Pat White was a dedicated man. White, who passed away in April at age 76 while vacationing in Florida, was dedicated to his wife, Enid, his three children, and for twenty years, to the Maine Lobstermen’s Association (MLA), where he served as executive director from 1992 to 2002 and as chief executive officer and Board member until 2010. “He was pretty forceful. He would smile and shake your hand and laugh but when he wanted to get something resolved, he was persistent,” said David Cousens, MLA president.

White did many things during the course of his life. Born in Salem, Massachusetts, he began lobstering at 16. He later joined the Peace Corps and was assigned to the West African country of Togo, where he worked with fishermen and met his future wife, Enid Wardwell of Castine. They returned to Maine and married in 1962. At first White worked as a traveling ski salesman based in Conway, New Hampshire. Then he became the manager of the Mt. Agamenticus ski slopes in York. Eventually White and his wife bought a farm and garden center which they ran together for 15 years.

But White always wanted to lobster again. The time came when he could return to the water, lobstering full-time from York. He joined the MLA. MLA president Ed Blackmore soon asked White if he would serve on the organization’s board. Once an MLA board member, White found that the Maine lobster fishery was a whole lot more complicated on land than it was on the water. When Ed Blackmore stepped down as president in 1992, David Cousens became president and White became the MLA’s first executive director.

At that time, the lobster fishery was managed by the New England Fisheries Management Council (NEFMC). The Council wanted to increase the legal size at which a lobster could be harvested in order to protect what they considered a vulnerable stock. White and the MLA board fought against the proposed gauge increase.

He was asked to co-chair the Lobster Industry Working Group established by the NEFMC. White argued convincingly that the lobster fishery was primarily...
During his first presidential campaign, Bill Clinton famously said: “It’s all about the economy,” Here in Maine lobstermen are learning to say, “It’s all about the quality.”

Maintaining the well-being of a lobster at every stage of its journey from the trap to the wharf and the final consumer is key to ensuring that Maine lobster is known for consistently high quality and Maine lobstermen get the best price possible for their catches. Keeping a lobster — both hard-shell and soft-shell — lively is not that complicated, as lobster veterinarian Jean Lavalloie pointed out during his presentations along the coast in late April. *Landings* features a summary of his informative talks in this issue.

Department of Marine Resources Commissioner Patrick Keliher highlights his agency’s responsibility for maintaining the health of the state’s many marine species and the economic health of Maine’s fishermen. Lobster landings make up the majority of the state’s landed value, causing many coastal communities to become dependent on that fishery for their economic vitality. Keliher explains that the DMR is rethinking its role in lobster science and monitoring to enhance the agency’s ability to foresee any changes that may be on the distant horizon.

We also hear this month from Charlie McGeoghegan, chair of Prince Edward Island’s (PEI) new Lobster Marketing Board. The board was formed this spring to oversee development of a marketing plan for PEI’s lobsters. Their efforts will be funded by the first one-cent-per-pound-levy on lobsters paid by lobstermen and lobster processors on the island. The levy was long in the making and McGeoghegan tells us about his board’s hopes for the future.

On a different note entirely, businessman Stephen Conant writes about a new undersea electrical cable being proposed off the coast of Maine and New Hampshire. The Maine Green Line project would carry up to 1200 megawatts of electricity from northern Maine to areas in highly populated southern New England. The high-voltage direct-current cables would run 220 miles from Penobscot Bay to Massachusetts. Conant offers a clear description of this project, which currently is in its initial design and permitting phase, in an effort to keep the industry informed and to solicit feedback on potential projects.

Later this month the New England Fisheries Management Council will hold an important public meeting, on May 16 and 17 in Portland, devoted to discussing new ways to determine how much herring can be caught in any given year. At the root of the meeting is the complex question of how to ensure that there are enough herring left in the ocean for the many species that eat the fish as prey while meeting the needs of lobstermen who rely on the fish as bait. *Landings* provides an overview of the purpose of the meeting and the Council’s new Management Strategy Approach designed to elicit public input at an early stage.

Lobstermen and other fishermen generally make sure that they and their boat are safe on the water, but tragedies do happen. To help fishing families and fishing communities be better prepared for such traumatic events, a new manual called RESCUES (Responding to Emergencies at Sea and to Communities under Extreme Stress) was created through a collaboration of Massachusetts organizations. The manual outlines what measures can be taken at the personal and community levels to ensure that help and recovery are accessed as soon as possible. Ann Backus, one of the manual’s co-authors, takes us through RESCUES chapter by chapter.

Alisha Keezer, the MLA health insurance Navigator, continues her look at the features of the Affordable Care Act (ACA) and health insurance options. Her topic in *Landings* this month is preventive health care services that are included in all ACA health insurance plans and how to take advantage of them.

Finally in this issue *Landings* says good-bye to Pat White, former head of the Maine Lobstermen’s Association and the Gulf of Maine Lobster Foundation. Pat wore many hats during his life, moving easily among lobstermen, bureaucrats and scientists. He made many things happen, for the MLA, for the state and for his friends. We bid him farewell and following seas. He will be deeply missed.
By Patrick Keliher
Commissioner, Maine Department of Marine Resources

Times are good in Maine’s lobster industry and the future looks bright. But it is important that we keep an eye on the horizon to make sure we can sustain this vital fishery for future generations.

While we continue to see signs of a strong lobster resource in the Gulf of Maine, we’re monitoring the population closely to prepare for potential changes. As I’ve said before, the best time to prepare for the future is when times are good. For this reason DMR will be working on our own Maine lobster fishery management plan to guide us through change in the future. Although State fishery management plans do not have the weight of law or regulation, they will be a useful tool when the time for change comes along.

The annual settlement survey — the only assessment of newly settled young lobsters — has shown a decline in recent years. However, while the survey is conducted at more than 100 sites between Rhode Island and Newfoundland, it does not account for potential changes in habitat that could result in settlement shifting to deeper water. Additional deep-water stations might be added at Downeast sites in 2016 to address this question.

Juvenile catch has remained relatively high since 2012 as observed in the ventless trap survey, the lobster sea sampling program and the inshore trawl survey. We will continue to focus on those programs to ensure that we have a clear picture of the status of the lobster population at all life stages. Combined with the settlement survey, these monitoring efforts provide important tools for managers and industry to predict and prepare for the future of the lobster fishery.

DMR will also be taking on a stronger role with research related to this key-stone fishery. I recently briefed Governor LePage on signs in the settlement and ventless trap surveys that merit focus and I highlighted issues associated with the ever-changing environment in the Gulf of Maine. I laid out a concept that would increase our staffing level and move the role of the DMR Science Bureau beyond monitoring and assessing the stock to direct research.

Through this approach, DMR will be addressing some of the key management questions before us, directly and in coordination with our partners. Are lobster populations settling in deeper water? What is the connection between the Gulf of Maine and Georges Bank? What research work is necessary in a changing environment? With the blessing of Governor LePage, I have directed Carl Wilson, director of the Marine Science Bureau, to develop a staffing plan and budget which I will act on early this summer. And in case you are wondering how we can afford it, we will be able to fund this from existing lobster resources without increasing license or tag fees.

As for this season, although the Gulf of Maine continues to be warm we are cautiously optimistic that we will not see a repeat of 2012. While it is impossible to predict the timing of the shed, it is our hope that it will have little impact on the markets in 2016. As a board member of the Maine Lobster Marketing Collaborative, I am pleased with the work of Matt Jacobson and consultants Weber Shandwick, and with the efforts of Maine’s processors to prepare for the seasonal challenges of market demand, supply, and processing capacity.

We are enjoying a period of historic abundance and value in the Maine lobster fishery. Recent law changes will ensure opportunity for current and future lobstermen to participate in this lucrative industry and will provide much-needed support and recognition for the critical role the Marine Patrol plays in protecting Maine’s lobster resource.

While times are good and the foreseeable future appears bright, we must not ignore the indicators that give us a look at a future horizon. Paying attention to those indicators is how we can sustain this industry that is so vital to our coastal economy and heritage.

I wish you all a safe and prosperous year as you prepare to set over for the season or start to shift gear in preparation for the summer harvest.
By Charlie McGeoghegan
PEI Lobster Marketing Board Chair

Let the lines go! We are charting a new course in marketing waters. Prince Edward Island fishers have the first Lobster Marketing Board in Canada, and it’s in place for the 2016 season.

The Board of twelve represents fishers from North Lake to Seacow Pond on the north side, and Souris to Skinners Pond on the south side, along with all harbors in between. This is all new to us here, and the Board is proceeding carefully, as we have a lot to learn and we want to make informed decisions in regards to promoting our great resource.

What is our goal? It’s simple: to put more dollars in the hands of every fisherman and woman on PEI.

While we have ideas on how to go forward, our ultimate goal is to return profit and pride to our industry once again. We need to add value to the supply chain, open new markets, help increase sales in current markets, and tell the PEI story. After all, both live shippers and processors know that our quality is second to none. When the ice clears and our boats hit the water, our lobsters have amazing protein levels and meat yield from 28 - 38%. This is a good thing, and consumers need to know it.

Three years ago, the whole southern Gulf of Saint Lawrence lobster fleet (3000 boats strong) went on strike, tying their boats to the dock in protest of shore prices that had dropped from $5.50 per pound for canner size and $6.50 per pound for market size six years earlier to $2.75 for canners and $3.25 for market size in 2013. That’s a 50% drop in price! All the while fuel continued to increase in cost as did bait, traps, supplies, maintenance, boats, engines, gear, pickup trucks, etc. It doesn’t take much of an accountant to tell you that you cannot keep doing this. The math is NOT there.

Can you think of five products that have gone down 50% in value over that same time frame? Now narrow that to five food products.

And it was interesting that the cost to the consumer dropped very little on live product and little to none in the restaurants during the same period. Restaurants received $35-$50 (Canadian) for a one-pound lobster on a plate live product and little to none in the restaurants during the same period.

In the middle of this supply chain are about four to five other sets of hands before a lobster gets to the restaurant. None of those took the hit that the fishers did. In some cases there are too many hands in the pie; that’s what the industry needs to find out.

This is a multi-billion-dollar industry in North America, however, the people who risk their lives in all kinds of weather conditions in both Canada and the U.S. are not receiving a fair return for the effort they put in to bring the raw product to the dock. This has to change.

A few years ago, Maine lobstermen and their legislature realized that enough was enough and decided to collect a levy to start marketing lobster at the ground level. We take our hats off to them for getting this started. Keep up the good work!

In Canada, various governments — mostly federal — have invested in lobster and seafood marketing over the years. However, most of the results of those efforts have not made it to sea level. The fishers saw little or no benefit on their end.

So here we are trying to make a difference again. This new levy for PEI fishers was birthed from the lobster strike in 2013. The Maritime Provinces’ lobster panel was formed by the provincial and federal governments at that time. They went on a Maritime-wide road show, collecting data and meeting with fishers, buyers, dealers, and processors to get their take on the situation. When they were done, they wrote a report on the state of the lobster industry and made recommendations. While fishers on PEI did not agree with all of the report's findings, there were some that they did agree on. One was to collect a one cent levy from all lobster fishers in Atlantic Canada and all first point-of-sale lobster buyers to be used for marketing lobster.

In early 2014, the PEI Fisherman’s Association (PEIFA) was ready to send out orders for the of Fall 2015 or Spring 2016. Lead time on orders is getting longer. Get your orders in early to assure a timely delivery.

Continued on page 18

Charlie McGeoghegan, shown here with his children and a very large lobster, is the chair of the newly formed PEI Lobster Marketing Board. Photo courtesy of C. McGeoghegan.

Prince Edward Island lobstermen became the first in the Maritime provinces to agree to a levy on their catches in order to fund a marketing program. Photo courtesy of C. McGeoghegan.
It’s hard being an Atlantic herring. Lobstermen want you as bait for their traps. Large marine animals, like tuna and whales, want you for dinner. And many others want you for their own ends, whether that be recreational fishermen or large-scale bait companies. Balancing all these different consumers is the task of the New England Fisheries Management Council (NEFMC), which will be holding a public meeting on the topic on May 16 and 17 at the Holiday Inn by the Bay in Portland.

During its January 2015 meeting, the Council initiated Amendment 8 to the Atlantic Herring Fishery Management Plan. The goals of Amendment 8 are to account for the role of Atlantic herring within the ecosystem, including its role as a forage fish; to stabilize the fishery at a role of Atlantic herring within the ecosystem; to concentrate on how precautionary management rule, not localized depletion or haddock bycatch. The discussion will concentrate on how precautionary the Council should be when it comes to restricting herring fishing to account for the needs of the ecosystem.

“Do we want the acceptable biological catch control rule to accomplish?”

Typically in creating a fisheries management plan amendment, after the Council sets the amendment’s goals, it then moves directly into creation of alternatives to achieve those goals. After a range of possible alternatives is approved, a Plan Development Team evaluates each alternative in terms of socioeconomic, environmental and other impacts. The resulting draft impact statement returns to the Council for consideration, and the Council approves the impact statement and chooses alternatives. The chosen alternatives go out for public comment, the Council reviews those comments, amends its preferences as it deems necessary, and then forwards the amendment to NOAA for final approval. “Through the MSE approach, there is more opportunity for public input in developing alternatives,” Feehey said.

A trained facilitator from outside New England will conduct the two-day meeting. That person will explain the workshop’s goals and help participants set the ground rules for the meeting. After gathering as a large group for brief scientific and technical presentations, the participants will move into smaller work groups to discuss the issues relating to the herring fishery. Each group will have its own facilitator. “It’s important that everyone be heard,” Feehey said. By the end of the workshop participants will have identified an array of objectives and approaches for setting the acceptable biological catch. “It’s OK for the workshop participants to have conflicting objectives for the control rule,” Feehey added. “We want to evaluate a range. We don’t need consensus.”

Consensus might be hard to achieve. Herring management brings out pointed opinions from many quarters. Mid-water trawlers and purse seiners each accuse the other of causing “localized depletion” of herring stocks. Localized depletion means a sharp reduction in the amount of herring in an area as a result of intensive fishing. Those who operate recreational fishing businesses, particularly tuna boats, argue that overharvesting of herring negatively affects their livelihoods. Herring fishermen want to see changes that will allow them a higher bycatch of haddock, which are often found around herring schools, in order to keep fishing for herring. Feehey emphasizes that the May workshop will focus on issues surrounding the appropriate control rule, not localized depletion or haddock bycatch.

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Like many of you, I attended the 2016 Maine Fishermen’s Forum in Rockland. A recurrent theme this year was the warming waters in the Gulf of Maine and the impact this is having on the state’s critically important fishing industries. In one session, I learned that Maine’s waters are warming faster than almost all other water bodies around the world. The effects are already impacting Rhode Island and Massachusetts, where lobster catches are down and shell disease is increasingly common. In Maine, southern species not previously prominent, such as blue crab, hard clams, and black sea bass, are increasingly common.

My company, Green Line Devon, is working on a project called the Maine Green Line, a high-voltage direct-current (HVDC) submarine electric transmission cable. The project will transmit up to 1200 megawatts (MWs) of low carbon electrical energy from northern Maine and eastern Canada to southern New England. The project will help the region make the transition to cleaner electric energy supplies with less impact on our climate – but because the project will run through areas in “your backyard,” we are reaching out early to fishermen with more detailed information about the project.

We plan to bury two 320 kilovolt (kV) direct-current cables bundled together 220 miles across the Gulf of Maine from Penobscot Bay to Plymouth, Massachusetts. One of the bundle’s two cables is positively charged, the other is negatively charged. The central conductor of each cable is surrounded by a layer of cross-linked polyethylene (XLPE) to act as a dielectric insulation, which also serves to absorb heat. Around that is a layer of lead, steel cable, and other armor to shield emissions and protect the cable. Each conductor is roughly the diameter of a standard DVD.

About 25 miles of cable can be loaded aboard a cable-laying vessel. The cable will be installed four to six feet beneath the ocean floor at a rate of about one-half to one mile per day, primarily by means of a jet plow. This is a technique where the bottom material is displaced by plowshares, aided by a jet of water, for a period long enough to position the cable at the required burial depth while the plow is towed along by the cable-laying vessel. The sediment then settles over the installed cable. In areas where the cable cannot be buried, it will be covered with protective matting.

Since the two cables (positive and negative) are bundled together, any electromagnetic field effects are minimized to values lower than the natural background of Earth’s magnetic field. At least one year prior to installation, a survey vessel will traverse the planned cable corridor using side scan radar to determine bottom conditions and the least disruptive path. Once the cable is buried, the corridor will be charted by the National Ocean Service and there will be no restriction on lobstering, dragging or any other fishing activity over the cable. Prior to and during installation, the Maine Green Line team will coordinate with all mariners to design an installation schedule that avoids interference as much as possible.

Just as cables have connected Maine islands to the mainland for decades, the installation and operation of submarine HVDC cables isn’t new. The first was constructed and operated without incident. We’ll use that cross-Atlantic experience in developing the Maine Green Line by creating opportunities for local fishermen to talk to North Sea fishermen.

I’d like to claim that the Maine Green Line alone will end the problems connected to warmer water temperatures in the Gulf of Maine – it won’t – but it’s a step toward ending the dependency of our electric system on fossil fuels and the associated impacts of climate change. I look forward to working with everyone in the years ahead on a project that can do its part in preserving a fishing industry in Maine.

For more information, visit our website at www.mainegreenline.com. Representatives are also available to meet with groups, or one-on-one, to discuss the project.

The Neptune Project is a HVDC undersea and underground power cable that links the PJM grid to New York and serves the Long Island Power Authority (LIPA) with 660 MW of power. The cable runs approximately 65 miles between Sayreville, New Jersey, and New Cassel (North Hempstead) on Long Island. It was developed, permitted, financed, and constructed and is now operating as the Neptune Regional Transmission System (Neptune RTS).

The Hudson Transmission Project is a 660 MW electric transmission link between New York City and the PJM Interconnection. Its main purpose is to provide a new source of electric power for New York City customers as well as significant upgrades and reinforcements to the transmission system in New Jersey. The Hudson transmission line is entirely underground and underwater, using back-to-back high-voltage direct-current (HVDC) technology and an AC tie across the Hudson River.

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**GUEST COLUMN:** New underwater cable proposed for Gulf of Maine

By Stephen Conant

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Stephen Conant is President of Green Line Devon, LLC, where he leads the development of Anbaric’s Maine Green Line project. Photo courtesy of S. Conant.
MAINE LOBSTERMEN’S ASSOCIATION UPDATE

Maine Lobstermen’s Association

Advocating for a sustainable lobster resource and the fishermen and communities that depend on it since 1954.

President: David Cousens
So. Thomaston, 594-7518
1st VP: Jim Deau
Bass Harbor, 288-9846
2nd VP: Kristen Porter
Cutler, 259-3306
Sec/Treasurer: Arnold Gamagne, Jr.
So. Bristol, 644-8110

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www.mainelobstermen.org

Board of Directors’ Meeting Schedule
All meetings take place at Darby’s Restaurant, Belfast, unless otherwise indicated.

May 4, 5 p.m.
June 4, 5 p.m.

MAINE LOBSTERMEN’S ASSOCIATION UPDATE

Steaming Ahead

I was sad to learn that Pat White passed away on April 15 while vacationing in Florida. Actually, I was shocked to hear the news. Like so many in the lobster industry, I saw Pat recently at the Maine Fishermen’s Forum in March, ever-footh field and full of the brightness and energy that made him who he was.

I met Pat back in 1998 when I began working for the New England Aquarium. I worked closely with him to organize the International Lobster Summit as part of the Maine Fishermen’s Forum. Through Pat, I got to know many people in the Maine lobster industry. I quickly realized that he had almost instant credibility because I was with Pat.

By the time I met him, he and David Cousens had already led the lobster fishery through some very formative, but difficult, times. In his early tenure with the MLA, Pat saw the organization through many challenges. Significantly, he got the MLA back on its feet financially, and then he and Cousens held the organization together after losing Ruth Lane, the MLA’s long-time executive assistant.

With the organization on its feet, Pat took on the enormous task of convincing bureaucrats to move lobster management from the New England Fisheries Management Council — which wanted to implement gauge increases and large trap cuts — over to the Atlantic States Marine Fisheries Commission (ASMFC). As part of that struggle, he and Cousens worked with Senator Snowe to get the first limits in place on landing dragger-caught lobster. It would be impossible to measure the conservation impact that action alone has had on our resource, given the decline of the groundfish industry since then.

As the ASMFC plan took shape, Pat and Dave earned their stripes as industry advocates, lobbying for an 800 trap limit and an increase in vent size as necessary compromises to avoid severe trap reductions and gauge increases. These measures were extremely controversial at the time and the MLA lost a lot of members over it — essentially those infuriated by the vent size increase. Pat stuck to his guns and stood out as a true leader.

He was really good at that. Pat was one of those special people who could see the big picture while others got lost in the weeds. Those were high-stakes issues with far-reaching impacts on all lobstermen. Despite the controversy and undeserved criticism, he remained good-natured and managed to keep his cool during it all.

Pat’s personality was larger than life. I remember dread-
ing walking into various management meetings where you could cut the tension with a knife. But there was no need for anxiety because I could immediately feel the mood change when Pat entered the room. His physical presence, warm smile and commanding voice somehow put every-

one at ease. If Pat was around, you had the sense that every-thing would be OK. He made everyone feel like they mat-
tered and that they belonged.

That was certainly the case with me. Pat invited me to come work for the MLA way back in 2000. One might ex-
pect a Massachusetts girl with no fishing background to be a bit apprehensive about taking on such a challenge. That was certainly partly true. But with Pat as my mentor, I just knew that this was where I belonged.

True to his generation, Pat was old school. Back when I started, he wasn’t using a computer and most of what he managed was either in his head, or neatly filed away somewhere in his office by his wife Enid. Lobstering, fish-
eries management and dealing with people came natural to Pat. It was intuitive and not something you would find in a training manual. My training for the job was pretty straightforward. We sat down and he went through his little black book of contacts. He talked through who everyone was and how the MLA worked with them. He handed that book off to me, and that was that.

In his mind, I was ready for the job! He actually had bought a new black book for himself in which he care-
fully transcribed all his contacts.

Over the years, I observed him fight-
ing for the lobster industry in a va-
riety of arenas. He was strong and
persuasive, but always a gentleman and always professional. No matter what the issue was, Pat was able to see the big picture and focus on what mattered most to lobstermen. He was a strong leader with strong ideas, yet he always had time to stop and listen to fishermen and seek a compromise that would work for them. It seemed that wherever we would go, everyone knew, loved and re-
spected Pat.

I am blessed to have worked so closely with Pat for many years. He was my boss, my mentor and my friend. He was a genuinely thoughtful and caring person and a great role model. I watched him move seamlessly from being a de-
oted family man, so proud of his wife, kids, grandchildren and dogs, to an industry leader and staunch supporter of Maine lobstermen, to a friend to so many. Pat truly under-
stood the importance of the work-life balance. I consider that one of the most precious gifts he gave me. Pat was an incredible person — I learned a lot and am a better person for having known him.

Pat, you certainly made your mark while you were here, but I can’t help but feel that we lost you too soon. I wish you farewell and following seas. You will truly be missed.
source and herring management plan. DMR scientist Matt Cieri provided an update on the status of the herring stock which, according to NOAA, is not overfished and overfishing is not occurring.

The MLA was joined by several members of the CHOIR coalition (a group of recreational and commercial marine businesses) who voiced concern over the status of the stock. They do not agree with the results of the stock assessment and worry that the herring resource is not as strong as scientists believe. They are particularly worried about the impacts of the midwater trawlers on inshore herring and would like to see a permanent ban on herring fishing in Area 1A.

The MLA was joined by Congressman Bruce Poliquin. The MLA informed Rep. Poliquin of the MLA's focus on lobster quality and the MLA's April Lobster Quality Tour with Dr. Jean Lavallée. MLA Directors discussed a variety of issues with the Congressman including the impact of whale rules on the lobster fishery, Coast Guard safety regulations – in particular the annual life raft repacking requirement – and the impact of heroin addiction on the lobster fishery.

The next MLA Directors meeting will be held on May 4 at 5 p.m. at Darby's in Belfast.

LOBSTER QUALITY TOUR A SUCCESS

The MLA offers its sincere thanks to Dr. Jean Lavallée for completing his first Lobster Quality Tour in April. With funding from the lobster license plate fund and the Island Institute, the MLA and the MLCA organized a lobster quality workshop in each lobster zone.

The MLA also thanks all of the lobstermen, dealers and community members who participated in these events. Feedback was very positive, so we hope to be able to offer this program again. One Zone G lobstermen noted, "Whether a higherliner, part timer or dealer, the case has been made to consider the lobstermen's point of view as we fish and produce a high quality product."

IMPORTANT HERRING MEETING MAY 16-17!

If having a steady supply of herring is important to you, please plan to attend an important herring meeting in Portland on May 16 and 17. The New England fisheries Management Council is holding the workshop to get input on the future management of herring. At issue is what precautionary the Council should be when it comes to restricting herring fishing to account for the needs of the ecosystem. The question is this: given the status of the stock, how much herring should be available to the commercial fishery and how much should be left in the ocean to benefit other species? In fisheries management language, this is called the ABC (Acceptable Biological Catch) control rule, which determines how many fish can be harvested by fishermen each year. The workshop will be held at the Holiday Inn by the Bay in Portland. Those who wish to participate are encouraged to register online by May 9. FMI: www.nefmc.org/calendar/may-16-17-2016-herring-workshop.

LENSOBCOT BAY HYDROGRAPHIC SURVEY

NOAA is moving forward with its plan to conduct a hydrographic survey of the inshore waters of Penobscot Bay this summer. The area to be surveyed would include waters off of Port Clyde across to Vinalhaven and up into the bay. The MLA organized stakeholders from the area to meet with scientists to review the potential survey area and discuss potential conflicts with the lobster industry. While there is no plan in place yet, the survey could take place this year during the fishing season. Researchers discussed using small jet drive boats, contracting with local lobster vessels or flying the survey from a plane as ways to avoid conflict with lobster gear. This survey is part of NOAA's ongoing mission.

MAINE LOBSTERMEN’S ASSOCIATION UPDATE

LEGISLATIVE UPDATE

MARINE PATROL GETS SALARY INCREASE

A sincere thank you to everyone who pitched in on LD 1523 Resolve, To Provide Wage Parity for Supervisors of Law Enforcement Personnel, to get better pay for Maine's Marine Patrol Officers. The MLA submitted written testimony in support of the bill and lobbied the Legislature to support it. Governor LePage signed the bill on April 19. The news law provides for upward adjustment of salary schedules in fiscal year 2015-16 by 12 to 18% for certain law enforcement positions in the Department of Public Safety, the Department of Inland Fisheries and Wildlife and Department of Marine Resources. Maine's Department of Marine Resources has been struggling in recent years to recruit and retain marine patrol officers. Currently, 18% of all Marine Patrol field officer positions are vacant, with seven vacancies out of 38 positions. In the southern most section, four of the five Officer/Specialist positions are vacant. Between 2011 and 2015, 18 applicants were hired, while 10 officers resigned. In 2015, five officers left Marine Patrol for new positions in law enforcement, citing salary as the biggest factor for their move. It is hoped that passage of LD 1523 will help Marine Patrol fill these vacancies and retain new officers.

LOBSTER LICENSING REFORMS APPROVED

Governor LePage signed a series of lobster licensing reforms into law on April 5. The reforms include changes to the how the waiting lists are managed, how zone exit ratios are calculated, requirements of the Student Program and the Island Limited Entry Program. The Marine Resources Committee approved the final language for LD 1501 An Act to Amend Lobster and Crab Fishing License Laws in mid-March.

Waiting List

The new law creates two separate waiting lists – one for new entrants to a zone who have completed the Apprentice Program and the other for those who seek to transfer into another zone. While the zone councils set exit ratios to manage the list of new entrants into a zone, the DMR is charged with adopting rules to manage the zone transfer waiting list.

The DMR must verify at least once every three years that each person on the waiting list wishes to remain on the list. DMR will attempt to contact those on the waiting list by mail, telephone or email. If a person doesn't respond within 60 days of the initial contact, DMR will send a notice via certified mail. Any person who doesn't respond within 30 days of the date of the certified notice will be removed from the waiting list. Any person who did not respond to the notice in a timely manner because that person was on active duty with the US, Armed Forces or National Guard may be placed back on the list in the same position.

Zone Councils and Exit Ratios

Lobster zones may base exit ratios on licenses retired or the greatest number of trap tags purchased in any prior year associated with the license retired, up to the zone maximum. Lobster zone councils may recommend that an exit ratio based on tags retired be applied retroactively. Lobster zones must post an agenda at least seven days in advance if they are to consider any action which would affect someone's ability to get a license, such as exit ratios.

Student Program

Student lobster licenses may be issued to a person who is between age 8 and under age 23 and is enrolled as a student at least half time. Breaks between enrollment as a student cannot exceed six months. Student license holders under age 18 who complete all requirements of the Apprentice Program may obtain a commercial license (status quo). Student license holders under age 20 who complete all requirements of the Apprentice Program and received a HS diploma or GED may obtain a commercial license. Student license holders under age 23 who begin logging time before age 18 and complete all requirements of the Apprentice Program, are enrolled in and meeting the requirements of an accredited postsecondary institution, and maintained status as a student since before age 18 and in each licensing year thereafter, may obtain a commercial license.

The MLA was joined by Congressman Bruce Poliquin. The MLA informed Rep. Poliquin of the MLA's focus on lobster quality and the MLA's April Lobster Quality Tour with Dr. Jean Lavallée. MLA Directors discussed a variety of issues with the Congressman including the impact of whale rules on the lobster fishery, Coast Guard safety regulations – in particular the annual life raft repacking requirement – and the impact of heroin addiction on the lobster fishery.

The new MLA board members met with Rep. Poliquin after the Directors' meeting in April. MLA photo. From left to right, Dustin Delano, Patrice McCarron, Congressman Poliquin, John Tripp, Herman Coombs, Chris Welsh.
**MAINE LOBSTERMEN'S ASSOCIATION UPDATE**

**LEGISLATIVE UPDATE**

Island Limited Entry Program

Persons wishing to fish on an island in the Island Limited-entry Zone Program may apprentice in any zone. An island may establish an Island Limited Entry Program if a referendum is supported by a majority of Class I, II and III license holders.

**LOBSTER IS MAINE’S OFFICIAL CRUSTACEAN**

MLA sent a letter of thank you to the Brewer Community School third graders thanking them for their efforts to make lobster the official crustacean of Maine! The third-graders were learning about the state of Maine earlier this year when they discovered that lobsters had not been honored as an official state crustacean. They worked with their teachers to write letters to state senators and representatives resulting in introductions of LD 1609. The students travelled to the State House to make their case before the Legislature’s joint State and Local Government Committee, which unanimously approved the bill. Governor LePage traveled to the Brewer Community School where the third graders watched him sign the bill into law in April.

**AGENCIES TO CONSIDER MARINE DEBRIS**

The Legislature has directed several departments within state government to consider ways to reduce the impact of marine debris on Maine’s coastal ecosystems through passage of LD 427 Resolve, Directing Certain State Agencies To Consider the Effects of Marine Debris.

The new law directs four state agencies -- Department of Marine Resources, Department of Environmental Protection, Department of Inland Fisheries and Wildlife and Department of Agriculture, Conservation and Forestry – to consider the effects of marine debris and how the potential marine debris may be managed and mitigated whenever the agency takes any action. This is in place until January 2019. Marine debris comes in several forms and sizes, from tiny 5 to 10-micron flakes of plastic to large chunks of metal or Styrofoam. The oceans annually receive an estimated 4,800,000 to 12,700,000 metric tons of plastic waste.

**MASSACHUSETTS TRAWL SURVEY OFF SOUTHERN MAINE**

The Massachusetts Division of Marine Fisheries (DMF) has begun a three-year industry-based survey on cod stocks in the southwestern portion of the Gulf of Maine. Given the poor stock of Gulf of Maine (GOM) cod, low catch limits, and many fishermen’s claims that the cod status is better than currently assessed, this study will:

- Provide another science source (resource data and information) for use in assessments
- Test fishermen’s hypothesis about GOM cod redistributing offshore in response to warming water
- Demonstrate relevance and importance of a GOM cod IBS for improving assessments and maps of monthly tow locations, visit specific dates and tow locations on the survey website. For more information and maps of monthly tow locations, visit www.mass.gov/eea/organisms/industry-based-survey-for-gulf-of-maine-cod.html.

**HERRING DAYS OUT MEETING**

The Atlantic States Marine Fisheries Commission (ASMFC) Herring Section met on April 26 to discuss management of herring landings in Area 1A. They set the “days out” effort control measures for the 2016 Area 1A Trimester 2 (June 1 - September 30) as follows:

- **June 1 - 30:** Vessels may land herring three (3) consecutive days a week. All other days are designated as “days out” of the fishery (e.g., vessels may not land herring).
- **July 1 - 14:** Vessels may land herring four (4) consecutive days a week. All other days are designated as “days out” of the fishery.
- **July 15 - September 30:** Vessels may land herring five (5) consecutive days a week until further notice. All other days are designated as “days out” of the fishery.

The initial Area 1A sub-annual catch limit (ACL) is 30,397 metric tons after adjusting for a carryover from 2014. The Area 1A sub-ACL will be adjusted after the final rule for the 2016-2018 herring specifications is released. The final 2016 Area 1A sub-ACL will include the following reductions: 8% bycatch, 3% search-set-aside and 295 metric tons fixed gear set-aside. The Section allocated 72.8% of the sub-ACL to Trimester 2.

By starting with three landings days per week and then adjusting to four and then five days during Trimester 2, the allocation is projected to extend through the end of the trimester. Landings will be monitored closely and the directed fishery will be adjusted to zero landings days when the trimester’s allocation is projected to be reached. The Atlantic Herring Section is scheduled to reconvene via conference call to review fishing effort and adjust landing days as necessary on July 11. Fishermen are prohibited from landing more than 2,000 pounds of Atlantic herring per trip from Area 1A until June 1.

**DMR HERRING UPDATE**

The Maine DMR is in the process of developing rule-making for the 2016 herring fishery. DMR will regulate the daily landings during the Area 1A sub-ACL period 2 (June 1 - September 30). The regulations are intended to manage the
herring resource for an ongoing sustainable harvest, with the goal of harvest-
ing the available quota into September. This action is in response to the high
landings during the summer of 2015, which closed the Area 1A fishery in mid-
August, adversely impacting multiple fisheries and dealers.
DMR intends to publish the Notice of Agency Rule-Making on May 4, and to hold
a Public Hearing at 3 PM on Tuesday, May 24 at Department offices in Augusta. The
proposed rule-making is anticipated to include the following measures:
Herring harvesters will be limited to fishing for and landing herring for four
consecutive days only: 6 p.m. on Sunday night to 6 p.m. on Thursday. Vessels
may only land once per twenty-four hour period (6 p.m. to 6 p.m.). ASMFC-
required spawning protection and fixed gear measures will be implemented.
Although this proposed rule no longer includes restrictions on daily landings,
daily landing limits may be implemented through emergency rule during the
season if an unusually large concentration of fishermen or fishing effort might
deplete the supply of herring. DMR anticipates that the proposed rule-mak-
ing will be reviewed by the DMR Advisory Council at a meeting in June. If ap-
proved, the rules will then go into effect following filing with the Secretary of
State's office. If DMR determines that fishing occurring earlier in the month of
June, or anytime during the season, may cause unusual damage or imminent
depletion of the herring resource, or if fishing effort might deplete the supply of
herring, DMR will utilize the Commissioner's emergency rule-making author-
ity to immediately implement further limitations on fishing and landing days,
or to impose daily landing limits.

BYCATCH CONSORTIUM

The Consortium for Wildlife Bycatch Reduction, based at the New England
Aquarium, held a meeting in April to discuss the potential to develop and
test fishing ropes with breaking strengths of about 1700 pounds as a potential
whale mitigation strategy. A recent study published in Conservation Biology
examined the ropes removed from entangled whales from 1994 to 2010. The
study examined 132 ropes from 70 cases and measured the rope type, sever-
ity to immediately implement further limitations on fi shing and landing days,
or to impose daily landing limits.

DREDGE TEAM MEETING SUMMARY

The Maine Dredge Team met in early March to discuss the status of dredge
projects in Maine.

Piscataqua River: The Army Corps of Engineers (ACOE) has received required
environmental assessments from both Maine and New Hampshire, and the ACOE's
Chief of Engineers has issued the "Chief's report." The project now awaits
Congressional authorization to proceed and remains in the design phase.

Seaport Harbor: The ACOE has suspended this project pending the outcome
of discussions between upper-level decision makers at the ACOE and the Maine
Department of Transportation (MDOT) aimed at identifying a plan for moving
forward. ACOE expects work on the project to be reinitiated in the near future.
The timeframe is not known, but the ACOE and MDOT continue discussions.
Tab Brown, ACOE Chief of Planning and Policy, is the appropriate contact at
the ACOE's headquarters regarding this project.

Portland Harbor: There is an "open resolution" for this project which would en-
able the ACOE to deepen the federal channel if so requested by the local spon-
sor; the ACOE has received no such request.

Status of Smaller Navigation Improvement Projects in Maine

Blue Hill: Blue Hill and the ACOE are moving forward with a feasibility study.
Environmental sampling showed gasoline contamination in some areas where
dredging was planned. They are now considering options for revising the dredg-
ing plan to avoid impacted areas.

Cameron: ACOE approved federal involvement in a feasibility study of a pro-
posal to improve the existing breakwater. Work on this project is on-hold pend-
ing execution of feasibility cost-sharing agreement obligating the town to fund
50% of the study's cost.

Great Chebeague Island: The Town of Chebeague Island has decided to pur-
sue its plan to dredge the channel to the wharf used by the ferry service but not
the anchor area included in its earlier plans. In order for the project to move
forward, the town needs to sign a feasibility cost-sharing agreement with the
ACOE obligating the town to fund 50% of the study's cost.

Saco-Camp Ellis: Regarding the ACOE shore damage mitigation project at Camp
Ellis Beach in Saco, the ACOE and U.S. Fish and Wildlife Service have
concluded Endangered Species Act-related consultations. ACOE is now updat-
ing the previously completed feasibility study. Project design may be under-
taken next year and application for requisite state environmental approvals
would be made after the design is completed. ACOE will request state water
quality certification prior to the end of 2016. The project's scope is limited to
construction of the proposed spur jetty, beach nourishment, and post-con-
struction maintenance of the spur jetty and on-going beach re-nourishment.
The ACOE anticipates beginning the one-year design of the project in 2017.
The local sponsor will be required to pay 50% of the cost of post-construction
beach re-nourishment, up to the $26 million federal federal authorization for the
project. After that, the local sponsor would be responsible for all beach re-
nourishment costs as well as costs of maintaining the jetty.

Non-navigation projects in Maine

• Erosion control project in Perry, Maine, in cooperation with the
  Passamaquoddy Tribe.
• Meduxnekeag River fish restoration project, in cooperation with the
  Houilton Band of Maliseets.
• Penobscot River flood and erosion control project at Indian Island, Maine,
  in cooperation with the Penobscot Indian Nation.
• Salt marsh restoration project on the West Branch of the Pleasant River,
  in cooperation with the Maine Department of Transportation.
• Ice flow control project at Cherryfield dam.

Maintenance Dredge Projects

Royal River: A contractor completed dredging and disposal operations for this
project in 2015.

Beals Harbor and Pig Island Gut: The project went out for bid in December
2015 and that bid is now under ast. Assuming timely resolution affirm-
ing the ACOE's decision, which awarded the contract to The Dredging Dredging
could begin the fall of 2016.

Saco River: The project involves dredging about 150,000 cubic yards, 45,000
cubic yards of which is in the up-river section of the project. The balance of
the dredged materials would be used for beach nourishment at Camp Ellis. This
100%-federally funded maintenance dredge is not provided for in the
Administration's pending federal budget proposal. The ACOE intends to submit requests for state water quality certification and federal consistency concurrence in the near future.

Biddeford Pool and Wood Island. This project involves dredging about 40,000 cubic yards of material. Disposal of silty materials would be at a previously-used disposal site in Saco Bay and sandy materials would be used for beach nourishment at Camp Ellis. ACOE intends to submit requests for state water quality certification and federal consistency concurrence in the near future. Funding for this project is not provided for in the Administration's pending federal budget proposal.

York Harbor. This project involves dredging and disposal of about 50,000 cubic yards of dredged materials at the Cape Arundel Disposal Site. It has received all requisite environmental approvals but is not yet funded.

Cape Porpoise. ACOE estimates this project would generate about 100,000 cubic yards of dredged materials, some of which would be disposed at the Cape Arundel site. Additional sampling and testing needs to be done to determine the materials' suitability for ocean disposal.

Peppermill Cove. ACOE is awaiting sampling and testing results for this project and intends to initiate consultation regarding required environmental reviews and approvals in summer 2016.

Union River. ACOE is in the early stages of evaluating this project and sediment sampling and testing need to be conducted.

Searsport Harbor. ACOE is not addressing maintenance dredging of the existing federal project as a separate project, pending the outcome of above-noted discussion between decision makers at ACOE and Maine DOT.

Josias River and Stonington Harbor. ACOE has not identified a need for maintenance dredging for these projects.

Portland CAD cell. Tom Dobbins, Portland Harbor Commission, spoke about efforts to site a combined aquatic disposal cell (CAD cell) to serve Portland Harbor. A contract has been awarded to design the CAD cell. Another contract was awarded pursuant to an EPA brownfields grant to assess the nature of sediment contamination around select Portland piers. The contractor will study berthing areas and estimate the amount of dredged material that would need to be placed in the CAD cell. The proposed location of the CAD cell is off Fish Point at the east end of the Portland peninsula; the proposed location has been discussed with local fishermen who indicated its use would not have a major impact on fishing. Discussion of the proposed location and any related concerns regarding potential adverse effects on fishermen will be part of the siting process as it moves forward.

Maine Lobster Marketing Collaborative is excited to kick off the harvest with robust media efforts and social support. Activities include:

- Unveiling a five-part video series on social and digital channels that provides an overview of the Maine Lobster industry and how the product goes from sea to table.
- Inviting top-tier media to visit Maine for an immersive look at what makes Maine Lobster so unique.
- Activating a robust Fourth of July amplification plan that drives demand for Maine Lobster through recipes, positioning it as a holiday must-have.
- Executing "Maine After Midnight" tent pole events in Atlanta, Washington DC and New York City to educate chefs and create awareness and demand for Maine Lobster.

Our younger lobstermen are the future of the industry. We value their input and participation. For over 60 years the MLA has protected the fishery and the livelihood of thousands.

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Join the MLA and connect.

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Windham, ME -- $250 off new installations.

Back River Financial Group
Farmingdale, ME -- Free initial consultation and review of previous tax returns.

Bessy Bait, LLC
Seabrook, NH -- $5 discount per drum on multiple drum purchases (must show current MLA card).

Coastal Hydraulics
Seabrook, NH -- 10% discount on all in stock items for MLA members.

Commercial Fisheries News
Deer Isle, ME -- Discounted annual subscription rate for $18.75 with MLA membership noted on check.

Craig’s All Natural
Durham, NH -- 10% discount on all in stock items for MLA members.

Friendship Trap Company
Friendship, ME -- 5% off list price on traps purchased at the Friendship store. Cannot be combined with other discounts.

Hamilton Marine
Seabrook, Rockland, Portland, Southwest Harbor, Jonesport, ME -- Discounts available to commercial fishermen.

Hews Company, LLC
South Portland, ME -- 10% off all hydraulic components and Cable Craft cables in 2015.

Law Office of J. Scott Logan, LLC
Portland, ME -- 20% discount on foreclosure defense and bankruptcy legal fees.

Liferaft Services, LLC
York, ME -- 5% off liferaft repack with proof of MLA membership. CAN be combined with other promotions.

Maine Camp Outfitters
Sunset, ME -- 10% off all apparel and promotional product orders.

Maine Design Company
Appleton, ME --10% discount to surveys on lobster boats. Must be an MLA member & mention this listing to get discount

Maine Lobstermen’s Association
Kennebunk, ME --10% off MLA merchandise.

Maine Maritime Museum
Bath, ME -- Free admission to MLA members.

McMillan Offshore Survival Training
Belfast, ME -- 10% discount on USCG Drill Conductor training.

Midcoast Marine Electronics
Rockland, ME -- 10% off list price on all marine electronic products.

Mount Desert Oceanarium
Bar Harbor, ME -- Free admission to commercial fishermen and their families.

National Fisherman
North Hollywood, CA -- Special annual subscription rate.

New England Propeller Inc
Plymouth, MA -- Discounts on marine propeller, shafting, and related items, sales & repairs.

Nicholas H Walsh PA
Portland, ME -- 20% off legal services.

North Atlantic Power Products
Exeter, NH -- 10% discount on parts and service.

Penobscot Marine Museum
Searsport, ME -- Free admission for MLA members.

Richard Stanley Custom Boats
Bass Harbor, ME -- $1,000 off final price of hull with MLA membership

Sea Rose Trap Co.
Scarborough, ME -- 5% off trap list price when you show your MLA card.

Smithwick & Mariners Insurance
Falmouth, ME -- Discounted vessel insurance plus 5% discount with proof of CG approved Drill Conductor course within the last 5 years.

SW Boatworks
Lamonie, ME -- $1,000 discount for hull or top

Weathervane Seafood Inc.
Kittery, ME -- 10% off mail order purchases. Just mention you are an MLA member. 1-800-914-1774.

Winter Harbor Fishermen’s Coop
Winter Harbor, ME -- 10% off picked lobster meat.

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DON’T LOSE OUT ON FREE HEALTH SERVICES

By Alisha Keezer

Identifying and treating a health problem before symptoms start, or, better yet, preventing a sickness entirely is beneficial to your overall health. Aside from physiological benefits, it can also alleviate potential financial difficulties in the future. Most chronic conditions and many serious diseases may worsen over time, even with medications. Still, treating a disease sooner rather than later can limit its impact on your health.

For these reasons, federal law requires that all health insurance plans cover specific preventive care services, including vaccinations, some disease screenings, and specific forms of counseling. When the Affordable Care Act first came into effect, it provided for free preventive care. Yet even today, three years after the Act began, many people are unaware of these preventive health benefits and how to use them.

Health insurance plans must cover these services without asking you to pay an additional fee. This is true even if you have not met your yearly deductible. You may take advantage of most of these preventive services when you go in for a yearly physical or, if you are a woman, at your well-woman visit. Technically, these services aren’t free; they are paid for by the health insurance company through the money collected from your monthly premium. You cannot be charged a copay, coinsurance, or deductible to take advantage of them. Simply put, you pay nothing out of pocket.

When you schedule an appointment for any free preventive services, make it known that you are interested in getting your free preventive screenings and want to be informed if any services fall outside the list of approved “free” services. If you are visiting your doctor, don’t be afraid to speak up when he or she recommends additional testing and treatment. If these items aren’t covered, know that you’ll likely have some cost-sharing responsibilities. Your doctor should have a general idea of which screenings and services fall under free preventive care, but you should also call your insurance company for confirmation.

Note: If you go “out of network,” you may be charged for these services. When making an appointment, tell the provider that it is only for “well visit services.”

Covered preventive services for all adults:
- Colonoscopy for adults over 50
- Alcohol and tobacco misuse screening
- Blood pressure screening
- Depression screening
- Obesity screening and counseling
- Diabetes (blood sugar) screening for adults with high blood pressure
- HIV tests for everyone ages 15 to 65, and other ages at increased risk
- Up to three “well visits” per year
- Colonoscopy for adults over 50

Covered preventive services for women:
- Free contraceptives
- Well-women visits
- Osteoporosis and anemia screenings
- Prenatal care
- Mammograms & breast cancer counseling

Covered preventive services for children:
- Immunizations
- Developmental & Autism screenings
- Screening for certain genetic disorders
- Depression screening and behavioral assessments
- Vision and oral health screenings
- Iron and fluoride supplements

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NEW RESOURCE TO HELP FISHING FAMILIES, COMMUNITIES PREPARE FOR THE WORST

by Ann Backus, MS
Harvard University School of Public Health

It seems to be a hallmark of fishing communities that they come together after a fatality or disabling injury of a fisherman to support the family and each other. Community members provide food and financial assistance as well as emotional support. At least in the short term, and community service agencies, churches, banks and others often come forward to assist over the long term. So when we step back and take a look from 30,000 feet, what does this mix look like in typical fishing communities?

What happens first? Who is involved? How should the process move from first responders to support for the families involved? What are the short-term and long-term needs? And of course, the critical question, how can we prevent serious fishing casualties in the first place?

The Fishing Partnership Support Services (FPSS) in Massachusetts was interested in answering these questions. Several years ago, FPSS President J.J. Bartlett asked Madeleine Hall-Arber of the MIT Sea Grant Program and me (of Harvard’s T.H. Chan School of Public Health) to undertake a study in New Bedford and Gloucester, primarily, in an effort to understand how communities respond after tragedies and to learn what constitutes resilience in these communities. The thought was that we could present a report that was both specific to fishing communities and which could be a template for any community, fishing or non-fishing, that wants to be prepared for tragedy or disaster.

The manual RESCUES (which stands for Responding to Emergencies at Sea and Communities under Extreme Stress) was the result of a broad-based research effort that included research on literature on community resilience, a list of fishing fatalities and casualties from the U.S. Coast Guard District 1 database covering 1998 to 2010 and from accounts in regional newspapers, and over 30 interviews with survivors, families of deceased fishermen, high-profile community leaders, and U.S. Coast Guard responders, NFVTO, a computer program that helps social science researchers identify recurring themes, and to Communities under Extreme Stress) was the result of a broad-based research effort that included research on literature on community resilience, a list of fishing fatalities and casualties from the U.S. Coast Guard District 1 database covering 1998 to 2010 and from accounts in regional newspapers, and over 30 interviews with survivors, families of deceased fishermen, high-profile community leaders, and U.S. Coast Guard responders, NFVTO, a computer program that helps social science researchers identify recurring themes, and to

Prevention and Preparation: The Fisherman and the Family

At the level of the individual and the family we discovered a number of best practices that help ensure that a fisherman and his family will be prepared in the event of a fatality or disabling injury or illness. Some of these practices are familiar to fishing families, but a number of them are either not familiar or not carried out. Prevention is the first priority: fishermen should take advantage of the training offered through various organizations including FPSS, private companies, and the Coast Guard. Each fisherman should ensure that the vessel is outfitted with survival suits (that fit), EPIRBs, life rafts as required, flares, horns, radio, etc. and that he knows how to use the equipment and make a Mayday call.

On shore, best practices suggest that family members should share and store information about each fisherman’s trip (see the Search and Rescue Information Sheets in Appendix F) and have current U.S. Coast Guard phone numbers (see Appendix A). Often overlooked is the idea that responsible members of families should know where all the household documents are kept (insurance policies, mortgages and loans, bank and credit card account documents, wills, car titles, etc.), and have password access to phone, computer, and online bank accounts, etc. Contact information for people who serve the family in various capacities such as pastors, attorneys, doctors, and insurance agents will be needed should the family experience an injury or fatality. And, if a family has a safe deposit box, someone needs to know the bank, the box number and where the keys are kept.

Preparation: Community Resilience

Simply put, resilient communities are prepared communities. Things are in place, such as a disaster response team that can call on local resources and rapidly set up a service delivery infrastructure when tragedy strikes. Relationships are well-established between the community and its agencies; face-to-face meetings between service and industry sectors are common; people know each other and frequently work together on small community-based projects. The RESCUES Manual (pages 8-10) provides suggestions to help a community develop resilience. As communities are dynamic, not static entities, relationships need to be renewed when the captain of the port changes, for example, or a new mayor or town manager is elected, or a new industry moves into town.
CRABS, ONCE PESTS, NOW VALUABLE

By Melissa Waterman

We spend a lot of time talking about lobster in the state of Maine, but there are other crustaceans that are popular among both the dining public and fishermen: Jonah crab and rock crab.

Jonah crab (Cancer borealis) are found from Newfoundland to Florida. They are the larger of the two crab species, with an average carapace width of 7 inches and large claws tipped with black. Rock crab (Cancer irroratus), also known as peekytoe, is smaller, with a smooth fan-shaped body marked by reddish or purple spots. They have two short front claws; they are crawling crabs and tend to move very little. Rock crab live in shallower water and are harvested primarily in the summer, while Jonah crab are caught year-round by inshore and offshore lobstermen. Both species were once considered annoyances by lobstermen because they would enter a trap and quickly devour all the lobster bait.

Like lobsters, the two crab species can live out of the water for a limited period of time. Crabs use their gills to extract oxygen from the water. As long as they can keep their gills moist, oxygen from the air will diffuse into the moisture and then into the gills. They have articulating plates around their gills that help seal the gills to the air. In the ocean, water is drawn in over the gills and then expelled through the crab’s mouth. Out of the water, the crab will blow bubbles to draw oxygen in over the gills and transfer CO2 out.

In the late 1990s, a commercial fishery developed for Jonah crabs, the meat of which is comparable to the much more expensive West coast Dungeness crab. Since then the fishery has seen a rapid increase in annual landings. In the early 2000s, landings were roughly 2.6 million pounds and the fishery was valued at $1.5 million. By 2014, landings increased to over 17 million pounds with a value exceeding $12 million. The majority of Jonah crab is landed in Massachusetts and Rhode Island.

Jonah crab had no fishery management plan for many years, due in part to limited data on its population, growth rates, and distribution. There still is no federal stock assessment for the species. In addition, dealer reports typically don’t differentiate by species, lumping Jonah crab in with rock crab and other crab species.

In May, 2014, the Atlantic States Marine Fisheries Commission (ASMFC) voted unanimously to develop a fishery management plan and stock assessment for Jonah crab. The Commission approved a fishery management plan in August, 2015 that includes minimum size restrictions, prohibition of berried female harvest, requirement to land the whole crab (no claws-only) and licensing and entry restrictions. While many states have already implemented the new regulations, all states on the East coast will be required to implement measures by June, 2016. A proposed Draft Addendum to the plan would change the incidental bycatch limits for non-trap gear (such as gillnets) and non-lobster trap gear (such as fish, crab, and whelk pots) in order to cap incidental landings of Jonah crab.

The growth in Jonah crab landings in southern New England coincides with the decline of the lobster fishery in that region. Massachusetts and Rhode Island lobstermen need to make only minor adjustments to their traps to be able to catch Jonah crabs. In certain areas of Maine, local seafood companies are processing Jonah crab on their own. Port Clyde Fresh Catch concentrates on Jonah crab for its customers during the winter months, now that the shrimp fishery has disappeared.

The market for rock crab is credited to Rod Mitchell, founder of Brownie’s Trading Company in Portland. He sold the delicate crab meat as peekytoe crab to prominent chefs in New York City in the late 1990s with great success. Rock crab, however, is still caught in such low volumes that neither the ASMFC nor the Maine Department of Marine Resources has a fishery management plan for the species.

This is true. However, more than twice as many people around the world are now eating lobster than before. With people in Asia, Europe and domestically learning of the quality we have to offer, the tide has turned.

Homarus americanus is only caught in waters between the Carolinas and Newfoundland. That is a very minute geographical section of the world. That means we have something very valuable and very unique. Other natural products can be raised or planted basically anywhere in the world. Ours cannot! The industry as a whole — fishers, truck drivers, buyers, dealers, brokers, processors, live shippers and restaurant owners — needs to realize that without fishing families continuing the 200-year tradition of catching lobsters and bringing them to shore, no one else will have product to sell. The fishers are the most important blade on the propeller and it’s about time they get rewarded for it. We, the PEI lobster marketing board, want all fishers on both sides of the border and the whole industry to have a safe, prosperous and successful 2016 season!
After 63 years of being owned by Kennebunkport native Sonny Hutchins, Port Lobster changed hands in April when fellow Kennebunkport native and town Selectman Allen Daggett, who also owns Cape Porpoise Lobster Company, Cape Pier Chowder House and Cape Porpoise Bait Company, bought the tiny retail fish market that has been a mainstay in the town for well over half a century.

Sonny Hutchins founded Port Lobster in 1953. Hutchins explained how he got into the retail end of the business. “I had been in the lobstering business before I went into the Army. I grew up in it. My father was a lobsterman for 44 years and then I fished too. I thought by doing this [selling retail and take-out] I would be getting into the easier part of it, but I found out it wasn’t,” Hutchins said with a chuckle.

Just like Hutchins, Daggett also grew up in the business. He began lobstering at the age of 12 and fished until his early twenties when he began selling lobsters, doing business as Daggett’s Lobster Company beginning in 1969.

Eventually he gave up fishing to sell lobsters full-time. Over the years he expanded and ventured into other fish-related businesses, such as the Chowder House he runs in Cape Porpoise and his bait company.

Daggett and Hutchins are not strangers to one another: both are Kennebunkport natives from longtime lobstering families. Daggett’s father grew up with Hutchins. “I’ve known Sonny for as long as I’ve been on this earth. We used to live next door to each other,” Daggett said.

Though it was never aggressively marketed, Port Lobster had been on the market from time to time over the years. There were a couple of interested buyers, but nothing ever panned out. “One day Allen and I were talking and I said to him ‘why don’t you buy the business?’ I guess he thought about it and decided it would be a good idea,” Hutchins said.

Although the business has a new owner, both Daggett and Hutchins agree that “nothing will change.” Hutchins will still be there every day just as he always has been and his daughter, Kathy Anueszweski, will still manage the place.

Daggett said he feels that by buying Port Lobster, everything has come full circle. “It will be named Daggett’s Lobster Company, doing business as Port Lobster. This way my original business name and Sonny’s original business name will be honored.”

All of the employees and associates will also stay on, including the lobstermen who sell there. “Allen and I both feel if it ain’t broke, don’t fix it,” Hutchins said. “I am happy to have someone local who knows the business buy it.”

Daggett said he is equally happy that it all worked out the way it did. “I’m not worried about a thing. It will be business as usual. When you walk in and do business here, you’ll never know anything changed at all. Sonny has been good to me over the years, and I feel real good about buying this place.”

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about the unusual physiology of the lobster and common sense practices lobstermen can employ to ensure the highest-quality catch regardless of the number of pounds hauled each day.

Lavallée began each workshop by explaining the odd way a lobster’s body works. For example, a lobster’s kidneys are located just behind the eye sockets. They excrete urine from small holes behind the eyes. “That’s how they talk to each other, from certain chemicals in their urine,” Lavallée said.

“Quality is as important to the processing sector as it is to the live sector; Processors live and die by meat yield. They want a high-quality, non-injured lobster to start with.”

A lobster may appear to be as armored as a tank, yet its internal structures make it prone to injury. For example, a lobster’s nerve cord runs down its bladder, without the protection of vertebrae. A cut from another lobster or a blow from a lobster's claw can sever its nerve cord, making it prone to injury. For example, a lobster’s nerve cord runs down its backbone, allowing the gills to work at about 10% efficiency compared to 100% in salt water. “A lobster will lose all of the water for two, three days as long as the lobster doesn’t do any work, like fighting,” Lavallée said.

When a lobster is taken out of the water, its many gills will collapse, like the sodden pages of a book soaked in water. “But it has a method for staying alive on dry land. It captures water in its gill chambers to maintain the gills. Oxygen from the air will enter through this layer, allowing the gills to work at 100% efficiency,” said Lavallée. “A lobster will lose all of the water for two, three days as long as the lobster doesn’t do any work, like fighting,” Lavallée said.

The problem for the lobsters is that they are at their most vulnerable immediately after molting. Molting is the most valuable time for a mature lobster. A molt is triggered by water temperature and length of daylight but also by the presence of other molting lobsters. “The males will molt within two to four weeks of each other. The females stagger their molt,” Lavallée said. When a lobster gets ready to molt, often its shell gets thin and crakcl over the touch. That is because the animal is drawing calcium and other minerals from its shell to store in nodules, called gastroliths, in its stomach. After the molt, it can reabsorb those minerals to strengthen its shell.

A lobster stops drinking water in order to shrink the mass of its tissues just before it molts. During that time, proteins in its blood increase as the blood becomes thicker. To molt, it will suddenly drink a lot of water to crack the old shell. The lobster then drinks even more water to bulk up in size while its new shell is still soft. “That means its proteins will be low. That tells you that the lobster hasn’t recovered from its molt yet,” Lavallée said.

Lavallée emphasized. “Processors live and die by meat yield. They want a high-quality non-injured lobster to start with.”

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Questions? No Instagram? Email photos to Sarah at sarah@mainelobstermen.org

Jean Lavallée addresses lobstermen at a lobster quality workshop held at the Bigelow Laboratories in East Boothbay, MLA photo.
a fishery conducted in state, not federal, waters and as such, should be managed by the Atlantic States Marine Fisheries Commission (ASMFC). Over time and after numerous meetings with state, regional and federal officials, White's point of view prevailed. Authority for lobster management was moved from the NEFMC and placed with the ASMFC in 1996. And in the process, the minimum gauge was frozen at 3-1/4” and a federal limit on dragger-caught lobster was finally put in place. The move to the ASMFC allowed White to find alternatives to the draconian trap limits the federal government had sought to implement. Through many contentious debates, White, Cousens and the MLA Board led the industry to a workable compromise, including a trap limit of 800 and an increase in the vent size.

“He treated people, whoever they were, the same way, with respect.”

“When things had to be done, Pat moved. I never saw Pat blow up. He kept his cool. But when he was on a task to get something done, we generally got it done,” recalled Arnie Gamage, an MLA board member and South Bristol lobsterman.

Back home in Maine, the concept of self-governance in the lobster industry had taken hold, and the zone council system was created in 1995. White knew that the lobster fishery was different along the coast of Maine and was a strong supporter of the zone council system from the start.

White was appointed by Governor King to represent Maine on the ASMFC in 1995. He became chair of the commission’s lobster board, shrimp section, and menhaden board. He also was a member of the NEFMC from 1996 to 1999. It was during the mid-1990s that White became involved on behalf of the MLA with an issue that troubles Maine lobstermen to this day: protection of endangered North Atlantic right whales.

In 1996 the Atlantic Large Whale Take Reduction Team was formed by the National Marine Fisheries Service. Its aim was to devise ways to reduce whale entanglement and death from fishery gear as required by the changes to the Marine Mammal Protection Act in 1994. The plan developed by the team became known disparagingly by lobstermen as “the whale rules.” Environmental organizations were adamant that everything possible must be done to save the whales. White, who was a member of the Team, found himself attacked for the fishing practices of Maine lobstermen. “He had a temper but he rarely showed it. He was a master at smiling even when steam was coming out of his ears,” Cousens said. “Through steady and persistent arguments, White and others made sure that a significant portion of Maine state waters were specifically exempted from most whale regulations.”

Cousens found after becoming MLA president in 1992 that he and White worked together like a well-oiled machine. “We always had a game plan,” Cousens recalled. “I would come in as the bad guy and ask for the world and then Pat would come in and say ‘Well, you know, this is what we really could live with.’ We could just look at each other and know what to do. I’d say we talked to each other daily for fourteen years.”

When White became MLA executive director, the organization had to borrow money to get through the year. Due to increasing rates the MLA was no longer able to offer its members health insurance, which had been a significant revenue producer. It still offered vessel insurance but White thought that program could be improved. He searched for the best hull insurance deal available and found it with Smithwick and Mariners Insurance in Falmouth, an arrangement that continues today.

The MLA was becoming involved in more and more issues during the 1990s. The lobster zones council system was created. Groundfishermen again petitioned to land lobsters caught in offshore trawl nets. “It always seemed that Pat was there. There just seemed to be so much more to it [than in Ed Blackmore’s time],” Pat handled the politics so well,” Gamage said.

Somehow White also found time to serve on the prestigious Pew Oceans Commission, chaired by Senator Leon Panetta, in 2002. The Commission was a bipartisan, independent group whose mission was to identify actions that could restore and protect the country’s marine resources and protect biodiversity. Members included David Rockefeller Jr., New York Governor George Pataki, Jane Lubchenco, soon to be head of NOAA, and other leaders in science, government, and business.

White was a valued member of the Commission, bringing a real-world perspective to the discussions. “They loved Pat,” Cousens said. “He took all that in stride. He treated people, whoever they were, the same way, with respect.”

In 2011, White received the ASMFC’s highest honor, the Captain David H. Hart Award, in recognition of his years of work. Jack Travelstead, then chair of ASMFC’s award committee, said, “Pat White believes that the only way for fisheries management to succeed – for both the resource and the fisherman – is for fishermen to be knowledgeable and personally involved in the management process. He has conducted himself as a true gentleman and, in doing so, has elevated the role of fishermen in the fisheries management process.”

Good-bye, Pat. You will be missed.

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TWO NEW ENGLAND STOCKS CONSIDERED IN JEOPARDY


Two New England fish stocks were added to the overfishing and overfished lists — Southern New England yellowtail flounder and Georges Bank winter flounder — as well as three stocks of Chinook salmon and individual stocks of Coho salmon on the west coast.

ANOTHER WHARF SAVED FOR FISHERMEN

A significant property in Tenants Harbor was added to the growing list of commercial waterfront properties protected by Maine's Working Waterfront Access Protection Program, part of Land for Maine’s Future Program. Millers’ Wharf in Tenants Harbor is owned by four brothers, all of whom are commercial fishermen. The wharf currently serves lobstermen, scallopers, urchin boats and seaweed harvesters. "My parents worked hard to keep this property as a working waterfront, now, despite increased pressure along the coast from developers, this property will continue to provide access for commercial fishermen for generations," said Hale Miller. Four generations of Millers have fished from the wharf.

Since the four brothers inherited the property from their parents in 2002, they have undertaken considerable improvements to the wharf including dredging to provide access for loading bait and unloading catch regardless of tide and the addition of four hydraulic hoists to increase efficiencies. Millers' Wharf currently supports over 100 people engaged in commercial fishing activities including lobstermen and sternmen, urchin divers and student license holders.

RIGHT WHALES MAKE TRACKS FOR CAPE COD BAY

Experts tracking North Atlantic right whales say nearly half the estimated global population of 500 or so animals has been spotted in Cape Cod Bay over the past few springs. They are back this year in what looks like record numbers. "It's rather extraordinary and somewhat mindblowing," said Charles "Stormy" Mayo, a senior scientist and director of right whale ecology at the Center for Coastal Studies in Provincetown. For a stretch in the late 1990s, fewer than 30 whales were sighted each year, said Mayo. Their increasing presence in Cape Cod Bay has caught scientists by surprise. Mayo theorizes that shifting ocean currents – possibly due to global climate change – are pumping more plankton into the bay, even as the whales' traditional feeding grounds off the Maine coast falter. Federal law forbids getting within 500 yards of a right whale and requires ships to slow to 10 knots.

SCALLOP RESURGENCE BRINGS CONFLICT

A conflict is brewing in the northern Gulf of Maine between small scallop boats and larger vessels. A larger-than-usual harvest of scallops this year in the area and the competitive price that the shellfish demand attracted a larger number of boats than usual. Small state-licensed boats are limited to 200 pounds of scallops each trip until the boats reach 70,000 pounds. But other boats that have permits distributed in the 1990s are allowed to haul up to 40 million pounds within the 34 days they are permitted in the area. The New England Fishery Management Council will be considering changes to federal sea scallop regulations in 2017 that would prohibit vessels with permits from collecting more than 50 bushels of in-shell scallops in a demarcated area near year.

DMR HOLDS MEETINGS TO DISCUSS FUTURE OF SHRIMP FISHERY

The Department of Marine Resources (DMR) hosted three meetings in March to discuss the future of Maine's northern shrimp fishery. The three meetings, held in Portland, Augusta and Ellsworth, brought DMR's policy and science staff together with fishermen and others to discuss the science and management of the fishery which has been under a moratorium since 2014.

Among the science issues discussed was the condition and capability of the research vessel Gloria Michelle. The 72-foot steel-hulled vessel built in 1974 is used for summer Gulf of Maine shrimp surveys and is showing signs of age. Some industry members expressed a desire to incorporate an industry vessel into the survey work.

The meetings also provided an opportunity to review the Total Allowable Catch allocation by gear type; some fishermen expressed interest in a state-by-state allocation. Historically Maine has landed approximately 85% to 90% of the annual catch among the three states in the Atlantic States Marine Fisheries Commission Northern Shrimp Section (Maine, Massachusetts and New Hampshire). Industry members expressed a desire for a Maine-specific allocation and for Maine to develop management measures that would protect opportunity for the fishery. The shrimp fishery typically has provided an important additional source of income for Maine lobstermen during winter months.

Despite moratoria instituted for the 2014, 2015, and 2016 fishing seasons, some suggested having a late season in 2017 after the shrimp have spawned. The two- to three-week season would allow spawning to occur but would also provide a brief window for fishermen to harvest adults before they move offshore.

Also discussed was the possibility of implementing a swipe-card system in the shrimp fishery. Maine began using the swipe-card system with the evely fishery in 2014 to record landings and manage both individual and statewide quota. The state plans to roll out a swipe-card system in the scallop and urchin fisheries sometime in 2016.

The Department also indicated that it plans to select a small, geographically diverse group of fishermen, including trappers and trawlers, to provide input on next steps in the fishery. Commissioner Patrick Keliher and external affairs director Terry Stockwell will bring the group together to outline a plan for engaging all shrimp industry members. Outcomes from the broader meetings will inform Maine's contributions at the next Northern Shrimp Section meeting, which had not been scheduled at press time.
Wanted:
position as sternman
A very hard worker with strength, stamina. Easy to get along with and a team player. Don’t use any drugs and have a vehicle. Willing to work whatever amount of time is needed. My name is Andrew; I can be contacted at 207-509-0811.

May 2-5
ASMFC spring meeting, Alexandria, VA FMI: http://www.asmfc.org

May 4
MLA Directors Meeting, 5 p.m., Belfast, ME. FMI: 967-4555.

May 7

May 12
“Mayday: Crisis in the World’s Oceans,” talk by Colin Woodard, 7 p.m., GMRI, Portland. FMI: 228-1699.

May 14
Annual Benton Alewife Festival, 10 a.m.-4 p.m., Benton. FMI: 453-7191.

May 16-17
NEFMC Herring Workshop on setting future quotas for herring, Location TBD. FMI: www.nefmc.org.

May 22
“Merrymeeting Day: Discover the Bay” 11 a.m.-3 p.m., Maine Maritime Museum, Bath. FMI: 443-1316.

May 24
DMR Public Hearing on Herring Rules, 3 p.m., DMR Office, Augusta.

May 27

May 28-29
Alewife Fish Ladder Restoration Festival, 10 a.m.-6 p.m., Damariscotta Mills. FMI: https://damariscottamills.org

June 1
MLA Directors meeting, 5 p.m., Darby’s in Belfast, FMI: 967-4555.

June 4
“Meeting the Boat: Steam Travel along Maine Waters” exhibit, opening June 4, Maine Maritime Museum, Bath. FMI: 443-1316.

June 7
Maine Lobster Marketing Collaborative meeting, Island Institute, Rockland.

June 17-19
LAUNCH, a Maine Maritime Festival including blessing of the fleet, Kennebunkport.

June 18
Lobster Boat Race, Boothbay Harbor. FMI: 633-3915

June 19
Lobster Boat Race, Rockland. FMI: 975-9690

June 21-23
New England Fisheries Management Council meeting, Holiday Inn by the Bay, Portland.

June 26
Lobster Boat Race, Bass Harbor. FMI: 244-9623.

2016 Maine Lobster Boat Racing Schedule

June 18, Boothbay Harbor
June 19, Rockland
July 2, Moosabec Reach
July 3, Bass Harbor
July 10, Stonington
July 24, Friendship
August 13, Winter Harbor
August 14, Pemaquid
August 20, Long Island
August 21, Portland

For more information, visit the Fans of Maine Lobster Boat Racing on Facebook!

LOBSTER PRICES REACH 15-YEAR HIGH
by Emma Jayne Smith

Prices for U.S. lobster meat have climbed to a 15-year high in April, and are up 48% year-over-year. The main reason behind this dramatic rise in the past 12 months has been high demand for lobster products in U.S. food service and retail.

So why has processed lobster meat become so popular over the last couple of years? Lobster processing involves extracting the meat from the shell, making it much more consumer-friendly. Processed lobster meat has a longer shelf life and can be stored and shipped better than a live lobster. This, combined with low prices seen in 2014, made the product popular in food service and retail, leading to heavy and successful advertising of processed lobster based products.

Versatility and convenience of processed lobster meat appeals to consumers as their appetite for easy-to-prepare food continues to increase. All of these factors have led to a sharp increase in demand in 2015 and 2016.

Another factor that pushed prices up was constraints in processing capacity. Around 122,000 tonnes of lobster is caught on the Atlantic coast annually, predominantly in the New England area, from where it is exported all over the world, with Canada being the largest importer of U.S. lobster.

Fresh lobster, imported from the U.S., is processed in Canada and lobster-based products are then exported back to the U.S. Canada is the largest supplier of processed lobster meat to the U.S, responsible for 57% of all processed lobster meat supplied to the country. Excellent fishing conditions in 2014 resulted in high catches, with 160,000 tonnes of lobster landing in Canada and the U.S. Another good year was seen in 2015, although final figures are not available yet. However, production capacity for lobster processing has not expanded in line with demand. As a result, processed lobster availability has been unable to keep up with the increased demand, causing prices to soar.

As Canada struggles to increase its output, the U.S. is moving to process more of its own lobster catch as this becomes more profitable, in an attempt to keep up with higher consumer demand. This could potentially cause a shift in the industry away from Canadian lobster factories, leading to lower prices. However, uncertainty around the scale and pace of the capacity expansion in the U.S. makes it difficult to say when prices are expected to come down.
It wasn’t a particularly warm day in April for the U.S. Coast Guard-approved drill conductor training class in Rockland. Still, the students participating learned those things critical to safety at sea, such as putting on a survival suit properly, accessing the life raft, fire suppression techniques and other skills critical in an emergency situation.

Federal law requires that a certified drill conductor conduct monthly drills for all fishing vessel crews. If you need more information on safety training opportunities, call Alisha Keezer at the MLA at 967-4555. MLA photos.

Spruce Head Fishermen’s Co-operative
Stonington Lobstermen’s Co-operative
Swan’s Island Fishermen’s Co-operative
Vinalhaven Fishermen’s Co-operative

Organized by lobstermen for lobstermen
Supporters of the Maine Lobstermen’s Community Alliance, the Maine Lobstermen’s Association, and Landings.