundys Harbor Road, taking you over to East Harpswell. But you are not nearly there. Keep driving. Finally you come over a rise and there it is, a small harbor, neatly ringed with white houses. Sebascoedogan Island, on which the village is located, was part of the territory purchased in 1714 by the Pejepscot Proprietors. In 1733, the land barons leased the island for seven years to William Cady and associates, one of whom was William Condy. “Condy” soon became “Cundys” Harbor. According to a history compiled by the Holbrook Community Foundation, the rent charged to Cady and colleagues at the time was “twenty good fat geese, or in failure thereof £5 per annum...” The renters could build homes and plant crops, but the Proprietors kept for themselves the right to fish.

The United States became a country and, in 1820, Maine became a state. By the early 1800s, Cundys Harbor was a recognized fishing port; its residents largely took their livings from the sea.

In the 1800s and 1900s, Cundys Harbor fishermen fished for cod, hake, haddock, pollock, cod, swordfish, mackerel, menhaden, herring, sardines, other records indicate that lobsters were served. Prehistoric shell middens and other remains indicate that local people ate salmon and sturgeon, as well as porpoise and many different land animals. Harpswell and other coastal communities suffered during King Phillip’s War and subsequent conflicts during the 1600s and 1700s. Settlers left their lands, then returned, then left again. As the years went by, the conflicts ebbed.

Fishing was part of the Native American culture well before any settlers arrived in the area.

The town also became a destination for summer visitors. Since the early 1800s, Cundys Harbor featured a number of hotels, most of which burned to the ground within a decade or two. But one hotel stood the test of time. The United States became a country and, in 1820, Maine became a state. By the early 1800s, Cundys Harbor was a recognized fishing port; its residents largely took their livings from the sea.

The town also became a destination for summer visitors. Since the early 1800s, Cundys Harbor featured a number of hotels, most of which burned to the ground within a decade or two. But one hotel stood the test of time. The United States became a country and, in 1820, Maine became a state. By the early 1800s, Cundys Harbor was a recognized fishing port; its residents largely took their livings from the sea. In the 1800s and 1900s, Cundys Harbor fishermen fished for cod, hake, haddock, pollock, cod, swordfish, mackerel, menhaden, herring, sardines, and whiting depending on the season. Fish were salted and dried, canned, or shipped fresh in ice cut on Dingley Island. Fishermen also dug clams and caught lobster and shrimp. In 1920, according to the U.S. Census, nearly every house in Cundys Harbor was the home of a fisherman.

The town also became a destination for summer visitors. Since the early 1800s, Cundys Harbor featured a number of hotels, most of which burned to the ground within a decade or two. But one hotel stood the test of time. The Union Hotel was constructed in 1862 by Daniel Weeks Simpson. Although the business failed a year later, it was revitalized in just a few years and continued as a hotel until the 1940s, when it became a private home. The Holbrook Wharf is the center of Cundys Harbor. The wharf was first constructed in 1853 and soon after an adjacent store was established. In the early 1890s, the store and wharf sold salt fish and groceries to locals as well as residents of Phippsburg and Sebasco, who would come across the New Meadows river by boat to shop. The wharf and store had fallen on hard times by the 1990s. The structure, last renovated in 1945, was in need of substantial reconstruction. An offer was made by a private party to purchase the property for a residence, raising the eyebrows of local residents who worried about losing an integral part of the community’s working waterfront. In 2006 the non-profit Holbrook Community Foundation was formed to purchase the wharf, store and adjacent Holbrook-Trufant house. In 2009, Holbrook Wharf was rebuilt with support from Maine’s Working Waterfront Access Program. The wharf now accommodates commercial fishing boats while a new section provides direct access for trucks.

Lobster is the primary species brought onto the wharf these days. Despite all the changes that have taken place over the centuries, Cundys Harbor remains what it has long been: a small harbor surrounded by white houses whose residents are tied inextricably to the sea.
DMR AQUACULTURE LEASE APPLICATIONS FOR AUGUST (as of 7/24/20)

<table>
<thead>
<tr>
<th>Name of Applicant/Company</th>
<th>Site</th>
<th>Town</th>
<th>Size</th>
<th>Product</th>
<th>Duration</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mussel Bound Inc.</td>
<td>N of Thomas Isd. Frenchman Bay</td>
<td>Bar Harbor</td>
<td>3.58 acres</td>
<td>Shellfish</td>
<td>3 yrs</td>
<td>Comment Period Ended 8/24/19</td>
</tr>
<tr>
<td>Downeast Institute</td>
<td>Near Mud Hole Pt, Esten Bay, Mud Hole Cove</td>
<td>Bucksport</td>
<td>4 acres</td>
<td>Shellfish</td>
<td>3 yrs</td>
<td>Public Hearing Held 2/4/20</td>
</tr>
<tr>
<td>Ferda Farms LLC</td>
<td>E Lower Coombs Isd, New Meadows River</td>
<td>Brunswick</td>
<td>3.86</td>
<td>Shellfish</td>
<td>3 yrs</td>
<td>Comments closed 6/18/20</td>
</tr>
<tr>
<td>Sea Stuff, LLC</td>
<td>N of Li'l Chebeague, W of Indian Pt</td>
<td>Chebeague Isd</td>
<td>3.9 acres</td>
<td>Marine Algae</td>
<td>3 yrs</td>
<td>Public Hearing held 11/6/19</td>
</tr>
<tr>
<td>Jeffrey Schroeder</td>
<td>Broad Cove, St George River</td>
<td>Cushing</td>
<td>4 acres</td>
<td>Shellfish</td>
<td>3 yrs</td>
<td>Comments closed 2/25/20</td>
</tr>
<tr>
<td>Sea Run Fisheries &amp; Habitat Management</td>
<td>E of Western Head &amp; Li'l Brv Isd, Cutler Hole</td>
<td>Cutler</td>
<td>4 acres</td>
<td>Finfish</td>
<td>5 yrs</td>
<td>Comments due 4 pm 4/3/20</td>
</tr>
<tr>
<td>Deep Blue Aquaculture</td>
<td>W of Hog Isd, Penobscot Bay</td>
<td>Deer Isle</td>
<td>3.86 acres</td>
<td>Shellfish</td>
<td>3 yrs</td>
<td>Comment Period closes 3/28/20</td>
</tr>
<tr>
<td>Marden Brewer</td>
<td>Sellers Rock, E Penobscot Bay</td>
<td>Deer Isle</td>
<td>4 acres</td>
<td>Scallops</td>
<td>3 yrs</td>
<td>Lease is granted 6/26/20</td>
</tr>
<tr>
<td>Robert Brewer</td>
<td>Sellers Rock, E Penobscot Bay</td>
<td>Deer Isle</td>
<td>4 acres</td>
<td>Scallops</td>
<td>3 yrs</td>
<td>Lease is granted 7/13/20</td>
</tr>
<tr>
<td>Mussel Bound Inc.</td>
<td>Barlett Narrows, Blue Hill Bay</td>
<td>Mount Desert</td>
<td>3.55 acres</td>
<td>Shellfish</td>
<td>3 yrs</td>
<td>Public Hearing Postponed as of 11/1/19</td>
</tr>
<tr>
<td>Vieux Duylle</td>
<td>E of Barlett Isd, Blue Hill Bay</td>
<td>Mount Desert</td>
<td>1 acre</td>
<td>Shellfish</td>
<td>3 yrs</td>
<td>Public Hearing Postponed</td>
</tr>
<tr>
<td>Hermit Island Oyster Co., LLC</td>
<td>Hermit Isd, Small Ph Hebe, New Meadows Brv</td>
<td>Phippsburg</td>
<td>0.76 acres</td>
<td>Shellfish</td>
<td>3 yrs</td>
<td>Public Hearing Postponed 1/17/20</td>
</tr>
<tr>
<td>Saltwind Seafarm LLC</td>
<td>Epp side Denni Bar, Noniasco River</td>
<td>Scarborough</td>
<td>3.15 acres</td>
<td>Shellfish</td>
<td>3 yrs</td>
<td>Comments due 4 pm 4/5/20</td>
</tr>
<tr>
<td>Drigo Marine Resources, LLC</td>
<td>E of Wolfe's neck, Reconnect Bay</td>
<td>So Freeport</td>
<td>3.85 acres</td>
<td>Shellfish</td>
<td>3 yrs</td>
<td>appl. rec'd. comment period closes 8/2/20</td>
</tr>
</tbody>
</table>

Standard Lease Applications

<table>
<thead>
<tr>
<th>Name of Applicant/Company</th>
<th>Site</th>
<th>Town</th>
<th>Size</th>
<th>Product</th>
<th>Duration</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Western Bay Oyster Co.</td>
<td>off Old House Cove, Western Bay, Spruce Pt</td>
<td>Bar Harbor</td>
<td>3.36 acres</td>
<td>Shellfish</td>
<td>20 yrs</td>
<td>Public hearing Postponed 3/20/20</td>
</tr>
<tr>
<td>Tightrope Farms</td>
<td>south of Carlson Island, Salt Pond</td>
<td>Blue Hill</td>
<td>7.25</td>
<td>Shellfish</td>
<td>20 yrs</td>
<td>Site Review Pending as of 10/20/2019</td>
</tr>
<tr>
<td>Shearwater Ventures LLC</td>
<td>E of Li'l Chebeague, Casco Bay: Long Isld and Chebeague Isd</td>
<td>Chebeague Isd</td>
<td>3.79 acres</td>
<td>Marine Algae</td>
<td>20 yrs</td>
<td>Site Review pending as of 10/7/19</td>
</tr>
<tr>
<td>Summit Point LLC</td>
<td>S of Basket Island, Casco Bay: Long Isld &amp; Chebeague Isd</td>
<td>Chebeague Isd</td>
<td>100 acres</td>
<td>Marine Algae</td>
<td>20 yrs</td>
<td>Site Review pending as of 12/2/19</td>
</tr>
<tr>
<td>Schoodic Sea Farm LLC</td>
<td>off Long Mill Cove, Gldboro Bay, Mill Pond</td>
<td>Corea</td>
<td>2.2 acres</td>
<td>Shellfish</td>
<td>20 yrs</td>
<td>Scoping Session for July 20, 2020</td>
</tr>
<tr>
<td>Summit Point LLC</td>
<td>NE of Clapboard Isd, Casco Bay, Falmouth &amp; Hbly</td>
<td>Cumberland</td>
<td>100 acres</td>
<td>Marine Algae</td>
<td>20 yrs</td>
<td>Site Review pending as of 12/2/19</td>
</tr>
<tr>
<td>Black Stone Point Oysters LLC</td>
<td>Damariscotta River</td>
<td>Damariscotta</td>
<td>12.98 acres</td>
<td>Shellfish</td>
<td>20 yrs</td>
<td>Public Hearing: POSTPONED</td>
</tr>
<tr>
<td>Christopher Dickenson</td>
<td>800 ft SW Hog Island, Damariscotta River</td>
<td>Damariscotta</td>
<td>1 acre</td>
<td>Shellfish</td>
<td>20 yrs</td>
<td>Site Review pending as of 10/1/19</td>
</tr>
<tr>
<td>Glidden Point Oyster Co.</td>
<td>Dodge Lover Cove, Damariscotta River</td>
<td>Edgecomb</td>
<td>8.22</td>
<td>Oysters</td>
<td>20 yrs</td>
<td>Lease renewal approved 6/16/20</td>
</tr>
<tr>
<td>Spinney Creek Shellfish, Inc.</td>
<td>NW of Ri 95 Bridge, Spinney Creek</td>
<td>Eliot</td>
<td>2.75 acres</td>
<td>Shellfish</td>
<td>20 yrs</td>
<td>Site Review complete 3/18/20</td>
</tr>
<tr>
<td>Harrasnecket Oyster Co.</td>
<td>S of Bowman Isd &amp; Stockbridge Pt, Casco Bay</td>
<td>Freeport</td>
<td>7 acres</td>
<td>Shellfish</td>
<td>20 yrs</td>
<td>Site Review Pending as of 12/11/19</td>
</tr>
<tr>
<td>Love Point Oystlers, LLC</td>
<td>SE of Winslow Park, Casco Bay</td>
<td>Freeport</td>
<td>4.76 acres</td>
<td>Shellfish</td>
<td>20 yrs</td>
<td>Site Review Pending as of 3/13/20</td>
</tr>
<tr>
<td>Love Point Oystlers, LLC</td>
<td>S of Crab island, Casco Bay</td>
<td>Freeport</td>
<td>4.15 acres</td>
<td>Oysters</td>
<td>20 yrs</td>
<td>Site Review Pending as of 2/28/20</td>
</tr>
<tr>
<td>Maine Ocean Farms, LLC</td>
<td>E of Wolfe's neck, Reconnect Cove</td>
<td>Freeport</td>
<td>9.86 acres</td>
<td>Site Review</td>
<td>20 yrs</td>
<td>Site Review Pending as of 12/13/19</td>
</tr>
<tr>
<td>Timothy Johnson</td>
<td>E of Crow Isd, Middle Bay</td>
<td>Harpswell</td>
<td>2.67 acres</td>
<td>Shellfish</td>
<td>20 yrs</td>
<td>Hearing Notice</td>
</tr>
<tr>
<td>Glidden Point Oyster Co.</td>
<td>S of Jacks Pt, Damariscotta River</td>
<td>Newcastle</td>
<td>5.5 acres</td>
<td>Shellfish</td>
<td>10 yrs</td>
<td>Public Hearing Postponed 3/20/20</td>
</tr>
<tr>
<td>Maine Island Aquaculture</td>
<td>Marsh Cove</td>
<td>North Haven</td>
<td>15 acres</td>
<td>Shellfish</td>
<td>20 yrs</td>
<td>Scoping Sess. scheduled: 8/20/20 11:00 am</td>
</tr>
<tr>
<td>Frenchman Bay Oyster Co.</td>
<td>W &amp; S of Ingldls Isd: Sullivan Harbor</td>
<td>Sorento</td>
<td>5.85 acres</td>
<td>Shellfish</td>
<td>20 yrs</td>
<td>Site Review pending as of 10/17/19</td>
</tr>
<tr>
<td>Mook Sea Farms Inc.</td>
<td>S of Weyler Pt &amp; N of Fitch Pt, Damaris. River</td>
<td>South Bristol</td>
<td>3 acres</td>
<td>Shellfish</td>
<td>20 yrs</td>
<td>Site Review pending as of 9/8/19</td>
</tr>
<tr>
<td>Brian Harvey</td>
<td>W of Haynes Pt &amp; Goose Cove, Western Bay</td>
<td>Trentin</td>
<td>6 acres</td>
<td>Shellfish</td>
<td>20 yrs</td>
<td>Site Review Pending as of 3/25/20</td>
</tr>
<tr>
<td>Peter W Francisco</td>
<td>E of Middle Ground, New Meadows River</td>
<td>West Bath</td>
<td>5.5 acres</td>
<td>Shellfish</td>
<td>20 yrs</td>
<td>Public Hearing scheduled for 3/10/20</td>
</tr>
<tr>
<td>Amanda Moomer</td>
<td>S of Lanors Isd, Inner Casco Bay</td>
<td>Yarmouth</td>
<td>9 acres</td>
<td>Shellfish</td>
<td>20 yrs</td>
<td>Site Review pending as of 8/9/2019</td>
</tr>
<tr>
<td>Thomas Henninger</td>
<td>Broad Cove, Casco Bay</td>
<td>Yarmouth</td>
<td>3.9 acres</td>
<td>Oysters</td>
<td>20 yrs</td>
<td>Application submitted 7/9/20</td>
</tr>
<tr>
<td>Maine Source Seafund</td>
<td>E of Lane's Isd, Casco Bay</td>
<td>Yarmouth</td>
<td>3.48 acres</td>
<td>Oysters</td>
<td>20 yrs</td>
<td>Site Review Complete as of 4/2/20</td>
</tr>
<tr>
<td>Wolfe Neck Oyster Co. LLC</td>
<td>SE of Lanes Island, Casco Bay</td>
<td>Yarmouth</td>
<td>8 acres</td>
<td>Shellfish</td>
<td>10 yrs</td>
<td>Site Review pending as of 11/15/20</td>
</tr>
</tbody>
</table>

Experimental Lease: up to 3 years, 4 acres and is non-renewable

For more information, visit the DMR website
www.maine.gov/dmr/aquaculture and select "Map & Lease Inventory (pending & current)"

The MLA recommends you sign up for email alerts about aquaculture by selecting the big red email button at the bottom of the page.

Understand the process! You can make a difference!
In June, the Maine Climate Council released 35 draft strategies in six different topical areas for the state's Climate Action Plan, due to the Legislature in December. The Council is charged with developing a plan to reduce Maine's greenhouse gas emissions and to ensure that the state is resilient to the impacts of climate change. The Climate Action Plan is part of Governor Mills' efforts to achieve carbon neutrality by 2045 and reduce greenhouse gas emissions 45% below 1990 levels by 2030 and 80% by 2050.

Each of the six working groups recommended strategies to achieve this. The Climate Council's Energy Working Group included a recommendation to develop targets for offshore wind as part of its strategy to purchase more clean energy. The strategy emphasizes the need to give careful consideration of siting these assets and solicit stakeholder input early in the process.

The Council is seeking comments from the public throughout the summer on the draft strategies. Visit https://climatecouncil.maine.gov/surveys to take a short survey to give feedback on the strategies in each of the Council's focus areas: coastal and marine, energy, buildings and infrastructure, transportation, natural and working lands, and community resilience. This fall it will refine and finalize the strategies for the Plan.

The effects of climate change in Maine are not easy to dismiss, particularly when it comes to the Gulf of Maine. While the annual air temperature in the state has increased 3.2°F during the past century, the water temperature in the Gulf of Maine is increasing much more dramatically. Scientists report that the Gulf is warming faster than 99% of the world's oceans, becoming less subarctic in character as it does so and experiencing ocean "heat waves." That means that certain marine species, accustomed to the cold, oxygen-rich Gulf, are moving elsewhere and other, warm-water species are moving into the region.

As the ocean waters warm, it expands. Thus sea levels along the Maine coast are rising as well. It is likely that by 2050 coastal communities will be facing between 1.1 and 1.8 feet of relative sea level rise. The effects of this steady increase will soon be felt: a one-foot rise will lead to a 15-fold increase in the frequency of damaging floods.

### Proposed strategies from the Climate Council's Coastal and Marine Working Group

- **Support Maine's lobster and fishing businesses to prepare for and respond to changing environments:** Closely monitor species and habitat changes. Provide information about ocean temperature, and salinity and acidity changes at the local level. Ensure that Maine fishermen are able to access new market opportunities as species move in response to warming waters.
- **Expand local marketing opportunities for Maine seafood:** Support Maine fishermen by promoting Maine seafood products to local consumers.
- **Continue to grow Maine's diverse aquaculture sector:** Aquaculture offers important economic opportunities for Maine's coastal communities. While continuing to support resilient wild fisheries, Maine should also take steps to catalyze growth in the aquaculture sector.
- **Collect scientific data to understand the changes to Maine's coastal and marine areas:** This includes sea level rise monitoring, ocean temperature and acidity data, and information about native and invasive species, so we can better prepare for the impacts of climate change.
- **Provide clear information and tools about climate change impacts:** This is needed to support Maine's coastal communities, seafood harvesters, shore-side businesses, and working waterfronts in their operational decisions, capital investments, and long-range planning. Establish a Maine Seafood Business Council to work with seafood and marine businesses to understand what data they need to respond to climate change and communicate it effectively.
- **Protect Maine's working waterfront infrastructure from climate change impacts:** Provide technical assistance and funding for municipalities and business owners to plan and invest in working waterfront improvements to prepare for climate effects such as rising sea levels, increased flooding, and large storms.
- **Store greenhouse gases by conserving and restoring salt marshes and other coastal environments:** Salt marshes, seaweeds, and seagrass beds are more effective than even forests for storing carbon. Maine's approximately 5,000 miles of total coastline provides a unique opportunity to store carbon long-term, while also providing benefits such as protecting ocean water quality, providing important wildlife habitat, protecting coastal properties from erosion and flooding, and providing recreational opportunities.
- **Promote nature-based solutions to protect coastal communities from climate change impacts:** Erosion from rising sea levels and more frequent big storms harms coastal rivers, shorelines, and coastal and marine habitats. Plans to reduce solutions provide effective and lower-cost protection while restoring coastal and marine wildlife habitats. Healthy seagrass and tidal marshes act as natural barriers to waves. Restoring floodplains, wetlands, and streams provides effective stormwater management. 'Living Shorelines' projects, constructed with plants, oyster shells, and other natural materials, protect against coastal erosion.
BUSINESS 101: PLANNING FOR YOUR FUTURE IS SIMPLE

By Michael Grodin, LPL Financial Advisor

It can be hard to think of the future and retirement when you are so busy working as a commercial fisherman every day, but I learned early on that the only person who is going to take care of the old man I’m going to be is the young man I am today. When I first became a financial advisor, the expression “Nobody plans to fail, they fail to plan” was in our face all the time.

When it comes to saving for retirement there are many options which can often be confusing, but getting started as soon as you can is very important. For example, if a 25-year-old starts saving $5,000 a year in a retirement plan and earns a 6% return he or she will retire at age 65 with $773,810. However, if that same person waits until age 45 and saves twice as much, $10,000 in a retirement plan, and earns the same 6% return, he or she will retire at age 65 with only $367,856, less than half even the same amount of money was contributed.

This is a hypothetical example so your results will vary depending on your investment selections and does not take into account fees that are usually associated with investing. It’s easy to see, however, why Einstein once said that the most powerful force is compound interest.

There is an often overlooked retirement plan that can be a great tool for a commercial fisherman called a Single K or Solo K. It allows for contributions that can be as high as $57,000 a year if your income allows for it; those contributions can be tax-deductible and help to reduce your tax liability just like any other qualifying expenses such as fuel and bait. A contribution to a retirement plan is still your money. Putting money away for retirement is usually a smarter use of income than spending money on things you don’t need in order to pay less in taxes.

What if you don’t need a tax deduction, but still want to save for retirement? Consider a Roth IRA or Roth 401(k) which allows for similar contribution limits but is not tax-deductible. Keep in mind that withdrawals from retirement plans prior to age 59-1/2 often come with a 10% penalty in addition to being taxed, so it is important that any contributions made are intended for retirement. The Single K can allow for loans that are not taxed or penalized as long as the loan is paid back within five years.

When it comes to investing and saving for retirement there are many things to consider, such as risk tolerance, time until retirement, taxes and other issues. My suggestion is to not get bogged down in all the options and the rules governing them. This is where working with a competent professional can help you.

While there is clearly an advantage to starting young, you are never too old to get started. Many fishermen over the years have told me that fishermen don’t retire. Perhaps they just failed to plan.

This article is intended as information and not as individual advice. Consult with your tax advisor and financial advisor about which plan is best suited for you and your situation.
LDF continued from page 1

primarily salmon, is also an important component of the two counties’ economies, it employs between 75 and 100 people, a fraction of those connected to lobstering.

“If lobstermen have a bad year so does everyone else,” Barker said succinctly.

In July, philanthropist Donald Sussman, who lives part of the year in the mid-coast area, made a substantial contribution to the LDF. “Maine and lobstering are indivisible. I deeply value the Maine fishermen whose livelihood and way of life are jeopardized by climate change and by the overreaching measures that have been proposed,” he wrote in an email. “Supporting Maine’s lobstermen and women, many of whom are my neighbors, is part of protecting Maine communities and working waterfronts, and I am happy to lend my support.”

Brooks Trap Mill in Thomaston supplies fishing gear to lobstermen throughout the state. The family-run company was the first to make a donation to the LDF soon after the judge’s decision in April. “My sister Julie, my brother Mark and I know how important the lobster industry is for so many people living in Maine, including Brooks Trap Mill,” said Stephen Brooks. “We donated immediately in hopes of inspiring and encouraging others to do the same.”

Hamilton Marine, which recently opened its sixth marine supplies store in Kittery, knows the importance of lending support when it’s needed. “The lobster industry is important to the entire state of Maine,” said company president Wayne Hamilton. “[The right whale case] is a serious issue that could affect a good portion of our customers.” Hamilton is particularly aware of all the changes lobstermen have made over the years to protect right whales, from breakaway lines to sinking rope and now a series of purple marks on vertical lines. “They have tried. There has got to be a way to work this out. To shut down the fishery would be a terrible thing,” he said. “The whole coastal economy would take a huge hit.”

At the end of July, Bar Harbor Bank & Trust pledged funds to the LDF as well. In a letter accompanying the donation, Jack Frost, director community giving, said, “Bar Harbor Bank & Trust recognizes the challenges facing the Maine lobstermen, especially given a recent federal court ruling which could severely threaten the future of the lobster fishery... We commend you for the leadership and action to aid lobstermen and all the related small business sector across Maine which is the life-blood that keeps our small coastal communities sustainable and vibrant.”

Matt Poole, president of Colby & Gale Fuel in Damariscotta, didn’t hesitate to contribute $10,000 to the LDF. Poole, who grew up in Port Clyde, got his commercial lobster license as a child and fished throughout his school years. “I was the kid who didn’t like high school and bragged about making more money than the teachers,” he laughed.

Poole recognizes the impact that restrictions of the lobster fishery will have on his neighbors and customers. “You would have to be blind not to see what the industry means to everyone on the coast. The financial impact is the most alarming and scary aspect of all this. The majority of businesses on the coast, whether it’s tourism or banking, make money from the lobster fishery,” Poole said.

In addition to an outright contribution, Colby & Gale will also contribute 5 cents of the price of each gallon of diesel and gasoline the company sells to the lobster fishery would be a terrible thing, “he said. “The whole coastal economy would take a huge hit.”
PPP A LIFELINE IN MAINE’S LOBSTERING COMMUNITIES

About $14.9 million in forgivable Paycheck Protection Program, or PPP, loans of less than $150,000 have been made to 1,358 Maine lobstermen, according to an analysis of newly released U.S. Small Business Administration data. The loans are not large; the average PPP loan to lobstermen was just $10,900 each. Two lobstering companies in the state received loans greater than $150,000. The PPP funds have infused needed cash into Maine’s fishing communities, many of which are suffering from a sharply reduced demand for lobster. The lobstermen’s share of PPP loans pumped $3 million into Deer Isle-Stonington, Jonesport and Vinalhaven.

NORTH ATLANTIC RIGHT WHALES NAMED CRITICALLY ENDANGERED BY INTERNATIONAL GROUP

The International Union for Conservation of Nature (IUCN) announced in July that it had changed the status of North Atlantic right whales on its Red List from endangered to critically endangered, IUCN’s highest risk category for wild species. This means the population has or will decrease by 80% within three generations and is facing an extremely high risk of extinction. According to Canadian conservation group Oceana, at least 31 North Atlantic right whales have been killed since 2017 — 21 of them in Canadian waters.

KINGFISH ZEELAND APPLIES FOR STATE PERMIT

Kingfish Zeeland, a Dutch aquaculture firm, announced plans last fall to construct a $110-million fish farm in Jonesport which would produce 13 million or more pounds of yellowtail each year. The company plans to apply to the Department of Environmental Protection (DEP) for a wastewater discharge permit in August. Kingfish Zeeland has secured an agreement to develop a 94-acre site on Dun Garvan Road, east of central Jonesport on Route 187, but needs approval from DEP to draw and discharge seawater between the land-based plant and Chandler Bay.

CANADA STARTS PROJECT TO RETRIEVE GHOST GEAR

Rope recycling bins are coming to harbors in southwest Nova Scotia and other Canadian provinces as part of an ambitious project to remove up to 22 tons of ghost fishing gear — including 2,000 trash lobster traps — over the next two years. The $432,000 Nova Scotian project, led by the conservation group Coastal Action, will use fishermen in Canada’s most lucrative inshore fishing grounds to retrieve lost rope, buoys and traps. It’s one of 26 projects across Canada sharing $8.3 million from the Department of Fisheries and Oceans to remove ghost gear.

TEN RIGHT WHALE DEATHS IN CANADA IN 2019

Canada’s Marine Animal Response Society (MARS) published a report this summer, Incident Report: North Atlantic Right Whale Mortality Event – Eastern Canada – 2019, detailing the deaths of ten right whales in 2019. Specifically, the report focuses on the necropsy results for the five right whales which received necropsy investigation in 2019, and also provides context on the other 2019 incidents, right whale conservation, mitigation efforts, and marine animal stranding networks in Canada.

According to the report, “a total of nine individual right whales were reported dead in eastern Canadian waters in 2019. An additional whale, NEA #1226 (Snake Eyes), was reported live-entangled while in Canadian waters but later is believed to have succumbed to his injuries and died upon his return to U.S. waters. Thus, he represents a 10th whale which most likely either died in Canadian waters or died due to Canadian activities.”

MICROPLASTICS HARM BABY LOBSTERS

A study published by Bigelow Laboratory for Ocean Sciences in Marine Pollution Bulletin in July determined that microplastic fiber pollution in the ocean impacts larval lobsters at each stage of their development. The study reports that the fibers affect the animals’ feeding and respiration, and could even prevent some larvae from reaching adulthood.

Young lobsters grow to adulthood through four distinct developmental stages. The youngest lobsters didn’t consume microplastics; rather, the fibers accumulated under the shells that protect their gills. The more mobile and agile older lobster larvae did not accumulate fibers under their shells; instead, they ingested the particles and kept them in their digestive systems.

“Plastic particles have been found in almost every animal in the ocean,” said David Fields, one of the study’s authors and a senior research scientist at Bigelow.
and live lobster sales. Processor labor challenges impact everyone. The lobster processing sector has been negatively impacted by labor challenges in recent years and the pandemic put this issue front and center. Fear of importing the virus to small rural towns from foreign countries via temporary foreign workers caused the government of New Brunswick to initially ban any new foreign workers just weeks before the May processing and harvesting season began. Ultimately this worker shortage, along with an uncertain market, caused the major processing plants to begin the season operating at 30-50% of their capacity. This in turn impacted the amount of lobster they could buy which meant the imposition of daily boat limits for a period of one to two weeks in many Lobster Fishing Areas. Given that shore-side labor issues impact everyone, a long-term policy solution for temporary foreign workers remains a top priority.

Government and industry co-operation and collaboration is vital. While there remains some frustration with the rollout of more information around the Fish Harvester Benefits and some decisions about foreign workers, we have been generally pleased with the outreach and engagement by all levels of government.

From the early days of the pandemic in March and through the spring the entire lobster value chain was engaged on an almost daily basis through calls and Zoom meetings with federal and provincial government officials covering all aspects of the pandemic response including labor, PPE and plant/harvesting measures, marketing and promotion, distribution, season adjustments and many other issues involving harvesting and shoreside operations.

For a sector that is highly government-regulated, this type of collaboration is vital, and we will continue to build on the relationships developed during this time of crisis.

The ongoing COVID 19 pandemic has dramatically impacted the entire lobster value chain. Shore and market prices have adjusted to a lower level than harvesters and exporters experienced in recent years, which will cause hardship for all. While there is much work to do we know that working and planning together, continuing to develop a diversified lobster market, solving our labor challenges and investing in marketing and promotion will help the Canadian lobster sector through this challenge and make us stronger as an industry going forward.
Buckley Smith, a native of Southern California, has always had a passion for boats. His marine and fantasy art reflect his early love of wooden craft. At the age of eight he built his first model boat with his father, and at nineteen he began selling his pen and ink drawings of flying schooners and other sailing vessels while living in Hawaii. When he was 24 he built his own 32-foot cutter called God’s Bread. He sailed away from home, traveling to Europe and elsewhere while supporting himself through his art. Eventually he and his wife Becky bought land on Green’s Island and built themselves an off-the-grid home.

Smith is known both for his magical portrayals of boats sailing across the sky chasing the moon or balanced on the back of a whale and for his paintings of real working vessels. Every year during the first week in August, Smith travels to Swans Island where he paints the Swans Island Music Festival backdrop live before an audience. Although the Festival is cancelled this year, the vitality of Smith’s art remains as strong as ever.

To view additional work, go to www.buckleysmith.com.

SAILING IS AN ART

MARKETING UPDATES
Consumer Advertising
People are eating at home more than ever before, and the MLMC is making sure that Maine Lobster is on the menu. Our targeted digital advertising campaign promotes recipes and cooking tips to get home cooks excited and confident about preparing Maine Lobster at home this summer. Consumers are showing a high level of engagement with our digital assets.

Communications around Right Whales
A recent survey executed by the MLMC found that the whale issue is not widely known among consumers and more importantly, is not impacting their purchase of Maine Lobster. However, our main priority is to protect the brand image of Maine Lobster as the regulatory process and related lawsuits proceed.

You can help spread the word about the positive work Maine lobstermen have done to help protect right whales. The MLMC has created a tool kit that provides industry members with videos and social media posts that highlight the effective changes Maine lobstermen have made to the fishery. Check your email or contact MLMC (info@lobsterfrommaine.com) for digital assets you can share on your own social media channels.

MAINE LOBSTER
THE SWEETEST ON EARTH

www.lobsterfrommaine.com