PROPOSED WHALE RULES RELEASED

by MLA staff

In mid-May the National Oceanic and Atmospheric Administration released the Final Environmental Impact Statement (FEIS) on proposed regulations affecting vertical lines used by lobstermen and other fishermen in the Gulf of Maine, and along the Atlantic seaboard. The purpose of the regulations is to reduce the risk of entanglement to North Atlantic right whales, a species protected under the Marine Mammal Protection Act and the Endangered Species Act. The regulations, when adopted, will amend the Atlantic Large Whale Take Reduction Plan created in 1997, which applies to all east coast states through which the whales migrate.

The Final EIS evaluates the biological, economic and social ramifications of the regulations.

Continued on page 18

YOUNG LOBSTERMEN EXPLORE FISHERY ON BOTH SIDES OF U.S./CANADA BORDER

By Melissa Waterman

May was a slow month in Maine, marked by rain and decidedly cool temperatures. For many lobstermen, it was the time to get their gear ready and make sure the boat was in prime condition. For 11 young lobstermen, however, May was a month of learning.

"I signed up because I want to become well versed with all parts of the Maine lobster industry," explained Abe Philbrook of Northeast Harbor. "I want to be able to represent my industry in the future."

The eleven lobstermen chosen from throughout the state took part in the first Maine Lobster Leadership Institute organized by the Maine Lobstermen’s Community Alliance (MLCA). "As the Maine lobster industry copes with a rapidly changing environment, it is important to hear directly from lobstermen, without all the emotion and policy aspects of Maine’s lobster fishery," said MLA executive director Patrice McCarron. "New leaders must step up in order to preserve hard-won measures that are fundamental to the lobster fishery’s abundance and ensure future prosperity."

Continued on page 17

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When you are a child, it’s pretty easy to make friends. After all, at age seven you are all involved in the same sort of stuff: riding your bike, climbing trees, playing soccer or baseball. Children bond with each other quickly because they mostly live in the same sort of uncomplicated world. It’s not quite so simple when you get older. There’s a lot of “baggage,” as they say, which makes it harder, but not impossible, to establish fast friendships.

Which is why the recent trip by a group of young Maine lobstermen to visit lobstersmen on Prince Edward Island, detailed in this issue of Landings, was so remarkable. Organized by the Maine Lobstermen’s Community Alliance in collaboration with the Maine Lobstermen’s Association, the trip was part of the organization’s new Maine Lobster Leadership Institute. According to the Maine Department of Marine Resources, the average age of a Maine lobsterman is 49. The average age of those leading the industry is likely even older. The Institute’s goal is to help younger lobstersmen become strong leaders in the industry, able to cope with the rapid economic and environmental changes the fishery is experiencing. And, ultimately, to take responsibility for their future.

To do this, the Institute provides participants with a solid grounding in U.S. lobster management and science. But it also offers the opportunity for the young lobstersmen to learn what lobstering in other areas is all about, broadening their perspective on what works and what doesn’t work in other lobster fisheries. The May 2014 pilot program explored the Prince Edward Island lobster fishery in Canada. As the article points out, the trip is no longer considered just a noxious waste product is now coming into its own as a key element in gardeners’ compost. Several Maine companies have taken advantage of the demand for organ-compost to become commercial success stories.

One of the elements that Maine lobstermen must contend with is the proliferation of regulations designed to protect endangered whales in the Gulf of Maine. In May the National Marine Fisheries Service (NMFS) announced its preferred alternative for additional whale rules, the aim of which is to reduce the risk of entanglement in the vertical lines lobstermen use to connect their traps to a surface buoy. Landings provides a summary of these important changes.

Another element of many fishermen’s health care, regardless of economic means, are a vital if often overlooked resource: publically-funded clinics, which serve patients regardless of economic means, are a vital if often overlooked element of many fishermen’s health care. And finally, we continue our series called “Voices” with the transcript of an interview with Gus Alley. Alley was a Kittery lobsterman renowned for his many successes on the lobster boat racing circuit with his boat, Leonardo W. Alley passed away at age 94 in 2008. We hope you enjoy this issue. And, as always, we welcome your feedback.

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Thoughts from MLCA President Patrice McCarron

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BURNT ISLAND LIGHTHOUSE OFFERS GLIMPSE OF THE PAST

By Melissa Waterman

It’s not often that one gets to take a trip back in time. Yet visitors can do just that on Burnt Island, a five-acre island just off Boothbay Harbor. The island is owned by the Maine Department of Marine Resources. The agency, with the help of volunteers, operates the island’s light station as an educational program for the public.

The island has served as a lighthouse location since 1821. At that time, Boothbay Harbor and the surrounding area was a very busy shipbuilding and fishing port. Because the harbor was large and well protected, it became a safe haven for the many sailing vessels that traveled the Maine coast. The island allegedly gained its name because, prior to the construction of the lighthouse, early farmers would graze sheep on the island. In late fall they would burn all the overgrown bushes and grass so that in spring a fresh crop of grass would grow for the sheep to graze on.

The current lighthouse and associated buildings have been restored and decorated as they were in 1950. During the spring and fall, the five-acre island serves as an outdoor school for students and teachers from around the state. Local elementary schools participate in day trips to the island, while children from the middle school level spend up to three days and two nights tenting out. Educational offerings focus on topics relating to Maine’s maritime heritage, coastal environment, marine fisheries, and conservation.

In the summer, however, the past comes alive through a program called the Burnt Island Living Lighthouse. The light station’s carefully restored buildings serve as a living history museum where interpreters in period clothing portray Keeper Joseph Muise and his family, who lived on the island many years ago. The cast make visitors believe that it is 1950 while sharing the experiences living on the island and tending the light during that time. Visitors then go on a nature walk around the island, led by interpreters who point out plants and animals indigenous to Maine’s coast. During the final segment of the three-hour tour, visitors climb the winding stairs into the 30-foot lighthouse’s lantern room, view the historic photographs and documents in the museum, and spend time enjoying the waterfront.

To learn more about Burnt Island, visit www.maine.gov/dmr/burntisland/tour.htm.
MLA MEMBER PROFILE: Thurlow Leeman, South Bristol
NOAA survey ship remains in Maine waters through summer

In recent months, fishermen in York County may have spotted the NOAA ship Ferdinand R. Hassler out on the ocean. The newly built and commissioned ship is home-ported in New Castle, New Hampshire, at the University of New Hampshire pier and will be in Maine and New Hampshire waters throughout the summer. The ship, with a crew of twelve officers and two rotating personnel, will be at sea for up to twelve days at a time collecting data for new marine nautical charts using state-of-the-art sonar technology.

"The survey area for our current operation extends from the area around Boon Island and Boon Island Ledge up to Bibb Rock," said LCDR Marc Moser, Commanding Officer. "The second survey area is in deeper waters starting south of the Isles of Shoals all the way up north to a line east of Bibb Rock, approximately seven nautical miles off shore."

The Ferdinand R. Hassler was built in Moss Point, Mississippi and commissioned in 2012. Before arriving in New Castle last August, the ship completed nautical surveys off New York, Chesapeake Bay and Portsmouth. She was also used after Hurricane Sandy to survey Chesapeake Bay and New York to make sure those areas were free of sunken debris.

LCDR Moser explained the importance of the Ferdinand R. Hassler's current operation. "Some of the depths on the nautical charts in the area are older than a hundred years. That means that the charts were based on lead lines for depths and sextants for horizontal positioning," he said. "Other areas were charted in the 1940's, 50's, 60's and 70's. For example, to the best of my knowledge the area around Boon Island was last surveyed in 1903 by the Coastal and Geodetic Survey steamer Bache."

Although previous hydrographers did an outstanding job charting with the tools they had, modern technology means that we can be even more accurate with our data and therefore deliver better products to our users. This includes finding uncharted shoals and finding accurate least depths on navigational hazards that impact local mariners and safe navigation in the area.

Data collection on the Hassler definitely does not involve lead lines. The ship has two shallow water multi-beam systems (one on each hull) as well as a mid-water multi-beam and side scan sonar. "For the work in New Hampshire and Maine we have been using the hull-mounted shallow water multi-beam systems," Moser explained. "When there is limited fishing gear in the vicinity, we deploy a moving vessel profiler (MVP) every three to four hours. This device is towed behind the ship for around five minutes, and then retrieved back aboard the ship. The MVP determines the speed at which sound moves in the water as sound speed cast is necessary for the multi-beam data." After that, the data are sent to the NOAA Office of Coast Survey's Hydrographic Surveys Division. "The office performs quality checks of the data and then submits it to the Marine Charting Division. The Marine Charting Division will take our data, as well as data from other sources including the Coast Guard for navigational buoy positions, Army Corps of Engineers for federally maintained channels, and other sources to update the charts of the area," Moser said.

In addition to providing up-to-date and accurate information for mariners, another benefit of the new charts will be to provide researchers with information to help determine bottom types on the vast areas of the ocean floor.

When the ship finishes the charting operations, autonomous underwater vehicles will take to the deeper water around New Hampshire and Maine in July or August of this year. The exact timing depends on the Hassler’s progress in the coming weeks. "We will do our best to keep the community apprised of our plans," Moser said. In a later email he added, "the potential operating area for August is not yet decided." Moser has been working with the MLA to keep area lobstermen apprised of the vessel’s operations.

When all the scheduled surveys are completed in New Hampshire and Maine waters, approximately 210 square nautical miles will be covered. It may take another three years for the new data to be reflected on the charts, Moser said.

For more information about the ship: www.moc.noaa.gov/FH/.
THE HEALTH OF LOBSTERMEN:

Health centers fill gap for many families

by Wanda Curtis

While an increased number of fishermen and other Maine residents now have a health insurance plan under the Affordable Care Act, many still struggle to pay for everyday health care costs. Some health insurance plans have high deductibles, which must be met before prescriptions, doctor’s visits, or laboratory services are covered. And many Mainers remain uninsured.

Back in 1944 Congress passed the Public Health Service Act. One part of the act created federally qualified health centers to provide medical care to people in rural or underserved parts of the country. These health centers, of which there are 19 in Maine, can help people financially by providing medical care at a reduced cost. The centers are subsidized by the federal government to make the cost of doctor’s visits, lab work, and other medical care affordable. The cost to an individual is based on annual income and fees are made on a sliding scale.

It took some time for these health centers to take shape. Caroline Zimmerman, director of Health Initiatives for the Maine Primary Care Association, said the first federally qualified health centers opened their doors in 1965. "Funding was approved for the first two neighborhood health center demonstration projects, one in Boston, Massachusetts, and the other in Mound Bayou, Mississippi," said Zimmerman. "Today, there are 1,200 community health centers serving over 22 million people at over 9,000 sites located throughout all 50 states and the U.S. territories."

Harrington Family Health Center is one of Maine’s federally qualified health centers. The Center’s Outreach and Enrollment Assistance Coordinator Susie Beal said the center has been providing medical, dental, and mental health services to residents of Washington and Hancock counties since 1984. They treat patients covered under private insurance, MaineCare, Medicare, and through the sliding fee scale.

"We have many lobstermen and fishermen in our community who come through the sliding fee scale," said Zimmerman. "They are an important part of our patient base. We have patients who have been coming to the center for years, and we’ve seen them grow up with their families."

Further up the coast, Eastport Healthcare also has a trauma/treatment room where they try to stabilize acute injuries such as lacerations or embedded fish hooks before sending the patient on for further treatment.

The Portland Community Health Center (PCHC) serves the southern Maine area. "The center opened in 2009 in response to the large population of uninsured in the city." The center opened two more clinic locations within the last year. The Center’s outreach and enrollment specialist Libby Cummings said that they offer primary care for adults and children (including vaccinations and basic women’s health services), osteopathic medicine, and behavioral health services. They also offer some pediatric dental services.

"Portland CHC patients who are fishermen often experience back injuries and back pain. In addition to other treatments, these patients have the opportunity to access osteopathic manipulative medicine from the health center’s osteopathic physician,” Cummings added.

In 2014, the Portland Community Health Center started a program to connect fishermen to someone close to home who could help them enroll in affordable health coverage. "Under the ACA, insurance companies are required to provide higher quality coverage, so you can feel like what you pay for each month is something you can use,” said Cummings. "I’ve seen my own family members take advantage of their new ACA coverage, taking care of ailments they’ve been living with. I’ve worked with them for further treatment."

HEALTH INSURANCE SIGN-UP A GROUP EFFORT

The Affordable Care Act (ACA) seems to have made a dent in the number of uninsured individuals and families in Maine. The U.S. Department of Health and Human Services noted in early May that more than 44,000 Maine residents had signed up for health insurance plans under the ACA. "Susie Beal, Harrington Family Health Center outreach and enrollment assistant coordinator, said, “In recent months I have aided many fishermen and lobstermen in choosing a health plan that fits into their needs and their budget. There are many more who continue to go without health insurance and fail to get healthcare when needed. I continue reaching out to ensure that people know what their options are for affordable healthcare coverage. Open enrollment for the Affordable Care Act will start again in November. In the meantime, certain qualifying events enable people to enroll.”

Island Institute Fellow Kelsey Byrd, who also works at the Center, said that many lobstermen and their families have been able to enroll in health insurance for the first time in their lives. "It was hard for lobstermen and their families to access healthcare in the past because they had to purchase an individual plan on the open market which is usually more expensive than receiving insurance through an employer," she explained.

April Gilmore, health care Navigator for the Maine Lobstermen’s Association, assisted lobstermen and their families during the six-month sign-up period. "I was fortunate to work with the Federally Qualified Health Centers around the state. We were able to network with others and down the coast to connect fishermen to someone close to home who could help them enroll in affordable health coverage," she said. While it was a grueling period of time, Gilmore feels great satisfaction in the result. "Under the ACA, insurance companies are required to provide higher quality coverage, so you can feel like what you pay for each month is something you can use. I’ve seen my own family members take advantage of their new ACA coverage, taking care of ailments they’ve been living with. The successful enrollment figure here in Maine is from the amazing grassroots efforts put forth from all the assister organizations here in the state."
MAINE LOBSTERMEN’S ASSOCIATION UPDATE

The Maine Lobstermen’s Association held a “lobstermen only” meeting in May to provide a one-stop shop for lobstermen to learn about the proposed Searsport dredge project. When it comes to dredging, MLAs’ role is largely that of an educator, to ensure that lobstermen have accurate information, and of a watchdog, to ensure that lobstermen’s interests are protected in the face of these local and regional development projects.

Dredging along the Maine coast is a common and necessary occurrence. The MLA has taken a deep interest in the Searsport dredge because it is a unique project. While the size of the proposed dredging is on par with what was done in Portland this spring, it is a very large project for the Penobscot Bay area. Searsport is also unique due to the proposed dredge site’s proximity to the area at the mouth of the Penobscot River. Lobstermen closer to lobster fishing due to mercury contamination. And the project stands out because the proposed dump site is well inside the bay and represents important inshore fishing grounds for local lobstermen, and is also quite distinctive geologically.

Making sure lobstermen are well informed about the Searsport dredge proposal was a no-brainer for the MLA. The purpose of the May meeting was to share information among lobstermen and to make sure that the state and federal agencies involved in the project heard lobstermen’s concerns and understood the need for transparency and accountability. Prior to the meeting, the MLA had heard lobstermen’s concerns about the project, researched them and, in response, invited 13 experts from federal and state agencies to specifically address those particular questions and concerns.

So the meeting was jam packed with detailed presentations on the timeline for dredging, how and when the industry can weigh in on the project, the testing of the dredge spoils, methods used to do those tests, and an explanation of the results. The information presented to lobstermen was clear, understandable and, without a doubt, more comprehensive and focused on lobstermen’s concerns than anything done to date.

Lobstermen have raised very legitimate worries about the potential impacts that this project could have on their local fishery, and the MLA is committed to making sure that these concerns are heard by federal and state officials. The MLA Board voted in May to detail these issues in a letter to state and federal agencies. The continued success of the Penobscot Bay lobster industry is essential to the economy of the region. The MLA understands that, and is committed to making sure that the same standards that apply to dredging in other parts of Maine and around the country are used in Searsport.

Yet, at the May meeting the MLA was met with hostility and anger primarily from lobstermen outside of the MLA. Inexplicably, some people opposed to the dredging project seemed to believe that an informational meeting designed to provide lobstermen with answers to their very real concerns was somehow “colluding with the enemy.” Lobstering isn’t just a job that you go to each day, it’s a business that is critical to each lobsterman and his or her family’s economic survival. If the proposed dredging in Searsport has a negative impact on lobstermen, it will affect your life in a very real way. As the MLA delves into the environmental issues related to the dredge project, we expect to be on the receiving end of anger and fear from some lobstermen. It has been this way forever. The anger and emotions flow from a lobsterman’s deep concern about the industry and distrust of any one organization speaking on his behalf. While disagreement has been common and sometimes sharp in the past, there has always been tolerance based on the understanding that we are all working in our respective ways to keep the lobster industry strong.

Over the past couple of years, that dynamic has changed. The MLAs reasoned approach to critical issues is under attack. Taking time to get informed and to listen to a broad range of lobstermen’s voices is being perceived by some as weak and not in the interest of lobstermen. I have to say that it is a very sad day when choosing NOT to react in a knee-jerk manner to each and every issue is considered “having an agenda.” The MLA has been around for 60 years! We know the issues, we know the players, we know the boundaries within which lobstermen in this state operate. The organization and its board of directors is not so naive as to make promises that can’t be kept. We tell Maine lobstermen the way it is – even when we know that it is not what people want to hear. We are accountable for what we say, and for our actions.

It is easy to say “no” to any change. It is easy just to put on the gloves and step into the ring with every new regulation or project that comes down the pike. The reality, of course, is that you don’t win every battle, although each bout in the ring can cost dearly. Like it or not, our world includes laws and regulations that we do not necessarily agree with, but are bound by. Our world includes a very diverse group of interested parties, such as conservationists, government officials, scientists and the public — many of whom do not have the success of lobstermen foremost in their minds. Do we fight them? Yes! Do we get exactly what we want? No! Over the years, many of the lobster industry’s successes have not been what we would have chosen for ourselves, but rather reflect what is possible in a complicated and highly regulated world.

Let’s not forget for a second that this world includes 5,000 Maine lobstermen, few of whom can agree on much. Since its inception in 1954, the MLA has taken the time to listen to lobstermen around the state first and then to consider how the fishery as a whole may be affected by numerous issues. When the board of directors takes a stand, that decision reflects a state-wide perspective.

The MLA is the most informed, experienced and capable industry group in Maine. We are proud of who we are and what we stand for. We are accountable to our more than 1,000 members, and remain painstakingly transparent in all that we do. Name one other organization that publishes a summary of every board meeting and mails it to members and non-members alike. Name one other organization that frees distributes important information about the fishery each month to people who then spend countless hours criticizing the organization. The MLA does this because we understand that you agree with the MLA or not, the lobster industry as a whole is stronger when lobstermen have better knowledge about their fishery.

Certainly it is time for Maine lobstermen to get involved in the Searsport dredging proposal and have their voices heard. But do your homework. Read the reports. Check out the Army Corps of Engineers Web site (www.nae.usace.army.mil/Missions/ProjectsTopics/Searsport). Talk to the staff at the Departments of Transportation, Environmental Protection and Marine Resources. Discuss your concerns with an MLA board member.

The MLA has had the lobster industry’s back for 60 years. If you are not an MLA member, I challenge you to learn more about the MLA and join us.

As always, stay safe of the water.
MAINE LOBSTERMEN’S ASSOCIATION UPDATE

MLA DIRECTORS’ MEETING

The Natural Resources Council of Maine (NRCM) gave a presentation on its work to reduce carbon pollution, stating that it could have long-term adverse impacts on Maine’s lobster industry and other fisheries. Warming waters have wreaked havoc in the timing of the lobster season, led to changes in species’ range and contributed to ocean acidification.

NRCM explained that Maine, along with eight other states, has already curbed its air pollution through the Regional Greenhouse Gas Initiative (RGGI). NRCM is now encouraging the Maine delegation to support RGGI standards at the EPA to bring the rest of the country’s power plants up to the same standard. The MLA will continue discussion of this topic at its June meeting.

MLA Directors welcomed participants from the Maine Lobster Leadership Institute, sponsored by the Maine Lobstermen’s Community Alliance. Twelve lobstermen completed a day-and-a-half of training to learn more about the broad context in which Maine’s lobster fishery operates and how it differs from lobster fisheries in other areas. The training covered the nuts and bolts of Maine’s lobster management system, science, quality and handling practices, and an overview of markets and the supply chain. Leadership participants attended the MLA Directors’ meeting to learn more about the decision making and operations of the association.

In late May, program participants will travel to Prince Edward Island, Canada, to stay with fishermen, fish on lobster boats, tour private and fishermen-owned processing plants and meet with the PEI Fishermen’s Association. Leadership participants are excited about the program and what they had learned so far, and were looking forward to travelling to PEI.

Patrice provided a summary of the work MLA organized for lobstermen on the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The Board voted that the MLA submit a letter to both federal and state agencies outlining those issues and concerns raised by lobstermen. Patrice will draft the letter for approval by the MLA Directors before it is submitted. She will remain in touch with lobstermen who fish in the proposed dump site to ensure that concerns and possible impact to the local fishery are adequately documented and understood. The Board stressed that MLA’s role is to act as a watchdog and ensure that lobstermen remain well informed about this issue.

The Board was informed that the University of Maine did not receive the large federal grant it had applied for to develop and deploy offshore wind technology. It is unclear what this will mean for the University of Maine’s offshore wind project or Maine’s lobster industry. The Directors asked that an article be written to update the industry on this decision and what this means for the future of offshore wind technology.

Patrice provided a brief update on state legislative activities, noting that a $7 million marine bond was passed, requiring a one to one match. The bond is to “support the growth of and to build infrastructure for the marine sector of the state’s economy.” If approved by voters in November, this bond will allow organizations to write bonds to promote growth in traditional commercial fishing interests, aquaculture, value-added seafood processing, and market development for Maine-based products.

The MLA has been communicating with the NOAA research vessel Ferdinand Hassler which is conducting a hydrographic survey to map the ocean bottom off southern Maine. The vessel began survey operations without informing the industry of its plan. Since then, the MLA has remained in close contact with the vessel to keep lobstermen informed of its operations. This research will eventually be conducted along the rest of the Maine coast in subsequent years.

The MLA is working with a whale scientist from Western Australia who will visit Maine in late May to learn more about the Maine lobster industry’s efforts to reduce gear entanglements with large whales. MLA will coordinate visits and lobster fishing in several key lobstering communities along the coast.

The MLA Directors reiterated the association’s position in opposition to the U.S. Coast Guard requirement that life rafts be re-packaged annually. Now that dockside inspections are required every two years, the MLA wants to see the life raft packing requirement extended to every two years as well. MLA will work with the Coast Guard, the Maine delegation and Maine’s Commercial Fishing Vessel Safety Council on this request.

The Commercial Fishing Vessel Safety Council will meet on June 10 in Portland. Also, lobstermen are reporting that Coast Guard boardings continue despite the mandatory inspection sticker. Coast Guard officers have stated that the boardings are less involved than they were before the sticker was required. The MLA Board will meet on June 4 at Darby’s in Belfast at 5pm.

DMR RULEMAKING

Clarify Lobster Processing Rules

DMR has announced a proposed change to lobster processing regulations to allow holders of a Lobster Processor License (LPL) to process lobster from the shell as well as in the shell as currently allowed. This change would allow LPL holders to process lobster from the shell without having to separately purchase the Lobster Meat Permit. There were 15 Lobster Processing License (LPL) holders in 2013 and to date there have been seven licenses issued in 2014. This should marginally make these businesses more profitable and streamlined as they would not be required to additionally purchase the $159 annual Lobster Meat Permit. The DMR is accepting written comments until June 6. Questions should be directed to Lt. Jay Carroll at 667-3373.

Permanent Closure of small area of Penobscot River

DMR permanently closed a small area in the upper Penobscot River to lobster and crab fishing to protect public health, effective May 14. The closure included the area above a line starting at the most northwestern point of Wilson Point in Castine continuing in a northwesterly direction to the Pont Fort Lighthouse on Cape Jellison in Stockton Springs.

The extent of the closed area is based on data collected as a result of a court-ordered study stemming from a federal lawsuit (Maine People’s Alliance and the Natural Resources Defense Council v. Mallinckrodt, Inc.). Based on analysis of these data by the state toxicologist and Department of Environmental Protection, DMR determined that a consumption advisory, based on the Maine Centers for Disease Control action level, would be warranted for lobster taken from the designated area. Because this is a very discrete area and in order to

Individual Membership Levels:
- Highliner: $225
- Harvester: $125
- Harvester Family*: $200
- Junior/ Senior Harvester: $65
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Business Members Levels:
- Select: $500
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Additional Contributions:
- Donation: $1
- MLA Legal Defense Fund: $1

Please print: Name: Business Name: Address: City/State/Zip: Phone: Cell: Email: (Please include to receive weekly e-news updates and lobster, bait & fuel prices) Boat Name: Lobster License #: Zone & Dist: MLA Membership Form

Mail with payment to: MLA, 203 Lafayette Center, Kennebunk, ME 04043

Questions? Comments? 207-967-4553, info@mainelobstermen.org

JOIN ONLINE TODAY AT WWW.MAINELOBSTERMEN.ORG!
The issues focus on 1) spawning area issues presented in the PID related to herring industry. The Commission raised by the commercial Atlantic to strengthen spawning sea her- Draft Amendment 3 was initiated Information Document (PID) for Herring Section approved the Public Fisheries Commission's Atlantic Bucksport, Maine. Questions can be directed to Meredith Mendelson at 624-6530.

ASMFMEETINGSUMMARY

Herring -- The Atlantic States Marine Fisheries Commission's Atlantic Herring Section approved the Public Information Document (PID) for a draft amendment to the herring management plan for public comment. Maine, New Hampshire, and Massachusetts will be conducting public hearings on the PID. Draft Amendment 3 was initiated to strengthen spawning sea herring protections in Area 1A (inshore Gulf of Maine) and address concerns raised by the commercial Atlantic herring industry. The Commission is seeking public input on four is- sues presented in the PID related to development of management measures for the Atlantic herring fishery. The issues focus on 1) spawning area boundaries and closures in Area 1A; 2) a fixed gear set-aside rollover pro- vision; 3) declaration of fishing gear prior to the beginning of a quota peri- od in order to provide fishery manag- ers a more accurate estimate of effort for decisions relative to harvest control measures; and 4) requirement for a vessel's fishing trip plan to be followed by a vessel's fish hold to be emptied before fishing a trip in order to allow for full accounting of catch and to discourage dumping of unsold fish.

The 2012 stock assessment estimated the Atlantic herring spawning stock biomass (SSB) at 517,930 metric tons (1.1 billion pounds) in 2011. Atlantic herring is considered rebuilt; it is not overfished and overfishing is not occurring. Commercial landings have increased since 1983 to a high of 101,859 metric tons (224.6 million pounds) in 2009. Annual catch has averaged 82,407 metric tons (181.7 million pounds) since implementa- tion of the fishery management plan in 1993. The PID is the first step in the Commission's amendment process. It is intended to gather informa- tion concerning the Atlantic herring fishery and provide an opportunity for the public to identify and comment on major issues relative to the management of these species. The Commission will then evaluate po- tential management alternatives and develop Draft Amendment 3 for public review. After the public comment period, the Commission will specify the management measures to be included in Amendment 3. For more information, contact Melissa Yuen, Fishery Management Plan Coordinator, at myuen@asmfc.org or 703.828.0740.

Menhaden -- The ASMFC Atlantic Menhaden Management Board ac- cepted the 2014 Fishery Management Plan Review detailing the results of the 2013 fishing year and imple- mentation of Amendment 2 to the Interstate Fishery Management Plan for Atlantic Menhaden. Total 2013 harvest excluding bycatch was 166,077 metric tons, 2.8% be- low the coast-wide total allowable catch (TAC) of 170,800 metric tons established through Amendment 2. In 2013, the reduction fishery har- vested 131,034 metric tons while the bait fishery harvested approximately 35,043 metric tons. A total of 1,942 metric tons were harvested under the 6,000 pound bycatch al- lowance with approximately 91% of bycatch coming from pound nets. Bycatch accounted for 1.2% of the total coastwide harvest, but does not count towards the TAC. Amendment 2 does not provide for the rollover of unused quota from one year to the next because the stock is currently experiencing overfishing.

“Through the cooperative efforts of the Atlantic states in implement- ing Amendment 2, we have taken measurable steps towards ensur- ing the long-term sustainability of the Atlantic menhaden resource for both its ecosystem services and the fisheries that depend on it,” stated Commission Chair Louis Daniel of North Carolina Division of Marine Fisheries. Implementation of Amendment 2 has also improved reporting as well as expanded biological monitoring for the bait fishery. The accompanying table details state quotas for the 2014 fishing year after setting aside 1% for episodic events. Any over- values in the 2013 quotas because of late reports will come out of the 2014 quotas. Progress on the upcoming benchmark stock assessment con- tinues with an assessment work- shop scheduled for June 2-5; the peer review is scheduled for December, 2014. It is anticipated that the Board will consider the results of the peer review at the Commission’s Winter Meeting in February, 2015. For more information, contact Mike Wayne, at mwayne@asmfc.org.

Many thanks to these fine businesses, the MLA’s Keeper members!

Allen Insurance & Financial
Atlantic Edge Lobster
Beals-Jonesport Cooperative
Bell Power Systems Inc.
Buoysticks.com
Calendar Islands Maine Lobster LLC
Cape Porpoise Lobster Co. Inc.
Chapman & Chapman
Chase Leavitt & Co.
Chirinda Corp.
Coastal Documentation
Conary Cove Lobster Co.
Cooks Lobster House
Cousins Maine Lobster
Cushing Diesel, LLC
Damascotika Bank & Trust Co.
DB Rice Fisheries
Eastern Tire & Auto Service
Eaton Trap Co. Inc.
Finestkind Scenic Cruises
F W Thurston Co. Inc.
Georgetown Fishermen's Wives
Gills Crustacean Bait
Glens Lobster Co.
Grands USA Ltd
Gulf of Maine Lobster
Fountain Cove Lobster
Guy Cotten, Inc
HR Beal & Sons Inc.
Holden Seafood Corp.
Innertaste Lobster Co.
Island Fishing Gear & Auto Parts
Island Fisherman's Wives
Island Seafood II, LLC
Johs Bay Boat Co.
Kips Seafood Co.
Lake Permaquid Inc.
Linda Bean's Maine Lobster
Lobster ME
Lobster Products Inc.
Lomie's Hydraulic Inc.
Maine Financial Group
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Maine Sea Grant
Marine Hydraulic Engineering Co. Inc.
Midcoast Marine Electronics
Midcoast Marine Supply
Mills Wharf Lobster
Mount Desert Oceanarium
Nautilus Marine Fabrica-
tion Inc.
New Jersey Marine Lobster
New England Marine & Industrial Inc.
Novatec Brads LTD
Penobscot Bay & River Pilots Assn.
Penobscot East Resource Center
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PFPH CBAs
PIL Lobster Company
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Port Clyde Fishermen's Coop
Port Lobster Co.
Promens Saint John
Quahog Lobster Inc.
Ready Seafood
Red Hook Lobster Pound
Rideem Lobster Co.
Rockland Savings Bank
South Bristol Fisherman's Cooperative
Superior Bait and Salt
Superior Marine Products Inc.
The Compass Insurance Group
The First NA
WD Mathews Machinery Co.
Weirs Motor Sales Inc.
Williams CPA Group
Worcesters Lobster Bait

The Bait Report

2014 Herring Catch and Quota

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<th>Area</th>
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<th>% of quota</th>
<th>2014 quota</th>
<th>2013 quota</th>
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<td>4,218</td>
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<td>Area 3</td>
<td>12,023</td>
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<td>39,415</td>
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<tr>
<td>Total</td>
<td>26,921</td>
<td>37.89%</td>
<td>71,057</td>
<td>89,480</td>
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</table>

Data from the NMFS Weekly Atlantic Herring report. Framework 2 imposed seasonal restrictions on Areas 1A and 1B. As a result, Area 1A will remain closed until June 1, 2014, and Area 1B opened on May 1. Area 1A percent of quota includes current ME state-only vessel landings.
While visiting a PEI processing plant, a few Maine lobstermen got up close with a Canadian lobster. Photo by Patrice McCarron.

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For the past two years, the Maine Lobstermen's Community Alliance (MLCA) managed an inshore herring acoustic survey with the Gulf of Maine Research Institute (GMRI). GMRI has analyzed the acoustic data collected by ten lobstermen spread out along Maine's coast. Each lobsterman, from Cutler to York, had echosounder equipment, commonly used as fish finders, installed on his boat. The echosounder sends out sound frequencies to identify fish and then records the data onboard the vessel's computer. When the sound beam hits a school of fish, the particular pattern it makes reveals whether the school is made up of herring or another type of fish. A total of 70 individual near shore surveys were completed over two years, during the months of September, October and November.

"The biggest problem we had [when analyzing data] was cleaning up the noise," said Graham Sherwood, a research scientist at GMRI and leader of the herring acoustic survey. Each lobster boat participating in the survey was equipped with a through-hull Simrad ES-70 echosounder that recorded how sounds bounced off objects in the water column and bottom. Because the echosounders are designed for large research vessels that glide through water, the slap of the smaller boat hulls against the water was recorded as extra noise.

The data show that the majority of herring schools are in the area off Mount Desert Island. "We had the lobstermen draw where they thought spawning herring would be on a chart at our very first meeting," said graduate research associate Katie Wurtzell. Wurtzell used the collected data to plot actual herring schools on a chart and then added the lobstermen's original predictions to that chart. "They line up almost exactly, which is really neat to see," she said. Lobstermen were given a predetermined set of coordinates to survey. The goal of this survey was to estimate the biomass of inshore herring. "That's easier said than done," Sherwood admitted. "The collected data is patchy – we could miss a spawning school of herring because a boat couldn’t complete the survey due to weather or technical issues.”

Herring populations for many years. Without accurate knowledge about inshore abundance, scientists cannot accurately assess overall herring stock health. "This data likely will not be used in herring stock assessments, but it is a great resource to have," said Sherwood. "This is unique data. No one else has collected weekly data."

There was a big learning curve when we started in 2012," said GMRI research associate and lobsterman Curt Brown. "Each boat had a different issue and we spent a lot of time working with the guys to figure out a solution." Now that the issues are solved and the collected data have been analyzed, Sherwood, Brown, and Wurtzell are thinking about what comes next.

"We assume the schools on it, for example," Wurtzell said. A lobster trap would be set near a school of herring and record the number of eggs on it. "We assume the schools seen in the acoustic data are spawning because all other fish feed up in the water column at night when the survey took place," she continued. "If we had a way to check for eggs, it would add confidence that they are indeed spawning."

The MLCA and GMRI will meet with the ten participating lobstermen to show them the results of their hard work and discuss the next steps. "These guys have put so much into this project and we really appreciate that," said Brown. "We hope everyone will be willing to participate for the next two years and that we can find a way to make them feel it’s worth their time."
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**$19.99**

**SAVE $5**

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**24” x 24”**

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**24” x 24”**

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REMARKABLE PERSON:  
Michelle Kinerson, Cape Porpoise

by Sarah Paquette

Michelle Kinerson is inspired by her surroundings and that inspiration is reflected in her art. Kinerson is the founder and owner of Cape Porpoise Trading Company, a one-woman company that sells doormats and ornaments made with recycled lobster rope. Kinerson made her first doormat in September 2012 just for fun and now works full-time creating rope art. “I started making the doormats as a side project with rope my friend—a lobsterman—gave me,” she said. “It didn’t take me long to learn how to make a doormat, but it did take some trial and error to make a quality one.” Her family and friends were her first customers, but then Kinerson began selling her work on consignment in Kennebunkport. “I was going through a lot of rope, more than my friend could provide me, so I decided I needed to look outside of Cape Porpoise,” she said.

“I just love this state and want to make a positive impact.”

Lobstermen from Cape Porpoise suggested Kinerson connect with Laura Ludwig, who previously worked for the Gulf of Maine Lobster Foundation, which created a rope buy-back program. “Laura knows so much about rope. It’s amazing to talk with her,” Kinerson said. “She has been so helpful in connecting me with people and answering all of my questions.”

“When I started buying rope I would hear lobstermen talk about the falling price of lobster. I wanted to do something to help them. I wanted to support someone more on the outside that could help the lobstermen.” Kinerson donates 10% of her profits to the Maine Lobstermen’s Community Alliance as a way to give back to the industry and make a difference. But she wants to do more. “I just love this state and want to make a positive impact,” she said. “I want to start my own rope buy-back program. When lobstermen have old float rope, I want to be the person they think of calling.”

Kinerson said she pays lobstermen between $200 to $250 per truckload of rope, depending on the quality and cleanliness. “If someone has a scale, I’ll pay per pound,” she added.

Kinerson sells her work at Daytrip Society in Kennebunkport and through her Web site and Etsy shop. “I just got a few new accounts I’m really excited about,” she said. “One in Nantucket, one in Texas, Sault New England in Boston, and Papa Wolf in Dover, New Hampshire.” Many people contact her about custom projects through her Web site. “People will send me a picture of their house and ask me to make a mat that would complement the colors. I really like having that creative freedom,” she said.

For Kinerson, color is a passion. “I know there are other lobster rope mats out there, but most of them don’t seem to have much thought put into the color combinations,” she said. “And I’m the only person that is using strictly recycled float rope.”

Kinerson initially thought her product would be made with rope just from Cape Porpoise, but she soon found the rope supply wasn’t enough for the number of orders she received. “I’m glad I branched out. I love exploring new areas and talking with people who love their town as much as I love mine,” she explained. It’s also exciting to get new rope because Kinerson never knows what she will find. “I get so excited when I find new colors I have never seen before,” she laughed. “I’ll call Laura to tell her about it and she can tell me when it was made and where it was probably fished. I love that there is a story with it.”

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**USING A TOUCH OF HUMOR TO DELIVER A SERIOUS MESSAGE TO LOBSTERMEN, WHARF OWNERS**

by Melissa Waterman

Maine lobstermen catch a lot of lobsters every year. Sometimes the pressure to haul in as many pounds as possible results in less-than-gentle handling of the lobsters. After all, Homarus americanus comes equipped with a shell, claws and a lot of spiky parts, so they can handle a little rough treatment, right? Wrong. Mishandled lobsters may become weak and die, resulting in a loss of money for lobstermen and buyers alike. The Maine Lobstermen's Community Alliance surveyed lobster wharves along the coast last year to determine how lobstermen and buyers were handling their lobsters and found that practices varied widely.

Now Penobscot East Resource Center in Stonington has produced the first of two videos to inform lobstermen of the value of treating lobsters correctly. And they have used a hint of bawdiness to do so. The 3-minute video, called “Finding the Perfect Tail,” features several local lobstermen talking about lobsters as if they were eligible women. In a sly spoof of dating sites, each man in the video is identified by name, age, and horoscope sign!

As one lobsterman says about lobsters (and perhaps a woman he knows), “If you’re not good and gentle, they will bite.” Another says that for the perfect tail, you “have to treat them with respect.” Of course, adds a third lobsterman, “you’ve got to feed them good.” The video ends with a smiling lobsterman gently stroking a lobster while holding a finger to his lips as if to say “Shhhhhhh, she’s sleeping.”

Text on the Penobscot East Resource Center’s Web site accompanying the video explains why taking proper care of lobsters from boat to dock is so important. As the site says, “Lobsters are animals. Plain and simple. Just as you wouldn’t leave your dog in the truck on a hot summer day, providing your lobsters with adequate water and oxygen circulation and careful handling is essential for their survival.” Making sure that the lobster remains healthy and lively means that it remains a premium product and can be sold for a good price. Better lobster handling reduces injury rates, ensures more premium lobsters are available for the live and high-priced markets, results in less shrinkage, and has a positive influence on prices paid to fishermen. The Center’s second video, on the problem of shrinkage, will be released sometime in June. And who knows where that topic will lead?

“Finding the Perfect Tail” features Ryan Zanke, Matt Shepard, Derek Jones, and Richard Robinson. Allen Baldwin was the videographer. To view the video, visit the Penobscot East Resource Center Web site, www.penobscoteast.org/research/lobster-handling/.
In order to increase the demand for Maine lobster, we’ve heard time and time again, more value-added products that use lobster must be developed and marketed to the consumer. Judging by the recent growth in the number of seafood processors in Maine, consumers do appear to be developing a taste for items such as lobster pot pie or lobster macaroni and cheese. But what of the other uses of lobster and Maine’s diverse marine species? In this new series, Landings takes a look at some of the less-publicized ways our state’s ocean resources are put to commercial use.

As much as diners love lobster, everyone would agree that the lobster’s shell is kind of a pesky thing to get rid of. Some believe it is a waste to tie the shells in a bag and toss them in the dump quickly, before they stink up the kitchen. Some companies are transforming those shells into something worthwhile: compost. Maine composting companies are turning lobster waste into calcium- and chitin-rich compost. At home, composting lobster shells can be done, but don’t be in a hurry.

“I love the idea that one year you're eating the lobster, the next year you
are growing your vegetables with the lobster you ate last year,” said Cameron Bonsey, marketing director of Coast of Maine Organic Products in Portland, producers of Quoddy Lobster Compost at their composting site in Marion.

Lobster shells have been used for centuries to fertilize gardens. As soon as seacoast dwellers began gardening or farming, the fruits of the sea were used to enrich the soil—everything from seaweed to fish and clam shells was composted, often right beside the growing plants—as mulch.

While Coast of Maine uses lobster shells all the time and has a product named for lobster, other compost operations may use them, or something else, depending on what is available. Wes Kinney has operated Kinney Compost in Knox for 20 years. In the past, Kinney used the shells generated by Shucks Maine Lobster when they were located in Richmond, though not since Shucks moved to the Portland waterfront.

“They’re huge, 30 to 60 yards a day when they’re really pushing it,” said Kinney. “They’re huge. It would be almost impossible to get them off the Portland waterfront."

“So we’ve had ups and downs. With this business you need to give the customer consistent output,” he added. Kinney started the operation as a hobby. When a large hatch of local chickens destined for China was lost, he took the hundreds of thousands of chickens and “brought them back to my place to compost them.”

Lack of a consistent supply of the right raw materials can be the composter’s nightmare. Kinney said he used to compost a lot of shrimp waste, but that’s not available now. He also used a lot of sardine waste from Stinson’s, but that’s gone, too. “We had a lot of trouble with the sardine waste. There was a lot of crap in it, like rubber gloves—it runs the cost up a lot.”

“Residuals, “ said Bonsey. “We also used a lot of sardine waste from Stinson’s, but that’s gone, too. We had a liquid salmon fertilizer. It was amazing stuff. The problem was it smelled so bad. But then we didn't have enough raw material to keep making it.”

Quijano started presenting his compost at garden center doors, selling a pallet at a time. Now the product is sold in 1,350 locations.

“We get calls from people all the time about how great our compost is,” said Bonsey. “In composting, you can’t do anything fast, so the brand is all important. Lobster compost, rich in chitin and calcium, has a big impact on plants.”

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between the Maine and Canadian national markets and the relationship is sold on the national and international markets. They were given a state Fishery Management Plan and the health of lobster stocks at present. Deirdre Gilbert, policy director for DMR, spoke about the state, regional and federal management framework in which lobstermen must operate. Young lobstermen today have no memory of the time when fishery was under the purview of the New England Fisheries Management Council rather than the Atlantic Mammal Protection Act have had about the impact that the federal for lobster. They went out on 14 boats on the first day, then another 13 on the second day,” explained McCarron. “They packed us lunches and joined us for dinner. They really took care of us.” The Mainers visited two processing plants, Royal Star in Tignish, which is a fisherman-owned business, and the smaller Acadian Fishermen’s Cooperative in Abram Village. They also met with representatives from the many lobstermen’s associations active on the island, including the King County Association, Northern Shore Association, Western Shore Association and the Prince Edward Island Fishermen’s Association. “We really gained an appreciation of how important their fishery is them,” McCarron continued.

Prince Edward Island lobstermen, like lobstermen throughout the Maritime provinces, fish in distinct Lobster Fishery Areas, or LFAs. The LFA open sequentially throughout the year for a limited period. The LFAs (equivalent to 2.834 inches), generally of Friendship. Of course, the legal size is different in PEI. A lobsterman can land a 72 millimeter lobster (equivalent to 2.834 inches), generally called a “canner.” Dustin Delano of Friendship had a hard time adjusting to that smaller gauge. He fished with the Jollimore family (except Sunday). You can’t miss a day for weather or boat trouble.”

On the other hand, several lobstermen noticed that PEI lobstermen were doing well in terms of landings. The island lobstermen haul through every day. “A thousand pounds would be a good day,” explained Isaac Lash of Friendship. Of course, the legal size is different in PEI. A lobsterman can land a 72 millimeter lobster (equivalent to 2.834 inches), generally called a “canner.” Dustin Delano of Friendship had a hard time adjusting to that smaller gauge. He fished with lobsterman David Sampson out of Morrell. “He had me picking out the lobsters and I kept losing them overboard because they were so small to me,” Delano laughed. “Finally his wife put me right.” “I think it’s pretty efficient there,” commented Cyrus Sleeper of Spruce Head. “It’s a limited amount of bait used and a limited season.”

The Maine lobstermen also noticed some intriguing differences in the PEI boats and the way they were set up. “It was totally different,” Sleeper said. “They haul from the stern. They have five to eight traps to a trawl but they call that a set.” The traps used on PEI are still made of wood and considerably heavier than Maine lobster traps, running between 100 and 120 pounds each. Consequently, the boats have equipment specifically to handle the heavier traps. “He had a crane on the boat to lift and then roll the traps in,” Isaac Lash of Alberton, with whom he lobstered. “It’s a hydraulic system and he can use it of the stern or the side.”

Genevieve McDonald of Stonington fished with two PEI lobstermen. “The most unusual part of the experience for me was their use of wooden traps,” she said. The PEI lobstermen had tried wire traps in the past but uniformly found that the traps simply didn’t fish well. The lobstermen in PEI seemed to be behaving differently than those in Maine as well. “They fish shoaler water,” explained Tripp. “The lobsters are finicky about water depth and temperature. If it’s too cold, they numb up. If it’s too shal, you get fewer lobsters. They told me that lobsters like to travel the edges of the substrates. They like sand and a harder bottom.”

The Maine lobstermen had the opportunity to tour the entire Royal Star processing plant in Tignish. Royal Star is a subsidiary of the Tignish Fisheries Co-op Association Limited. The majority of the town’s residents either work for the plant or are part of the association. “They have a 180 boats (supplying lobster) and operate for just six months, from April to December,” McCarron said. “All the people working there, about 300, are local. It’s inspiring. The company has its own brand and also processes for other companies.”
Whale rules continued from page 1
tions of six scenarios. It follows up on the draft EIS released last year. The National Marine Fisheries Service (NMFS) held 16 public meetings in August and September, 2013, to hear public feedback on the scenarios; NMFS also received 533 letters on the proposed regulations. The Maine Lobstermen’s Association and the Downeast Lobstermen’s Association were the only commercial lobstering groups in Maine to submit written comments.

The preferred regulations are based on a computer model based on high “co-occurrence areas,” which are areas that have the highest frequency of gear overlapping with large whale sightings. The regulations preferred by NMFS for reduction of vertical lines in Maine are as follows:

- No new regulations in Maine exempt state waters.
- Minimum trawl length requirements for Maine are based on distance from shore (non-exempt state waters, 3 to 6 miles, 6 to 12 miles, and 12+ miles) and by lobster zone.

- Additional seasonal trawling up required in Zones F and G during the winter. However, there are no seasonal closures for Jeffrey’s Ledge or Jordan’s Basin.

- A ¼ mile buffer was created around three islands, located outside the exemption line to allow singles (Monhegan, Matinicus and Criehaven).

- Maine Pocket Waters are defined as state waters.

### SUMMARY OF NMFS PREFERRED ALTERNATIVE VERTICAL LINE RULE FOR MAINE LOBSTERMEN

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<td>ALL LOBSTER ZONES</td>
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<td>ALL LOBSTER ZONES</td>
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- ½ MILE BUFFER AROUND ISLANDS
  - Monhegan, Matinicus, and Criehaven
  - NONE
  - 12" MARK (RED), 3 TIMES: AT THE TOP, MIDDLE, AND BOTTOM

- 3 TO 6 MILES
  - ALL ZONES
  - 3

- 6 TO 12 MILES
  - ZONES A, B, C
  - 5

- 6 TO 12 MILES
  - ZONES D, E, F, G
  - 10

- 12+ MILES
  - ALL ZONES (F & G/SEASONAL)*
  - 15

- 12+ MILES*
  - ZONES F AND G
  - NOV 1 TO FEB 29
  - 20

- Expanded vertical line gear marking in all non-exempt state and federal waters, requiring three 12" red marks on each buoy line (top, middle, bottom). However, no gear marking will be required in Maine exempted waters.

The FEIS is available at: www.nero.noaa.gov/protected/whaletrp/eis2013/. Comments on the FEIS are due June 16, 2014. The Final Rule is expected by be released in June. Typically, Final Rules go into effect 30 days after publication. However, MLA and Maine DMR requested a June 1 implementation date.

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- Accepting 7/16, 1/2 or 9/16 polyest, sinking and neutrally-buoyant.
- 3/8 Steel Liner may also be acceptable.
- Rope should be coiled or bundled for ease of handling.
- Clean rope — shake the mice and snakes out — no gardens please!

To Register or For More Info, Contact: Laura Ludvig
Center for Coastal Studies, Provincetown MA
207-263-5300
LLDOWNEAST @GMAIL.COM

*New Life For Old Rope*
In May, the University of Maine and its partners, Cianbro and Emera Maine, received news that the Aqua Ventus ocean wind power project had not received significant funding from the Department of Energy Advanced Technology Demonstration program. The project came in fourth, behind projects in New Jersey, Virginia and Oregon. Those projects will receive $46.7 million each to help achieve commercial operation by 2017. Maine received $3 million in additional research and development funding.

The university plans to use the $3 million grant to complete its work on Aqua Ventus’ innovative concrete hull and advanced composite tower. Jake Ward, UMaine’s vice president for innovation and economic development, said in an article published in MaineBiz that the Aqua Ventus partnership remains committed to the goal of drawing on the Gulf of Maine’s winds as a long-term source of renewable power for the state. The project’s ultimate goal is to install two-6-megawatt wind turbines approximately 2.5 miles off Monhegan Island.

UMaine will complete testing work on its AquaVentus design but the future of the larger Monhegan project is unclear. UMaine photo.

The Department of Energy’s winning projects were:
• Dominion Virginia Power, which plans to install two 6MW direct-drive wind turbines 26 miles off the coast of Virginia Beach. This project was described in a DOE press release as incorporating “hurricane-resilient design features to ensure that offshore wind facilities placed in hurricane-prone waters are reliable, safe and cost-effective.”
• Fishermerg’s Energy of New Jersey, which plans to install five 5MW direct-drive wind turbines in state waters about three miles off the coast of Atlantic City, N.J. This project was described by DOE as an opportunity to demonstrate the use of a “twisted jacket foundation that is easier to manufacture and install than traditional foundations, helping drive down the cost of energy produced by the offshore wind system.”
• Principle Power, which plans to install five 6-megawatt direct-drive wind turbines about 18 miles off the coast of Coos Bay, Ore. This project bears the closest similarity to Maine’s Aqua Ventus technology, in that it uses a semi-submersible floating foundation that will be assembled on shore and towed out to sea.

Federally qualified health centers often act as a “safety net” for people who need primary care, according to Cummings. “Federally qualified health centers, such as Portland CHC, provide high-quality medical care to thousands of Mainers, including the insured, the uninsured, and those who are covered by MaineCare and Medicare, who might otherwise have difficulty accessing primary care services,” said Cummings. “A key component of the centers and Portland CHC is a holistic, integrated behavioral health primary care model that treats the ‘whole person’.

There are currently nine providers on staff at PCHC. Four physicians and three nurse practitioners treat adults, one pediatrician and one pediatric nurse practitioner treat children. There is also an osteopathic physician. The five licensed clinical social workers on staff provide behavioral health services.

Islands Community Medical Center on Vinalhaven is another federally qualified health center. The Center’s nurse practitioner and physician assistant provide primary care services to adults and children on Vinalhaven, Matinicus, and North Haven. A dentist treats patients at the medical center each and a week.

“Islands Community Medical Services was formed in 1946 to help establish a family medical practice on Vinalhaven, a relatively small island located 15 miles from the mainland; at least one and a quarter hours by ferry from Rockland,” said project director Dinah Moyer. The Center’s nurse practitioner Jen Desmond said the health center has a partnership with Kennebec Pharmacy which may help patients to get prescriptions at a discounted price if they qualify.
The ease with which the lobstermen can off-load their catch ease day impressed Chris Welch, who operates from the crowded harbor in Kennebunk. “They could drop off their catch at Royal Star and then their day was over!” he said. Those lobster crates each have the lobsterman’s name on them. If the lobstermen are illegal or weak, it’s very easy to link the specific lobster to the lobsterman. “There’s really no monkey business there,” commented David Cousens, president of the MLA who took part in the trip. “There’s no cheating on size.”

All the participants commented on the friendliness they experienced from the PEI lobstermen. “I was a little apprehensive that they might not be so welcoming,” admitted Sleeper. “Not at all.” Lash who fished with Craig Avery, found himself something of a celebrity. “Yeah, they’d say ‘hey we got some Mainers over here’ and they’d all come over,” he laughed. “They were just awesome,” said Papkee of Long Island. “They were happy to talk to us and to learn from us.” Welch was surprised by how easily the PEI lobstermen traded information among themselves. “From one end of the island to the other they knew how everyone was doing. They all knew pretty much at the same time when things dropped off one day. The open communication was a good thing,” he said. “They all seemed to work together real well,” added Dustin Delano. “They all seemed to get the same price, which helps.”

To Cousens, who has been lobstering for more than three decades, watching as these young lobstermen coalesced as a group, traded stories with the PEI lobstermen, and took note of how things were done in Canada was very satisfying. “You couldn’t find twelve better men for this,” he said as the trip came to an end. “They are inquisitive and open-minded. We went up with no set agenda, we just wanted to meet with people and experience what their lives were like.” After traveling 1,300 miles in six days, the lobstermen were glad to get back to their home ports. “Going to see how they lobster up there, and how we do it up and down the coast here was great,” said Welch. “And it was a good way to connect with the other guys in the Institute program. The younger generation is going to be taking over this industry sooner rather than later!”

Coast of Maine doesn’t charge tipping fees for its seafood waste. They get lobster shells from Maine Fair Trade Lobster in Prospect Harbor, Portarel (of Canada). Linda Bean’s Perfect Maine Lobster of Port Clyde and Sea Hag Seafood in Tenants Harbor (on the site of the former Great Eastern Mussel Corp.). “We make it so they don’t have to think about it because we want a consistent supply,” said Bonsey. The company’s lobster compost output is 212,000 bags a year, while the total of all products with some composted lobster in them is 720,000 bags. “Sixty percent of our total product volume has some percentage of lobster compost in it,” Bonsey added. They may be a bit smelly but those empty lobster shells certainly have some value left in them.

Institute participants had time not only to lobster with PEI host lobstermen but to relax and socialize as well. Photo by Patrice McCarron.

Composting in Maine

Some Maine compost producers:

- Coast of Maine Organic Products
- Kinney Compost http://kinneycompost.com
- Little River Compost, Lisbon Falls Uses lobster waste in their compost http://littlerivercompost.com
- Benson Farm, Gorham Uses seafood waste in their compost
- Webb Family Farm, Pittston www.bensonfarm.com/retail.html

Starting a medium-large compost operation? Maine Compost School
- For people interested and/or involved with medium and large-scale composting operations. This course is a certificate program and trains personnel to be qualified compost site operators. http://composting.org

For businesses:
- Portland - Zero Food Waste
  - Will recycle food waste from events. Consults with businesses for food recycle programs. http://www.zerofoodwaste.com

For individuals:
- Portland - Garbage to Garden
  - Portland - Garbage to Garden
  - $14 monthly, free if you volunteer.
To submit comments:
ACOE/Maine DOT Project (maintenance and improvement dredge)
MaineDEP: ChannelDredge.dep@maine.gov
Maine DMR: Denis-Marc.Nault@maine.gov
ACOE: barbara.blumeris@usace.army.mil
Dredging of Sprague Piers (private dredge) inquiries:
Maine DEP: searsportdredge@maine.gov

The samples are sent to an independent lab for analysis, using protocols set by the EPA. The analysis results are then turned over to the EPA for consideration. The material at Mack Point was determined by EPA under the Clean Water Act to be suitable for at sea disposal (see attached tables) and thus could be disposed of at any of the three dredge disposal sites in Penobscot Bay – Belfast, Penobscot or Rockland. In its feasibility study, the Army Corps selected the Penobscot Bay disposal site, off Islesboro, as its preferred disposal site for the spoils from the federal improvement project. That site has depths of approximately 100 – 200 feet and is riddled with deep pocket marks into which the dredged material could be dumped. The Army Corps determined that due to the depth of the pock marks, the dredge materials could be disposed of in a relatively small area of the disposal site. The Rockland site is the furthest from Searsport (25 miles away) and would require an additional 63 days of scow trips versus the Penobscot site, and would require the material to be dumping over a larger footprint.

The materials slated for removal from the private Sprague proposal are slated to be disposed of at an upland site since they do not meet the criteria for ocean disposal. The Army Corps looks at a multitude of factors when disposing of dredged material.
In May, Theodore Gray, a 34-year-old lobsterman from Stonington, was charged by the Maine Marine Patrol with molesting lobster equipment, possession of 123 V-notched lobsters and possession of 123 V-notched lobsters. The charge for molesting equipment was made because Gray was found in possession of 20 traps that belonged to another harvester.

While molesting lobster gear is a civil violation with a potential fine of between $100 and $500, the other two violations come with much more stringent penalties. Possession of undersized lobsters is a Class D crime with the possibility of one year in jail. Penalties include $500 for each violation and $100 for each lobster involved up to and including the first five, plus an additional $200 for each lobster in excess of five. In addition to jail time, the total potential fine facing Gray for this violation is $53,800. Possession of v-notched lobsters is also a Class D crime with the possibility of one year in jail. In addition, a fine of $500 for each violation can be imposed, as well as a fine of $100 for each lobster up to and including the first five, and a fine of $400 for each lobster in excess of five. Gray faces a fine totaling $48,200.

The Maine Lobster Marketing Collaborative has reopened its search for an executive director. The Collaborative, which began operation last fall, is charged with marketing and promoting Maine lobster at the national and international levels. “We are re-posting the position and also exploring options for professional assistance in the search,” interim director Marianne Lacroix explained. “The MLMC is committed to finding an outstanding candidate who can successfully lead the worldwide marketing effort for the iconic Maine lobster brand. While the search goes on, the organization is moving forward with a full schedule of marketing programs designed to increase demand for Maine lobster.”

On May 24, NMFS closed the directed herring area in Maine until April 30, 2015, because the allowed quota for that area has been exceeded. Vessels issued Federal Atlantic herring permits may not fish for, catch, possess or land more than 2,000 lb of herring in or from Area 1B per trip or calendar day. Area 1A will open on June 1.

Under new rules being recommended by the New England Fishery Management Council, herring travelers will have to stop fishing and end the fishing trip if they lower their nets and dump their bycatch. The Council has proposed that herring travelers which dump fish after encountering schools of dogfish or because of safety reasons, such as mechanical problems, would have to move at least 15 miles to another fishing area.

The measure needs final approval by the National Marine Fisheries Service (NMFS). Atlantic herring is the primary lobster bait for Maine’s lobster industry. The herring fishery in Maine was valued in 2013 at about $16 million, or 3 percent of the state’s $531 million commercial fishery, according to the Department of Marine Resources.

About 100,000 metric tons of herring are caught annually in New England. The proposal, if approved by NMFS, could affect the eight to 11 herring vessels based in Maine.

Scientists from the Woods Hole Oceanographic Institution began an innovative NOAA-funded pilot program last month using robotic instruments to shed light on changing ocean conditions and harmful algal blooms, commonly referred to as red tide, in the Gulf of Maine. Red tide is caused by the germination of dormant cysts of alga called Alexandrium fundyense, which produces a toxin that can cause paralytic shellfish poisoning (PSP). These cysts are found in bottom sediments and near-bottom waters in “seedbeds” that serve as the source of the blooms each spring.

Researchers typically base the annual red tide forecast on the abundance of cysts in bottom sediments combined with a computer model based on previous years’ conditions. This year, researchers will deploy four robotic instruments called Environmental Sample Processors (ESPs) that will measure bloom concentration and toxins at multiple locations along the Gulf of Maine. Three ESPs were successfully deployed in May and are already transmitting data to shore, indicating low concentrations of the toxic Alexandrium in the nearshore waters of western Maine, good news for the state’s clam diggers.

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Did you know that lobsters can self amputate? When a lobster has its claw stuck in a trap or between rocks and it feels threatened, it can make a decision to drop that claw off. This self amputation is called autonomy.

Lobster Facts

June 2-5
ASMF Atlantic Menhaden Stock Assessment workshop, Beaufort, North Carolina. FMI: gneslage@asmfc.org.

June 4
MLA Directors' meeting, 5 p.m., Darby’s restaurant, Belfast. FMI: 967-4555.

ASMF Northern Shrimp section, 1 p.m.-5 p.m., Urban Forestry Center, Portsmouth, NH. FMI: mhwark@asmfc.org.

June 5
Herring Amendment 3 Public Information Document Public Hearing, 11 a.m., Rockland Ferry Terminal. FMI: terry.stockwell@maine.gov

June 10
Maine Commercial Fishing Safety Council meeting, 2 p.m., Portland. FMI: Kevin.rousseau@maine.gov or 624-6573.

June 11-12

June 14
Boothbay Lobster Boat Race, 10 a.m.

June 15
Rockland Lobster Boat Race, 10 a.m.

June 17-19

June 29
Bass Harbor Lobster Boat Race, 10 a.m.

UPCOMING

July 2
MLA Directors’ meeting, 5 p.m., Darby’s restaurant, Belfast. FMI: 967-4555.

ASMF Herring Days Out meeting.

July 3-20

July 5
Moosabec Reach Jonesport Lobster Boat Race, 10 a.m.

July 11
Maine Windjammer Parade, 2-4 p.m., Blue Hill. FMI: 374-2993.

July 13
Stonington Lobster Boat Race, 10 a.m.

July 20
Maine Lobster Ride, 6:30 a.m.-2 p.m. FMI: 623-4511.

Stonington Fisherman's Day.

July 27
Harpwell Lobster Boat Race.

July 30 – August 3

August 1-2
Deer Isle Jazz Festival, Stonington Opera House, Stonington. FMI: www.OPERAHOUSEarts.org or 367-2788.

August 9
Winter Harbor Lobster Boat Race, 10 a.m.

August 10
Pemaquid Lobster Boat Race, 10 a.m.

August 14-23
The Last Ferryman, Stonington Opera House, Stonington. FMI: www.OPERAHOUSEarts.org or 367-2788.

August 16
Long Island Lobster Boat Race.

August 17
Portland Lobster Boat Race, 10 a.m.

September 13
Noel Paul Stookey concert, Stonington Opera House, Stonington. FMI: www.OPERAHOUSEarts.org or 367-2788.

Dredge continued from page 21

under Maine's Natural Resources Protection Act. As part of this process, the DEP must consult with Maine DMR to understand the potential impact on marine organisms as well as commercial fisheries. The MLA's meeting in May was an opportunity for lobstermen to learn more about the project and for state and federal managers to hear their concerns. Lobstermen were provided detailed information about the history and future timeline of the project, and how they can most effectively weigh in. "Lobstermen raised concerns during the meeting about the scale of the project and the potential impacts that dumping such a large volume of sediments could have on the lobster population," said Patrice McCarron. "The MLA is putting together a letter to state and federal regulators outlining the concerns expressed by lobstermen during that meeting. MLA's role is to serve as a watchdog for lobstermen – to make sure that all the laws are followed, lobstermen's issues are heard and that lobstermen remain informed."
In this series, Landings is publishing stories of fishing along the coast of Maine, stories that highlight the contrasts and similarities facing fishermen today and yesterday. The following is an edited version of an interview from the Maine FolkLife Center at the University of Maine, conducted with Lyman "Gus" Alley, by David Littleton-Taylor in August, 1974. Alley was known for his delight in speed and lobster boat racing. He lobstered from the legendary Leonard W., built by Will Frost in 1944, for most of his life. Alley had a reputation for racing with the submarines coming out of Portsmouth Naval Shipyard, and anyone else in the area he could entice.

David: How old are you, Mr. Alley?

Gus: I'm sixty-six years old. I was sixty-six the seventeenth day in July.

David: What was the first powerboat you had?

Gus: Well, it was the one that Mr. Frost built, one of his first ones way, way back. They used to call them the old Joe Kent boat. One of the old round-stern ones, named the Dinah R. when we got it.

David: What do you think of these new fiberglass boats?

Gus: Well, I've looked 'em over from time to time. I've never been out in any of 'em. I took a ride up in the bay with a fellow, and they're a pretty thing to look at, about as pretty as you want to look at, a boat shiny and beautiful, but the inside of them, very rough. The workmanship. I don't know how they're gonna stand up. No one has had one, I guess, long enough to find out, so far.

David: Is it the Isle of Shoals you fish on?

Gus: Oh, that's the Isle of the Shoals. I fished there twenty years. But I go down towards Boone Island way and Whistler and York and Triangles. I don't go off the shoals. I was off there last fall within quarter of a mile of Duck Island. I didn't go up to the island. They got so many more young fellas there and they got a lot of gear and oh, it's just like a spider running out of web and catching flies.

David: How do you get along with the New Hampshire fishermen?

Gus: I've always got along with them fine because I never wanted to try to stir up trouble with the fishermen anyway. I think you'll find if you treat a guy right, you'll come out right.

David: About how many lobster boats are there here in Kittery?

Gus: Oh, I'd have to figure it up. I don't know offhand, there's one awful mess of 'em, in all there's an awful fleet of 'em out here now. When we first come here there's just seven fishermen besides myself. Seven.

David: You've been at it for fifty years, you must like something about it. What do you like about lobster fishing?

Gus: What I like about it ... haul up a trap high as fifteen counted in it, I loved every bit of it you know. Oh, it's fascinating. Why, so what, I'm slow hauling, always have been. Probably that's why I kept my boat so nice, not diggin' her all up, knock her sides off. Nevertheless, when I went home, I had a good day's pay. I've been at it fifty years and I ain't been in the poorhouse yet. Pretty close!

Seeking new markets for Maine Lobster.

Enjoy our innovative new Lobster Boat Cafe at The Maine Mall.

Serving Maine Lobster, Maine brews, and more.

When you buy Maine lobster you stand with us to support what's so important to our state.