GUBERNATORIAL CANDIDATES WEIGH IN ON LOBSTER INDUSTRY

The Maine Lobstermen’s Association asked the three candidates for Governor of Maine to respond to ten questions that reflect current concerns of Maine lobstermen. The candidates took time from their busy schedules to do so, at length. Due to the limits of space, we can publish here answers to a few of those questions. The entire suite of questions and answers can be found on the MLA Web site, www.mainelobstermen.org.

What is your political philosophy on the role of government? What role should state government play in Maine’s commercial fisheries?

Governor Paul LePage: In general I am a strong believer in less regulation. When it comes to commercial fisheries, government’s primary job should be to ensure sustainable resources and long-term economic opportunity for Maine’s citizens. In doing so, government must create opportunity for fishermen to actively engage and have a voice in the decisions that impact them.

Mainers want a state government that is smart, entrepreneurial and effective, and they want to pay for it with taxes that are fair, equitable and efficient. They want their leaders at both the state and federal level to focus on solutions, not on scoring political victories.

Eliot Cutler: I am a fiscal conservative who believes that taxes should raise the least amount of money we need for public services and investment, in ways that are fair and equitable. I am also committed to making government operate more efficiently by: Getting rid of unnecessary and unfair regulations that deter private investment by adding costs, delays and uncertainties;

Adopting an explicit, rational and fact-driven capital budgeting process that will make it more likely that capital investment decisions will be more strategic and less political, and that the capital projects in which Maine invests will be the ones that will yield the most return — the highest financial rewards for Maine people, especially in terms of jobs and avoided costs;

In June, the National Marine Fisheries Service (NMFS) issued its final rule regarding the Atlantic Large Whale Take Reduction Plan (ALWTRP). The rule is designed to remove vertical lines from water in order to reduce the chance that an endangered whale might become entangled. The rule goes into effect in June, 2015.

The Final Rule caused angry ripples along the Gulf of Maine coast. In Massachusetts, for example, lobstermen found that they would be unable to fish in Massachusetts and Cape Cod Bays from January 1 to April 30 next year, in order to protect migrating humpback and right whales.

In Maine, the restrictions were less severe. All territory within the state’s “exemption line” is exempt from the rule. That territory comprises approximately 70% of Maine’s state waters. Lobstermen fishing outside the exemption line will be required to “trawl up” based on zone and distance from shore (see chart). They must put 12-inch red marks on their vertical line in three places. Seasonal closures of Jordans Basin, Jeffrey’s Ledge, and other areas in the Gulf that had been proposed in an earlier version of the rule were removed.

Furthermore, a one-quarter mile area around Criehaven, Matinicus and Monhegan Islands was also made exempt from the rule. Lobstermen in those areas will continue to be able to set singles in the rocky, shallow waters. However, lobstermen who fish around other islands, including the Isles of Shoals in New Hampshire, cried “foul.” Why weren’t their islands also made exempt from the trawling up requirements of the final rule?

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DMR SEEKS CHANGES TO WHALE RULES

By Melissa Waterman

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Continued on page 15
As the lobster season picks up its pace, so too does the fall election season. In this month’s issue of Landings, we are honored to feature the opinions of the three gubernatorial candidates, Governor Paul LePage (R.), Rep. Michael Michaud (D.), and Eliot Cutler (I.) on a variety of topics related to the lobster industry.

The Maine Lobstermen’s Association also held meetings with local candidates in three areas of the coast. These meetings provided coastal legislative candidates with an opportunity to learn about the science, management and economic realities of the Maine lobster industry. We present highlights of those meetings.

This November Maine voters will also have the opportunity to vote on a number of bond questions. Among those is Question 7 concerning investment in Maine’s maritime businesses. We offer an overview of those questions for our readers.

November also marks the re-opening of the Health Insurance Marketplace on November 15. MLA staffer April Gilmore McNutt will continue her role as a health insurance navigator for Maine lobstermen. Landings features an article by April informing lobstermen about the upcoming three month open enrollment for those looking to renew their health insurance policies or to see what is available to them for the first time.

The Department of Marine Resources voices its concern about conflicts between lobster boats and commercial shipping vessels in Penobscot Bay. Sgt. Matt Talbot provides a basic communication and safety message to lobstermen this month in the paper.

Lobstermen and their sternmen face a multitude of potentially harmful situations when they are at sea. But most overlook the threat that the bait they use may pose to their health. Landings takes a look at what can happen when a fisherman suffers from bait poisoning and ways to keep this illness at bay.

The Maine lobster industry recently learned of a new application to get Maine lobster certified by the Marine Stewardship Council. Landings investigates why there is a second application to certify Maine lobster with MSC, and what this might mean for the industry.

On a lighter note, Landings features an interview with longtime MLA member Kenny Lemoine Jr. of Swan’s Island. Lemoine reflects on his lobstering career and the importance that the MLA has had for him over the years.

Christina Lemieux, daughter of a Cutler lobsterman, returns to Landings this month. Lemieux writes about the economic clout of the Millennial generation, those people born between 1980 and 2000, who bring a specific set of values to their purchasing decisions. Those values are closely aligned with the traditions and practices of Maine lobstermen, and are making Maine lobster a popular dining choice.

Landings also profiles a man from Louisiana who has made Maine his home for many years. If you’ve ever taken a safety class or drill conductor training, you’ve likely had the pleasure of meeting John McMillan. McMillan is a leading figure in the field of marine safety. He teaches everyone from high school students to seasoned lobstermen the fundamentals of staying safe on the water and, if disaster strikes, in the water as well.

Finally, Landings meets David Edward Allen, a talented local artist who paints portraits of lobstermen and working waterfronts around southern Maine. We hope you enjoy his work. And I hope you enjoy this issue. We welcome your feedback and contributions.
By Sergeant Matt Talbot, Maine Marine Patrol

Over the past year, the Maine Marine Patrol and the U.S. Coast Guard have received a growing number of complaints about conflicts between commercial lobster fishing and commercial ship traffic in Penobscot Bay. These complaints have come from both sides of the issue and involve gear loss and vessel safety.

Marine Patrol Officers are spreading awareness about the problem and offering solutions to minimize these conflicts. The Marine Patrol urges commercial lobstermen to familiarize themselves with current regulations and consider potential remedies to this serious situation.

Communication between vessels is critical to avoiding conflicts. VHF Channel 13 is for navigation safety (bridge to bridge) and must be monitored by vessels greater than 65 feet. VHF Ch. 16 is for distress, safety, and calling, and must be monitored by all vessels carrying a VHF radio. All vessels are required to maintain a lookout and follow the “rules of the road.” A link to the rules can be found online at http://www.navcen.uscg.gov/?pageName=navRulesContent.

In order to claim fishing privileges under the “rules of the road,” a vessel must be limited in its ability to maneuver and must display the proper lights or day shapes.

A link to the definition of a “vessel engaged in fishing” can be found online at http://www.navcen.uscg.gov/?pageName=def3d_fishing. In most circumstances, lobster boats are not burdened by restricted maneuverability to the point where they would not be able to give-way to another vessel. Therefore, in most cases a lobster boat would be considered a power-driven vessel and subject to the “rules” as a give-way or stand-on vessel. However, if you are limited in your ability to maneuver while engaged in fishing or you are in doubt that either vessel’s intentions are clear, hail approaching vessel traffic and alert them to your status.

Shipping traffic that is forced to deviate from its course outside of a traffic route is likely to affect a greater amount of fishing gear than if they had been able to maintain their normal course and speed. Over the past year, the Maine Marine Patrol have received a growing number of complaints about conflicts between commercial lobster fishing and commercial ship traffic in Penobscot Bay. These complaints have come from both sides of the issue and involve gear loss and vessel safety. Marine Patrol Officers are spreading awareness about the problem and offering solutions to minimize these conflicts. The Marine Patrol urges commercial lobstermen to familiarize themselves with current regulations and consider potential remedies to this serious situation. Communication between vessels is critical to avoiding conflicts. VHF Channel 13 is for navigation safety (bridge to bridge) and must be monitored by vessels greater than 65 feet. VHF Ch. 16 is for distress, safety, and calling, and must be monitored by all vessels carrying a VHF radio. All vessels are required to maintain a lookout and follow the “rules of the road.” A link to the rules can be found online at http://www.navcen.uscg. gov/?pageName=navRulesContent. In order to claim fishing privileges under the “rules of the road,” a vessel must be limited in its ability to maneuver and must display the proper lights or day shapes. A link to the definition of a “vessel engaged in fishing” can be found online at http://www.navcen.uscg.gov/?pageName=def3d_fishing. In most circumstances, lobster boats are not burdened by restricted maneuverability to the point where they would not be able to give-way to another vessel. Therefore, in most cases a lobster boat would be considered a power-driven vessel and subject to the “rules” as a give-way or stand-on vessel. However, if you are limited in your ability to maneuver while engaged in fishing or you are in doubt that either vessel’s intentions are clear, hail approaching vessel traffic and alert them to your status. Nothing in the rules shall prohibit a vessel from taking action to avoid collision. Lobster boats hauling and setting gear exhibit frequent course and speed changes that appear unpredictable to other boaters. Commercial shipping traffic uses predetermined and published traffic routes and broadcasts their position and intentions regularly on VHF Channels 13 and 16. Commercial shipping traffic only deviates from the shipping channel when forced to by weather conditions or vessel traffic. State ferry vessels have set routes and schedules and only deviate from their regular courses for weather conditions or other vessel traffic. Gear loss is a concern to many lobstermen fishing in or near commercial traffic routes. Shipping traffic that is forced to deviate from its course outside of a traffic route is likely to affect a greater amount of fishing gear than if they had been able to maintain their normal course and speed. Lobster boats should maintain a safe distance from all large vessel traffic. Visibility on the bridge is frequently obscured, and course and speed changes are delayed. So avoid them, they can’t avoid you! Penobscot Bay is a heavily utilized portion of the Maine coast with diverse users ranging from fishermen to commercial shipping, passenger service, and recreational boaters. Conflicts between groups will always exist. However, with heightened awareness, education, respectful communication, and tolerance of the rights of others, the Maine Marine Patrol hopes to limit conflict and preserve safety of life and property. For more information, contact the Maine Marine Patrol officer nearest you. Contact information can be found online at http://www.maine.gov/dmr/bmp/roster.htm.

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Marine Patrol Sgt. Matt Talbot is based in Rockland. DMR photo.
SECOND MSC CERTIFICATION FOR GULF OF MAINE LOBSTER UNDERWAY

By Melissa Waterman

In September a group of New England seafood companies made application to the Marine Stewardship Council (MSC) to certify “the Gulf of Maine Lobster Fishery” as a sustainably caught seafood. The application came as a surprise to many because Maine lobster had already achieved MSC certification in 2013 after a seven-year effort orchestrated by three Maine lobster companies, Shucks Maine Lobster, Goat Island Maine Lobster, and Linda Bean’s Perfect Maine.

Gaining a MSC certificate of sustainability is not an easy process. Applicants, called a “client group,” must contract with a neutral, third-party evaluator to assess the fishery against MSC’s three principles of sustainability. That evaluator looks at everything connected to the fishery to ensure that it is sustainable, minimizes environmental impacts and has an effective management plan, and then meet with all the players: fishermen, wharf owners, buyers, dealers, and processors. Eventually the evaluator produces a report which reviews the fishery in detail. If the report shows the fishery to meet MSC principles of sustainability, the Council proclaims the fishery sustainable and gives the client group authority to use its blue MSC logo.

That logo has international value. More and more corporations are eager to meet consumers’ demands for sustainably harvested seafood. Walmart has pledged that it will sell only seafood that bears the MSC label or an equivalent standard at its stores. All fish sold at McDonald’s restaurants in the United Kingdom now bear the MSC label. Sobeys, a large Canadian grocery store chain, has focused on selling only seafood that has been certified as sustainable.

The three companies, operating as the client group called The Fund for Advancement of Sustainable Maine Lobster, obtained the coveted MSC certification in 2013. So why would anyone apply for certification a second time? As it turns out, the Marine Stewardship Council allows more than one client group to apply for certification for the same species. Generally a second group will apply to the MSC if it cannot come to agreement with the original client group on how to share the first certificate. As Mike DeCesare, Communications Director for the Marine Stewardship Council in the Americas, said in a recent letter published in Seafood.com News, “Whilst MSC strongly encourages participants to share certificates so that others may also benefit, certificate sharing is fundamentally a business transaction. From time to time, businesses do not come to an agreement on ways to share the MSC certificate.”

That inability to reach an agreement with the original client group appears to be at the root of the Maine Certified Sustainable Lobster Association’s formation. The second client group is composed of Cozy Harbor Seafood, Inc.; Craig’s All Natural, LLC; East Coast Seafood, Inc.; Garbo Lobster Co., Inc.; Inland Seafood, Inc.; Mazzetta Company, LLC; and Orion Seafood International, Inc. As Craig Rief, president of the Maine Certified Sustainable Lobster Association, said in a press release, “The association formed a MSC client group that is open, fair, equitable, transparent, affordable and based on mutual respect. We engaged SAI Global as our third-party certifier because they have a solid history of objectively assessing fisheries based on the MSC Principles and Criteria for Sustainable Fishing.”

Is it a question of money? The MSC allows a client group to charge other companies in the same industry a flat fee to join the client group. That fee is based on the cost of the third-party evaluation that led to certification. That process cost the three companies approximately $300,000 in total, said John Hathaway, president of Shucks Maine Lobster. The funds went to “hiring the third-party certifier [Intertek Moody Marine of Halifax, Nova Scotia, now Intertek Fisheries Certification], annual audits, legal and accounting fees, research costs, and management/labor costs. The fee structure is based on these costs as regulated by MSC.”

Hathaway said that the fee to join the existing Maine lobster client group is based on the number of live pounds of lobster a company handles. That cost is under $.01 per pound for the first year and less than $.005 per pound thereafter. Companies joining the original client group after certification must also pay an annual fee. That annual fee covers the cost of additional research to meet the MSC standards.

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FALL THE PEAK OF THE NEW ENGLAND HURRICANE SEASON

By Melissa Waterman

It was a fierce double punch. On August 31, 1954, Hurricane Carol slid over Long Island and southeastern Connecticut at a rapid 35 miles per hour. Block Island was blasted with 135-mph gusts of wind. The hurricane swept into Maine with its wind still strong, reaching 80 mph in Augusta. It destroyed Maine homes and corn fields and ruined that year's apple crop. Carol was the costliest storm in Maine's history — that is, until Hurricane Edna hit the state ten days later. Edna wound its way northeastward near Cape Hatteras on September 10, accelerating until it was moving at 48 mph. It was a large storm, whose gale force winds extended outward 400 miles from the center. Wind and rain damage from Edna totaled $15 million in Maine, topping Carol's earlier $10 million in damage.

COULD MAINE SUFFER ANOTHER PAIR OF HURRICANES AS IT DID IN 1954? NOT LIKELY, ACCORDING TO JOHN JENCENIUS, A METEOROLOGIST AT THE NATIONAL WEATHER SERVICE OFFICE IN GRAY, MAINE. “IT REALLY DEPENDS ON HOW FAST THE STORM MOVES AND THE JET STREAM,” HE SAID.

Hurricanes form on the west coast of Africa above water at least 80 degrees F. Warm, moist air begins to rise from the ocean's surface and to spin, due to the Coriolis effect. As the air rises, it cools, expels moisture, and begins to drop. More moist, hot air rises. Unimpeded, the storm will pack on more muscle as it moves westward across the warm southern Atlantic. Only when it hits land does its power begin to ebb.

On the East Coast of the United States, hurricanes generally follow a track along the Gulf Stream, churning along the seashore until they bump into the coast and lose steam. Because the Gulf Stream swings to the east below Cape

NEW ENGLAND FISHERIES MANAGEMENT COUNCIL. Eventually that authority moved to the Atlantic States Marine Fisheries Commission. New regulations related to minimum legal size and escape vents in traps became controversial topics along the Maine coast. Still, Lemoine continued to be a supporter of the MLA. "Lobstermen are different and think in different ways. But then they come together

“We’re feeding them so we had better catch them.”

and work as a group. Maybe they don’t always get what they want but the MLA has done better overall when compared to other groups,” he said.

Swan’s Island lobstermen, like Monhegan Island lobstermen, fish within a legally-recognized conservation zone which was first instituted in 1984. Those who fish within the zone are limited in the number of traps they can set. That limit originally was 600 traps in 1984; in 2000 it was 475 traps and as of this year the limit is 550 traps.

Lemoine has mixed feelings about the limit. “At the time [1984] it was...
Open enrollment in the Affordable Care Act health insurance program is once again on the horizon. The MLA is gearing up for another busy season of helping fishermen and their families explore options and enroll in health insurance coverage for 2015.

It’s crucial to start looking at your options early to give yourself plenty of time to shop for plans. Open enrollment for 2015 starts on November 15 and continues for three months; the enrollment period will be three months shorter than last year making the push to get enrolled even tighter. A lesson learned last year during open enrollment was that it’s not worth waiting until the last minute. The heavy flow of online traffic caused the government Web site to crash. Phone calls flooding the call centers created long waiting times for anxious applicants. We hope that won’t be the case again this year, but it’s best to start early and be ahead.

If you enrolled in a qualified health plan through Maine’s health insurance marketplace last year you will receive a notice about re-enrollment both from your insurance company and from the healthcare.gov Web site. If you’ve had no change in circumstances and you are happy with your plan, you don’t need to do anything. You will be automatically re-enrolled in the same plan if it is still available for 2015. If your current plan is no longer available, you will be automatically re-enrolled in a similar plan.

If you received federal subsidies last year, advanced premium tax credits, or cost sharing, you will be re-enrolled based on the same income and subsidy amount, unless you make changes to update your income and household status. If you authorized healthcare.gov to access your updated tax returns for renewal, and you didn’t update any changes to your income or household during the year, you may receive a letter stating your income was above your estimate. In that case you could be auto-renewed without subsidies for the coming year.

It is important for families that have fluctuating income year-to-year or that have experienced changes to their household or family size to update their current insurance application located at www.healthcare.gov. Changes are events like the birth of a baby, marriage or divorce, or an adult child moving out on his or her own. These factors could affect, negatively or positively, the federal tax subsidies you could be eligible for in 2015.

If you are uninsured and want coverage to start January 1, you must enroll before December 15.

Everyone should think about the coverage needed for the coming year. Was the coverage you had last year sufficient to meet your medical needs? Should you enroll in a different plan this coming year? Did you find you were paying more for some prescriptions than you planned for? Or perhaps there has been a change in your health status and you want to lower your deductible. Think about what coverage will best suit your family’s needs.

Regardless of whether you are re-enrolling or enrolling for the first time, make sure you look through the summary of benefits for your plan and understand the network offered by that company. And remember that the MLA is here to help answer your questions. Whether it’s a letter about coverage from healthcare.gov, a notice from Maine Care or just basic questions about how your plan will work, we are here to help explain your options so you understand what’s available for yourself and your family.

Remember Dirigo Health? Many Mainers were signed up under Dirigo’s plans until they were discontinued last year. Harvard Pilgrim was the carrier for Dirigo. It will be an additional option for health coverage this year on healthcare.gov along with Anthem and Maine Community Health Options. Harvard Pilgrim plans will be offered at competitive rates, covering the same 10 Essential Health Benefits that both Anthem and MCHO also cover. To check out Harvard plans before open enrollment go to: https://www.harvardpilgrim.org or call 1-800-848-9995 to speak to a customer service representative.
Maine Lobstermen’s Association

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

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Board of Directors’ MEETING SCHEDULE
All meetings take place at Darby’s Restaurant, Belfast.

- Oct. 8, 6 p.m.
- Nov. 12, 5 p.m.


STEAMING AHEAD

The MLA is turning 60, and there’s a lot to celebrate! To mark this impressive milestone, the MLA offered its members a chance to win $1954 — in honor of the year MLA was established — through our membership raffle. The response has been tremendous. It’s clear that support for the MLA is alive and well and perhaps stronger than ever.

If you took a moment to read through some of the milestones highlighted on the timeline in our membership mailing, you will not be surprised by the continued broad support that the MLA has received in order to consider all that the MLA has done for the lobster industry. Things that lobstermen now consider “no brainers” weren’t seen that way in the past. I am struck that just 30 years ago, the MLA successfully thwarted a push by lobster dealers to get rid of the maximum gauge size. I would hate to think of what the lobster resource might look like now had we not protected our oversized lobsters. That rule and other conservation measures are in place now because the MLA demonstrated the leadership to shepherd them through the cumbersome management process.

As MLA members prepare for our annual V-notch survey, which takes place the week of October 13 this year, it’s good to remember that it wasn’t long ago when the science and management community thought that V-notchling was more of a joke than an effective conservation measure. MLA believed in the value of V-notchling female lobsters and was there to fight for it.

The MLA is still here fighting for common-sense solutions to the myriad issues facing the lobster industry and doing the hard work that it takes to put credible solutions forward.

M L A 6 0 T H A N N I V E R S A R Y R A F F L E W I N N E R S E L E C T E D

Happy 60th birthday MLA! And congratulations to long-time MLA member Wade Sargent of Sorrento, who is the lucky winner of MLA’s $1,954 anniversary raffle.

M L A D I R E C T O R S M E E T I N G

The MLA Directors met on September 3 at Darby’s in Belfast. Patrice McCarron updated the board on several issues. The Department of Justice consent decree was dissolved by Judge Brock Hornby in federal court in Portland on July 21. The MLA will now work on obtaining status as a trade association. The MLA annual lobster bake on Hoppin’s Island was a huge success; the MLA served up over 500 pounds of fresh lobster! Landings ran a photo of David Cousins and Patrice McCarron with Chief Justice Roberts taken during the event.

The MLA’s 60th Anniversary membership renewal is underway. The deadline to enter the drawing was September 15. The winner will be contacted directly and announced in Landings.

The MLA held a series of three candidates’ meetings in Ellsworth, Rockland and Portland in September to educate candidates about Maine’s lobster industry. MLA invited candidates for state Legislature in all coastal districts. The presentation included an overview of the MLA and its work, the Maine lobster industry, and some of the more challenging issues facing our fishery. The MLA will provide comments from each gubernatorial candidate on issues important to the lobster industry in the October issue of Landings.

The MLA organized a meeting among Army Corps of Engineers staff, Maine Department of Marine Resources (DMR) staff and area lobstermen on a tour of the Pen Bay disposal site to discuss lobstermen’s concerns. Participants pointed out the need for more information on the resident lobster population at the disposal site and for a Maine-based fishing impact study during any dredging and dumping activities.

Elliott Thomas informed the board that Maine’s Commercial Fishing Vessel Safety Council had discussed MLAs recommendation to seek changes to Coast Guard requirements that life rafts be repacked annually. The MLA recommended that they be repacked every two years to coincide with mandatory vessel inspections. The Safety Council was concerned that repacking every two years would compromise safety. The question comes down to: Which is safer, repacking rafts annually or every two years? MLA director said that they have received conflicting advice on this topic. MLA will reach out to the Safety Council to gain a credible answer to this question. Additionally, MLA Directors are concerned about the lack of capacity to have life rafts repacked annually in Maine. Not only has the frequency of repacking been increased, but more vessels are now required to meet this standard.

MLA honored the lives of two members who passed away: Klaus Sonnenberg, head of the Grand Manan Fishermen’s Association in Canada, and Jeremy Philbrook of Vinalhaven. MLA sent cards to both families and contributed to the fund for Jeremy’s family.

A new client group has been formed and is seeking a second Marine Stewardship Council (MSC) certification for the Gulf of Maine lobster fishery. The new client group includes Cape Harbor Seafood, Craig’s All Natural, East Coast Seafood, Garbo Lobster, Inland Seafood, Orion Seafood International and Mazzetta Company. This group is represented by Massachusetts attorney John Whiteside. The directors expressed concern over the confusion that could stem from two certifications. David Cousins will liaise with the groups to encourage them to form a single MSC client group.

Many lobstermen have expressed confusion about Question 7, the $7 million bond issue to facilitate the growth of marine businesses that improve the sustainability of the ma...
The Commissioner informed the MLA directors that the Lobster Union had filed a 60 day notice of intent to sue NMFS over both the vertical line and sink line whale rules. The Commissioner restated his commitment to the industry to tackle the groundline issue. He believes that the vertical line rule is very workable for Maine lobstermen, however, he is very concerned that the union’s threat to sue could actually jeopardize much of what Maine has gained in the whale plan, including an exemption for 70% of Maine state waters. The Commissioner also said that under the current legal system and whale plan, changes cannot be made to existing rules without trading something in exchange. The union has until early October to file.

The Commissioner said that the Lobster Advisory Council, which met in July, is working with the DMR on a Lobster Fishery Management Plan. DMR staff will take the lead on pulling together basic facts and figures for the plan, but will work closely with the LAC to develop a goal and vision for the plan and to identify conditions or changes to the fishery that could trigger management action. The plan will take a year or two to develop and will serve as a guidance document for the lobster industry.

Effective September 12, Maine DMR implemented an emergency regulation to prevent potential gear conflict between herring fishermen and lobstermen working in an area off the coast of Mount Desert Island. The rule creates a temporary exception to a three lobster trap trawl limit for that area.

The exception to the trawl limit applies to an area northeast of Mount Desert Rock to minimize gear conflicts that could arise between the herring fishery and the high density of lobster gear in this area. By giving lobstermen in this discrete area the option to fish longer trawls during this time, lobstermen can take steps to minimize the potential for gear loss, while continuing to fish the same amount of gear in the area, said Marine Patrol Colonel Joseph Fessenden.

The Department and Maine Marine Patrol have received recent indications that the herring fishing effort is likely to be in this area shortly and are concerned about lobster trap gear conflict, said Department of Marine Resources Commissioner Patrick Kelber. “We put this rule into place as an emergency measure so it will take effect in time to help ensure the success of both fisheries.” This emergency rule will expire on December 10, 2014.

Don’t miss this year’s V-notch survey, scheduled for October 13 to 18. This is MLA’s 32nd year collecting data on V-notching – so let’s keep it going! The V-notch survey was started back in 1982 when Maine’s lobster industry was facing multiple increases in the gauge size and few scientists and managers believed that v-notchling had any merit.

Under Ed Blackmore’s leadership, the MLA took matters into its own hands and teamed up with the University of Maine to collect data to document the value of V-notchling for groundfish conservation. The effort proved extremely successful. V-notchling is now a cornerstone of the AFSCM conservation plan.

The survey takes place in early October each year. Early October was chosen because historically there has been a good run of eggers and V-notchled lobsters at a time when the weather is still good enough to haul regularly. During any two days of the survey week, lobstermen record the number of females, eggers, V-notch, short and oversize females on a data card. The information is kept by the MLA and is available to scientists and managers.

Participation in the V-notch survey is voluntary, but the more lobstermen participating, the better the information. Simply record the appropriate information from two days of trap hauls during the week of October 14-20. Mail your data card back to the MLA. The results will be made available in Landings. For more information, call Sarah Paquette at the MLA at 207-967-4555 or email sarah@mainelobstermen.org.
HERRING CLOSURES

The Area 3 (Georges Bank) offshore herring fishery was closed on September 23 for the remainder of the 2014 herring fishing season because the National Marine Fisheries Service (NMFS) projected that herring landings exceeded 92% of the Total Allowable Catch (TAC) allocated to Area 3. During the closure, vessels issued federal permits for Atlantic herring may not retain or land more than 2,000 pounds of Atlantic herring from Area 3 per trip or calendar day. At the time of the closure, more than 12,000 metric tons of herring remain available for harvest from Area 1A and more than 18,000 metric tons from Area 2.

SPAWNING CLOSURES

The Atlantic herring fisheries will be closed temporarily in the following areas due to inshore spawning events.

Eastern Maine Spawning Closure: August 15 to September 11;
Western Maine Spawning Closure: September 24 to October 21;
Mass/NH Spawning Closure: September 21 to October 18.

The spawning areas are closed to protect spawning Atlantic herring and are based on commercial sampling of fish in spawning condition. Catch sampling will continue in the spawning areas when the fishery reopens. If sampling indicates significant numbers of spawning herring in a particular area, the closure will remain in effect for an additional two weeks.

MLA CANDIDATES MEETINGS

The Maine Lobstermen’s Association (MLA) organized a series of three meetings this fall for coastal candidates running for state legislature. These meetings provided legislative candidates an opportunity to learn about the MLA and the Maine lobster industry. The lobster fishery is the foundation of Maine’s coastal economy, so the MLA believes it is important to make sure our state’s legislators have a good working knowledge of the fishery and the challenges that face it.

The MLA’s candidates meetings attract a mix of veteran legislators and those running for the first time. Their level of knowledge of the state’s commercial fisheries span a wide spectrum. Many candidates go door-to-door and get conflicting advice from those they meet on what the state should be doing concerning the lobster and other fisheries. Those experiences translate into a variety of questions and opinions. Some attendees asked questions about how the management system works in the lobster industry, others wanted to know what a v-notch lobster is and why we throw back oversized lobsters. Others have very pointed questions about the fairness of the licensing system, the effectiveness of the state’s marketing investments and where the MLA stands on a variety of specific issues.

Patrice McCarron, MLA executive director, hosted the meetings. She provided the audience with an overview of the MLA, its major projects and research activities during the past several years. She reviewed the state of the fishery today (nearly 126 million pounds landed in 2013, $357 million value), the distribution of the landings along the coast, and the number of licensed lobstermen in the state. Finally she spoke about the national and international markets for Maine lobster, and the interconnected relationship between the United States and Canada in terms of exports and imports.

"The MLA has been meeting with legislative candidates for more than 10 years," said McCarron at the close of the final meeting in late September. "These meetings have led to many great working relationships with those who have serve in the Legislature and on the Marine Resources Committee."

VEssel Discharge PERMits REQUIRED IN DECEMBER, 2014

Examples of general requirements include, but are not limited to, not discharging garbage in effluent, not using dispersants, not discharging oil or antifreeze, and using minimally toxic, phosphate-free, and biodegradable soaps, detergents, or cleaners. Specific requirements are listed for nine management areas and include but are not limited to:

- fuel management: use a functioning fuel-air separator or a fuel tank vent to prevent a fuel spill;
- engine and oil control: use environmentally acceptable lubricants (“EALs”) in all machinery and equipment, including but not limited to stern tubes, wires, and two-stroke engines, where discharges of oil to surrounding waters are likely to occur.

EALs means lubricants that are "biodegradable" and "minimally toxic," and are "not bioaccumulative.

Products meeting the permit’s definitions of being an EAL include those labeled by the following labeling programs: Blue Angel, European Ecolabel, Nordic Swan, the Swedish Standard SS 155434 and SS 155470, Convention for the Protection of the Marine Environment of the Northeast Atlantic (OSPAR) requirements, and EPA’s Design for the Environment (DfE).

solid and liquid waste management: Maintain a tidy deck and appropriate receptacles for retaining trash or garbage on board the vessel.

deg washdown and runoff: Use only minimally toxic, phosphate-free, and biodegradable soaps, detergents, or cleaners on the vessel.

Vessel hall maintenance: do not discharge tributyltin (TBT). Gray water: minimize the production of gray water and use phosphate-free soaps that are biodegradable.

Ballast water: Dispose of solid fish waste shoreside on land or at sea (but outside of harbors or other protected and enclosed coastal waters, ballast water: Discharge only the minimal amount of ballast water essential for vessel operations.

overboard cooling water: reduce the production and discharge of cooling overboard discharge.

Vessel owners and operators are also required to complete and keep a signed PAR1 form (the VGP Permit Authorization and Record of Inspection) and signed certification attesting that you have conducted quarterly visual inspections. These forms must be kept aboard your vessel.

For more information, visit the EPA vessel discharge page: http://water.epa.gov/polwaste/npdes/vessels/Small-Vessel-General-Permit.cfm

MLMC BOARD WILL MEET IN OCTOBER

The next Maine Lobster Marketing Collaborative (MLMC) board meeting will take place on Tuesday, October 14, from 1 to 4 p.m. at the Island Institute in Rockland. Board meetings are open to the public.

The members of the MLMC Board of Directors are chairman Frank Gotwals (Stoneington), Paul Paradis (Bar Harbor), Cyrus Sleeper (South Thomaston), one open seat as harvester representative; vice-chair Emily Lane (Cape Island), Hughes Reynolds (Greenhead Lobster) as dealer representatives; Luke Holden (Cape Seafood) as the processor representative; Karlau Cushman (Cushman Creative) and Vaughn Stinson (Maine Tourism Association) as public representatives; and Pat Keliber (DMR). George Gervais (DECD) as Ex-officio member.

More information about the MLMC and the board’s meeting schedule can be found at www.lobsterfrommaine.com.

| MLA executive director Patrice McCarron addressing candidates at the meeting in Rockland. MLA photo. | MLA continued from page 8 |
### MLA SELECT BUSINESS MEMBERS

**Show your support for these businesses!**

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<th>Category</th>
<th>Business</th>
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<tr>
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<td>190 Rumsey St.</td>
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<td>Maine Lobster Marketing Collaborative</td>
<td>2 Union St.</td>
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<td>Law office f/j Scott Logan, LLC</td>
<td>75 Pearl Street</td>
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<td>Akido Bay Inc.</td>
<td>PO Box 1127</td>
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<td>Michael Cut</td>
<td>16 Pleasant Hill Rd</td>
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<td>Winter Harbor Fisherman’s Coop</td>
<td>2 Peddleton Rd.</td>
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<td>The Clam Shack</td>
<td>PO Box 6200</td>
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<td>211 Beechwood St</td>
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<td>Sea Rose Trap Co.</td>
<td>137 Pleasant Hill Rd</td>
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**THE MLA WORKS FOR YOU**

“I’m getting to be one of the older guys out there, so I’m fighting for a way to keep young guys fishing. The industry has been good to me, so I want to pay it back. I want to make sure it’s good for younger guys the way it has been for me.”

Dwight Carver, Beals

---

**Bottom line: MLA has your back.**

If you make your living in the lobster industry, there is no other organization that can provide this peace of mind, knowing that your best interests are always being looked out for.

“I graduated from high school in 1973, I was a member then. And I don’t think I ever stopped. This is our business. You have to find out what is going on, and the MLA is a great way to do that.”

John Williams, Stonington

---

Become a member. Let your voice be heard. sarah@mainelobstermen.org // www.mainelobstermen.org // 207-967-4555
by Christina Lemieux

The landscape of the lobster industry has changed vastly in the years since I stepped off the stern of a lobster boat and into corporate America. An exploding lobster population and economic turmoil have created challenges that my family and the larger Maine lobster community could not have foreseen in the 1980s and 1990s. During these last two decades a group of consumers, called the Millennials, has also come of age. Their value system, shaped by years of exposure to corporate greed and political scandal, the anonymity of the computerized world, and the tenuousness of stable work, has led them to yearn for authenticity in the products and services they purchase. This desire for authenticity, often tied to localism and regional pride, is redefining the relationship consumers have with Maine lobster, making our state’s iconic brand more relevant and revered than ever before.

Let’s talk about the word “brand.” We all remember the old Westerns in which a cowboy would mark a steer with a sizzling metal brand, leaving a mark that all could see and recognize on the animal’s skin. Today the symbol that all could see and recognize with a sizzling metal brand, leaving a mark it has left in the consumer’s mind. I have spent much of my adult life building and managing brands. I moved to New York City in the spring of 2002, while the dust was literally still settling from the collapse of the Twin Towers, to help manage one of the world’s most famous branded commodities, Intel microprocessors. I spent my days creating advertising to educate consumers about the superior quality of computers with Intel Inside. I occupied my evenings exploring the NYC food scene. At that time New Yorkers perceived “Maine lobster” as superior in quality, a product for which they were willing to pay a premium price. Manhattan menus rarely served lobster without specifying that the lobster had come from Maine. Diners indulged in Maine lobster dinners at white tablecloth restaurants as an expression of wealth. As an advertising specialist, I appreciated how fortunate Maine lobster was to have such an aspirational status, especially with very little marketing going on. Yet I also knew there was far more to the Maine lobster story.

What I did not know was that the Millennials were just coming of age. What I did not know was that the Millennials were just coming of age. Their values would do more to help broaden the understanding and appeal of America’s favorite crustacean than ever before.

According to demographers, Millennials are a segment of the population born roughly between the years 1980 and 2000. The term represents over 80 million consumers in the U.S. who currently spend over $600 billion per year. More than previous generations, Millennials are particularly conscious of their health, the environment and the origins of their food. They consider the products they purchase to be extensions of their values and support businesses that take responsibility for their products and operate with honesty and transparency.

While Millennials aspire to luxurious products and experiences, they are much more interested in the human touch behind those products — the craftsmanship involved in the process, from first stitch to final sale. Some refer to this process as a product’s “provenance.” My first summer in New York, as the Millennial generation and Maine lobster


guest column: The Millennials generation and Maine lobster

continued on page 15

present your MLA membership card at the following businesses and receive generous discounts!

Accutech Marine Propeller, Inc.
Gover, NH – 20% off propeller repair. Discounts vary by manufacturer for new propellers, shafting and other hardware.

Aikido Bay, Inc
Portland, ME – No annual fees for 2014. 10% off annual fees in 2015.

Applied Refrigeration Services
Windham, ME – $150 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 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 Victorinox Cutlery.

Friendship Trap Company
Friendship, ME – 5% off list price on traps purchased at the Friendship store.

Hews Company
South Portland, ME – 10% off all hydraulic components and Cable Craft cables in 2014.

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

Maine Camp Outfitters
Sunspee, ME – 10% off apparel and promotional product orders.

Maine Lobstermen’s Association
Kennebunk, ME – 10% off to harvesters on 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.

Mount Desert Oceanarium
Bar Harbor, ME – Free admission for commercial fisheries and businesses.

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

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North Atlantic Power Products
Exeter, NH – 10% on marine gears, controls, accessories, and parts.

Penobscot Marine Museum
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Sawyer & Whitten Marine
Portland & Rockland, ME – 10% discount from regular MSRP pricing (doesn’t apply to sale items)

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
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Winter Harbor Fishermen’s Coop
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MLA Items | Color | Size | Price
--- | --- | --- | ---
MLA Lobster T-shirt | Red, Blue, Gray | M, XL, 2XL | $15
MLA Canvas Tote | Khaki and navy | one size | $15
Child Lobster Busy T-shirt | White | XS, S, M | $10
MLA Logo T-shirt | Blue | M, XL, 2XL | $15
Women’s busy logo sweatshirt | blue | S, M, L | $15
MLA Busy Logo Fleece | Navy | M, L, XL | $25

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New Grundéns Balder jacket and bibs provide ease of movement, superior ventilation and reliable protection against the elements.

Wildlife Quick reference guide

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And the winner of the MLA 60th anniversary raffle is...

Wade Sargent of Sorrento!

Wade has been lobstering since he was 16 years old and is a long-time member of the MLA.

Renew your membership or join today!

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<td>First-time Member $100</td>
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Multi-Year Memberships:
- Join for 3 years $1
- Join for 5 years $2

Take off $10 for each year joined!
(Ex. Harvester for 3 years: $150 - $30 = $120/year)

Additional Contributions:
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Please include a separate check payable to MLA LDF.

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QUESTIONS? COMMENTS? 207-967-4555, SARAH@MAINELOBSTERMEN.ORG
Millennials, like generations before, love the sweet, succulent taste of Maine lobster but I believe they have a deeper understanding of and more respect for what it takes to get a delicious-tasting lobster onto their dinner plates. I believe that, while lobster is still aspirational as a symbol of wealth and luxury, to Millennials Maine lobster is aspirational in a special way – as a symbol of simplicity, of unadorned, rugged independence.

In a world where they have been disillusioned by banks, governments and big business, the Maine lobsterman is someone they can believe in. The world we live in is changing at an astonishing rate. It’s hard to keep track of the remarkable inventions and services that quickly become part of our everyday lives. New technologies and shifting consumer behavior are upending some industries and making others obsolete. Yet due to fundamental elements of the Maine lobster industry – the people and the techniques used to catch lobster – the Maine lobster brand is more relevant than it ever has been before.

Both the lobsterman and the marketer in me could not be more proud.
REMARKABLE PEOPLE:  

By Nancy Griffin

When John McMillan headed to Maine in 1980 for a Shelter Institute homebuilding workshop, little did he know he would end up teaching marine safety and survival methods all over the world. At that time, it didn’t even seem likely he’d find work that could keep him in Maine.

But McMillan, like many who want to live in Maine, kept putting pieces of jobs together until he created a career. Now he is proprietor of McMillan Offshore Survival Training (MOST) in Belfast, which conducts safety classes every year at the Fishermen’s Forum in Rockport, and travels the world showing people how to survive potentially life-threatening situations in the sea.

“It’s interesting how teaching kids to swim during the summer months turned into a life of offshore safety and survival training, both in the United States and internationally,” said McMillan. “It began with my grandfather, who was the account-ant for the local sugar cane company in a small rural town outside of New Orleans, Louisiana. He was the swim coach for the town’s swim team where both my father and aunt were competitive swimmers beginning when they were 7 years old.”

In a way, his entire family helped prepare him for his current career. His aunt went from competitive swimming to being the women’s physical education professor at the University of Southwestern Louisiana in Lafayette. During the summer she taught kids to swim in her back yard swimming pool. Throughout grade school and high school, McMillan and his brothers left home in the summer to stay with Aunt Marg and help with the lessons.

“I still remember my brothers and me climbing up the ladder to the 10-foot-high diving board to demonstrate for the other kids how to enter the water from a height. We never imagined that years later we would be teaching offshore oil workers these same techniques for evacuating an oil rig,” said McMillan.

His aunt was approached by the owner of a small offshore oil company who had received “warfare aquatics” survival training in the military. He wanted his employees to know how to survive when they entered the water and asked her to create such a program.

First McMillan and his brothers employed the American Red Cross training guidelines, then attended Navy training in Pensacola, Florida. But in 1979, they heard about a survival training center in Aberdeen, Scotland, where North Sea oil workers were being trained to survive ditching into the North Sea.

“We packed our bags and headed to Scotland for a few months,” McMillan said. “It began with my younger brother and I needed a change. We responded ‘Where is Maine?’ I said ‘Up north somehow. I’m sure they have roads to this school in Bath. Maine. ’ So we packed up and headed to Shelter Institute in February of 1980,” he explained.

After the course ended the pair odd-jobbed for a few months but couldn’t find regular work. So they returned to Louisiana to continue the survival training program which soon involved international travel.

“But I knew I was going back to Maine,” McMillan said. In 1984, a friend offered him a place to live. So he patched together employment, diving to retrieve lobster traps that were hung up, and then working as a sternman for a few summers.

When McMillan heard about Maine Maritime Academy, he called to see what they offered for safety and survival training for fishermen and the general public. At that time, the college only provided programs for students. He put together a program that was “well-attended by state police, search and rescue personnel, fishermen and recreational boaters,” he recalled.

Training required a life raft, and he asked Chase Leavitt to provide one. This led to a job for a few years with Chase Leavitt in their life raft division as a U.S. Coast Guard-approved life raft technician.

“Then life pulled me on the dance floor,” said McMillan. “I received a call from my aunt informing me that a training program was requested in Nigeria. She needed an instructor and I needed a change. We [McMillan and his wife] moved back to Louisiana in 1989 and I continued the training work, thinking I would return to Maine once I had a few bills paid.” Mexico, Africa and many other countries interfered with that plan as more offshore oil companies became increasingly interested in the training.

Finally, in 1996, he returned to Belfast. “During my time in Louisiana, the Coast Guard passed a law that requires monthly drills to be conducted on commercial fishing vessels. I was teaching this program in conjunction with the Texas A & M Sea Grant program. They would set up the classes and I would travel throughout the Gulf of Mexico region from Brownsville, Texas, to Key West, Florida, conducting the Drill Conductor training to primarily the shrimping or grouper fishing fleets.

So when we moved back to Maine, I had USCG approval to teach this required program,” McMillan said.

The Maine Legislature also passed a law requiring apprentice lobster license holders to attend this training. McMillan’s been providing it since 1999 and has traveled all over the coast to do it.

“I think that if I was told in February, 1980, that I would be on the State of
certain "conditions" revealed in the third-party evaluation. The Maine lobster fishery has three conditions that it must address before its MSC certification expires in 2018. The first concerns habitat. The MSC requires that any fishery that cannot show it has an impact on habitat must have a plan to ensure it does not pose a threat to habitat. In Maine, that poses a bit of a paradox. Because the assumption is that trap fisheries don’t really affect the seafloor, no research studies have been done. Without a study that shows no impact, the client group must show that lobster traps don’t pose a threat to seafloor habitat. So that means spending money on research.

The two additional MSC conditions have to do with management of Maine lobster. The state must have a management plan in place which incorporates the "precautionary approach" and clearly articulates both short- and long-term goals. Despite the fact that the Maine lobster fishery has in place specific conservation measures (e.g., V-notching, size restrictions, escape vents), no official management plan has been adopted by the state. Currently lobster is managed regionally under the Atlantic States Marine Fisheries Commission. In addition, the Department of Marine Resources committed this year to developing such a plan for lobster, which should address the MSC conditions referring to short- and long-term goals.

In addition to joining the client group, a company that handles lobster and plans to use the MSC logo must also apply for a MSC-approved "chain of custody" certificate. To gain a chain of custody certificate, a company must show that it can trace, control, manage and segregate MSC-certified lobster from non-MSC certified lobster. That means hiring an auditor to verify that the company has systems in place to keep the MSC-certified separate from non-MSC-certified lobster. This system primarily affects larger companies, not lobstermen or the wharf owners who buy their lobster. "Traceability is simple," Hathaway noted. "The dealer makes a simple declaration of where it was landed and that it was landed by Maine licensed fishermen which can be easily proven by their weekly Department of Marine Resources reports.

If a company wants its final product, say a package of frozen lobster tails, to bear the blue MSC logo, a fee must be paid to use the logo. According to the MSC Web site, the annual fee is based on how much of the MSC-labeled product is sold or purchased annually. If a company sells more than $500,000 of MSC-certified product in a year, for example, the annual fee would be $2,000. Then there are royalties. If a firm sells a retail product containing MSC-certified lobster or lists it on a menu, it must pay a royalty to MSC. That royalty is 0.5% of the value of the product. These monies go directly to MSC.

The small cost of displaying the MSC's ecolabel on certified products funds ongoing improvements to the MSC's standards and the promotion of sustainable choices by businesses and consumers, helping to safeguard seafood supplies for this and future generations. DeCesare stated in Seafood.com News. According to the MSC 2013-2014 annual report, 72% of its annual revenue comes from "charitable activities (logo licensing).

Having two lobster entities with MSC certification in Maine causes many in the industry to wrinkle their brows in puzzlement. Hathaway shares that feeling. "I think the real issue here is the industry's marketing message. Two certifications will almost assuredly confuse the marketplace," Hathaway said. "MSC is a simple way to tell an international market what a great job our fishermen have done and continue to do to keep our fishery sustainable."

Cod, few storms of any great strength make it into the Gulf of Maine. Yet occasionally, as Carol and Edna showed, some do so and with vigor.

One of the reasons that Maine doesn't have more hurricanes is due to prevailing wind patterns. Hurricanes making their way into New England experience a high-level wind shear. Jencenius explained. That means the wind is moving in different directions at different heights in the storm, stretching the storm out in size but also weakening it. "The winds in the south move east to west. Here [in New England] the dominant wind is west to east," he said.

But the key element that determines if a hurricane will make it into the Gulf of Maine is the jet stream. The jet stream is a narrow ribbon of rapidly moving air running west to east at approximately 20,000 feet in altitude. It runs in a slightly sloped pattern, dipping to the south and north. Occasionally these dips become deeper, forming a type of atmospheric "trench." If the jet stream is running mostly straight, from the west to the east, hurricanes are pushed out to sea. If there is a dip in the jet stream, then the hurricane can come close to the coast.

That dip can also speed up a hurricane. While storms in the south generally move at a leisurely pace of 5 to 10 mph, northeastern hurricanes are marked by their speed, typically in the 30 mph range. They may zip right over land rapidly, not losing strength until they reach far inland.

Reviewing the record of major hurricanes that have hit Maine shows that the events were most notable for the amount of rain they brought, not for the force of the wind. "Typically if you get on the eastern side of a hurricane, you get strong winds. If you are on the west, it's rain," Jencenius said. While Hurricane Bob, in 1991, did bring high winds to the coast, it was the rain that really set records. Portland received 7.83 inches of rain during the storm; 5.59 inches came during the storm; 5.59 inches came. Portland received 7.83 inches of rain during the storm; 5.59 inches came. Portland received 7.83 inches of rain during the storm; 5.59 inches came.

Hurricanes that have hit Maine

Sept. 21, 1938 hurricane
August 31, 1954 Carol
September 12, 1954 Edna
September 12, 1960 Donna
October 29, 1963 Ginny
September 27, 1985 Gloria
August 20, 1991 Bob

McMillan continued from page 16
Maine’s Fishing Vessel Safety Council and would travel to Lubec, Eastport, Jonesport, Stonington, Cutler, Harpswell, Vinalhaven and other places most people only see as postcards, I’d think they needed counseling,” said McMillan.

"I think the thing that hits closest to home with me when I conduct these classes is the age of my students," McMillan reflected. "Most are still in high school and have a plan to remain in the lobster fishing industry. Maine is the only state that I know of that has taken the step to require this training for future fishermen. It will pay off as lives will be saved. It is a blessing."

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The Professional Chef
Discover Maine Lobster

MLMC has just launched a new website designed to educate chefs and consumers about the unique qualities of Maine Lobster. The site, developed in cooperation with the Culinary Institute of America (CIA), features short informative videos about Maine Lobster from trap to table as well as inspirational recipe demonstrations. This new website is an important component in providing end users with the information they need to buy and serve more Maine Lobster more effectively.

Visit the new online educational program at CIAProfchef.com/mainelobster

New Research Tool

MLMC has implemented a new research program to both help measure the effectiveness of current marketing programs and to inform new programs. The research platform provides access to a searchable database of over 7,000 menus nationwide. MLMC will use the database to analyze Maine Lobster menu incidence, branding, pricing, flavor profiles, regional differences and more.

Evaluating the End User

The second Maine Lobster Insider newsletter was released at the end of August with news and recipes, keeping Maine Lobster top of mind with end users and consumers. Articles in the newsletter are prioritized for each recipient, so that recipients receive the information they are most interested in first.

View the newsletter at MaineLobsterInsider.com.

Expanding our audience

MLMC uses popular social media channels to expand the reach of positive media coverage and to promote events as well as to promote key messages such as sustainability, origin and community.

Follow LobsterFromMaine on social media.

Media Relations

“MLMC has put together a team of Maine Lobster Chef Ambassadors from around the country.”

MLMC is continuing to use media relations to gain coverage in trade and industry publications, both in print and online with the goal of informing target audience groups about key messages concerning Maine Lobster. MLMC has put together a team of Maine Lobster Chef Ambassadors from around the country to provide journalists with the important end-user perspective on Maine Lobster.

See a selection of recent articles at www.LobsterFromMaine.com and click on the news button.

Maine Lobster in Japan

Chef Barbara Lynch flew to Japan to cook a July 4 dinner for Ambassador Caroline Kennedy and 1200 VIP guests at the U.S. Embassy with added exposure through a recipe demo and presentation to 50 Japanese journalists. MLMC provided Maine Lobster for the event and demo at Chef Barbara’s special request to serve this iconic item.

Maine Lobster Insiders Tour

MLMC hosted a Maine Lobster Insiders Tour for three chefs from the Tao Group in New York and Las Vegas at the beginning of September as part of an ongoing effort to educate end users. The chefs experienced Maine Lobster from trap to table, and commented that they felt better informed to make decisions as buyers and end users of Maine Lobster.

Tao Group chefs from New York and Las Vegas learn about Maine lobster.

Coming up in October...

MLMC’s annual Maine Lobster Chef of the Year is taking place on Friday, October 24 in Portland. The event will feature 10 Maine chefs serving lobster bites in a grand tasting style and judged by attendees and a panel of professionals. The new Maine Lobster Chef of the Year will receive the Blue Lobster Award, to signify their unique status.

MLMC Board of Directors

“You can’t beat a harvester from South Thomaston, is the newest member of the MLMC board.”

Cyrus Sleeper, a harvester from South Thomaston, is the newest member of the Maine Lobster Marketing Collaborative board of directors. Sleeper was appointed by Commissioner Kethler to one of the four harvester seats on the board after being recommended by his zone council. He replaces Peter Miller, who served on the Maine Lobster Promotion Council board and was appointed to the MLMC board last December. Miller’s term expired this year. Go to LobsterFromMaine.com and click on Meet the Board for more information.
THE HEALTH OF LOBSTERMEN: Bait poisoning is a serious matter

By Wanda Curtis

One of the hazards of handling bait is that bones or sharp fins can puncture the skin which is the body’s first line of defense against infection. Tony Robinson, yard manager of Dropping Springs Lobster and Bait in Portland, said that he gets cuts in his hands just about every day when working with bait. He wears heavy rubber gloves but the fish bones pierce right through his gloves. “Red fish are the worst,” said Robinson.

Earlier this summer Robinson developed a rash on his leg and foot which he thought was a heat rash from wearing boots. He applied some ointment but it didn’t get better so he saw a healthcare provider. He was prescribed an antibiotic but even with that treatment, the infection continued to worsen.

“It started to eat a hole in my leg,” Robinson said. “So they sent me to the Mercy wound care clinic [in Portland]. They said that it was a bait infection.”

Robinson was lucky; the physician who treated him in July at Mercy Hospital’s Wound Healing Center had treated many bait infections. The doctor packed his wound with ointment, covered it with gauze, and also prescribed an oral antibiotic. Robinson explained that as of late September, he was about to be released from his doctor’s care. “I was worried that I was going to lose my foot,” said Robinson.

It’s not only bait dealers but also lobstermen who can suffer from bait infections. Robinson said he’s seen lobstermen with the telltale red streaks up their arms [signs of spreading infection] which required hospitalization with intravenous (IV) antibiotics. “It’s a hazard of the industry,” he said.

A physician’s assistant from the Mercy Wound Healing Center, who asked that her name not be used, said that it’s very important to wash hands thoroughly after handling bait. Bacteria can’t enter the body unless there’s a break in the skin yet it’s important to take precautions. Soiled hands can transmit bacteria to any part of the body where there’s an opening or a break in the skin. She explained that a MRSA infection (Methicillin-resistant Staphylococcus aureus) infection appears as “a boil-like rash.” She treated a MRSA infection in a fisherman on Isleboro recently which responded well to the antibiotic Bactrim. “Lucky for him, he was much better and stayed on the oral medications versus needing IV,” said Wood.

Willis Spear of Portland, who’s been lobstering for more than 50 years, said that he developed a bad bait infection in his hand back in the 1960’s. He now washes his gloves every day in a bleach solution and also disinfects his boat with a bleach solution. Spear knew of a lobsterman in his area who had to have a finger amputated because of a bait infection.

“You just have to be careful,” said Spear. “I wash my gloves religiously every day.”

“Down there it’s called ‘gurry poisoning’ and occurs when an open sore or laceration, usually on the hand or arm, becomes infected when the un gloved hand grabs the bait in the bucket,” she said. “Several days later a red, painful skin infection developed that we would treat on a case-by-case basis. If with oral antibiotics, then a recheck the following day. IV antibiotics if the infection got worse or no better. Or sometimes we would go directly to IV if warranted.”

The general appearance of the bait infections Wood treated was “red, hot, and spreading,” a common description of cellulitis. The patient might not have a fever but “one can feel poorly fairly quickly”

Wood explained that a MRSA infection (Methicillin-resistant Staphylococcus aureus) infection appears as “a boil-like rash.” She treated a MRSA infection in a fisherman on Isleboro recently which responded well to the antibiotic Bactrim. “Lucky for him, he was much better and stayed on the oral medications versus needing IV,” said Wood.

The Mercy Hospital Wound Healing Center provides advanced wound healing techniques and state-of-the-art assessment, testing and treatment for people suffering from acute and chronic (hard to heal) wounds. 144 State Street Portland, Maine 04101 879-3190 http://mercyhospital.org/specialty-practices/wound-healing-center

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Garbo Lobster
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Garbo depends on the hard work and stewardship of Maine lobstermen.
Implementing a standard for smart borrowing so that Maine can build a healthy public resource. I do not believe that DMR should be involved directly in the economics of the fishing industry but should collaborate with other state agencies in efforts to improve the economic and competitive circumstances that affect the ability of fishermen to make a decent living.

Michael Michaud: I firmly believe that government needs to be a partner with communities, businesses and the people it serves. Government has an obligation to work with all people to protect the public interest, keep its promises and preserve this state for future generations to come.

When it comes to Maine’s resource-based industries, state government has two critical roles to play: protecting and enhancing our natural resources, and working to enforce important rules and regulations that ensure our resources are healthy for future generations.

Maine’s fisheries are an important economic facet of the state’s overall economy with many coastal towns depending on lobstering for their economic vitality. What can the governor and his administration do to protect our commercial fisheries and ensure the vitality of this key segment of the Maine economy?

Governor Paul LePage: As governor, I will continue to support a common sense approach to management that emphasizes input and participation from industry. In addition, I think it is critical to maintain a strong commitment to scientific research, to make sure that management decisions are based on good information, and to marine patrol, to ensure an even playing field for all participants. In order to ensure long-term vitality of this sector, we need to plan for the future, and position the industry to be able to deal with any changes to the resource. Finally, we need to continue to provide the necessary resources through the Department of Economic and Community Development (DECD) and the Economic Development Authority of Maine (MEDA) to support business growth and development for commercial enterprises (for example, value-added seafood processing).

Eliot Cutler: As governor, I will have open and transparent relationships with my cabinet and their departments. Certainly in the case of DMR, we cannot separate management, science and enforcement – they all must work together in order to have ecologically and economically sustainable coastal and island communities. I believe there is considerable additional research that we need to do in order to properly manage our lobster resource and all of our marine species. In the case of lobster, I do believe that the annual travel survey, the sentinel trap survey, and the sea sampling program provide us with long term data sets through which to view and evaluate our success in managing the resource. I am also interested in exploring additional studies which will provide more insight into what is happening with our lobster populations in the face of rising water temperatures in the Gulf of Maine, rising sea levels, ocean acidification, the arrival of new, aggressive predators from the south, fishing effort, and other environmental or social pressures on the fishery. I believe we also need a fishery management plan for lobster that we can invoke in the event of a disaster.

I understand and appreciate the rude awakening that the Maine lobster industry and our coastal economies experienced in 2008 in the face of the worldwide economic crisis. I personally experienced the supply and demand issues that impacted the 2012 fishing season, when I was helping to develop a lobster export business. While the DMR was not tasked with managing markets, lobster business, or community economic sustainability, nor should those tasks be under their aegis, the agency should be in a position to inform and collaborate with other departments and agencies such as DECD, the Small Business Administration and Maine Office of Tourism when that is relevant.

Michael Michaud: A governor must make sure that fishermen and fishing families have a voice in both Augusta and Washington, and ensure that policies support fact-based regulations that preserve the resource and the strength of the industry for generations to come.

A governor also has a role to play in promoting a friendly business climate in Maine and in promoting Maine products – like lobster – across the region, the country, and the world. In my Maine Made economic development plan and in my food policy plan, I’ve outlined several steps that I will take to protect and strengthen Maine’s coastal towns and vital fisheries for generations to come.

Candy continued from page 1

Continued on page 21

For example, as governor I plan to protect Maine’s working waterfronts and provide funds for investing in shore infrastructure such as holding and processing facilities. I plan to create a new “Protection Planning and Profits” (PPP) programs (one targeting farmland, one targeting working waterfronts) that couple land protection with business planning to enhance profits for farmers and fishermen.

Review all policies and regulations that impact Maine’s agriculture and fishing/lobstering industries;

Invest in infrastructure development, particularly development of new food processing facilities or maintenance of old ones to meet growing demand.

These are just a few of my ideas of how to support and strengthen Maine’s fishing/lobstering industry.

What is your stance on Maine’s law which prohibits landing lobsters that have been caught by draggers?

Governor Paul LePage: As governor, my job is to try to balance the interests of all Mainers who seek to make their livelihood from the ocean. Toward that end, I was willing to advance a proposal by the groundfish sector for a very narrowly crafted change in law that would limit this activity to lobsterers caught in Area 3. I was willing to do this because the alternative was for Maine boats to move to Massachusetts, and once they were no longer Maine registered vessels, they would have been able to drag in Area 1, and keep the lobsters they had caught there. Between the loss of the economic activity in Maine that those boats provided, and the potential for increased dragging in Area 1, I felt there was merit in a discussion about allowing Maine groundfish boats to land a limited amount of lobster (less than 1/10th of 1% of the annual lobster landings) caught only in Area 3. There was a healthy debate on the merits of that idea, and the Marine Resources Committee declined to advance the bill. Having had this conversation already, I do not intend to pursue any further changes on this topic while I am Governor.

Eliot Cutler: I think that one of the most unfortunate outcomes of the dragger-caught lobster discussions over the course of the last eight years is that the policy has pitted fisherman against fisherman. I do not believe in managing one species (groundfish) on the backs of another (lobster). Conservation and stewardship of the lobster industry have gone on for generations and the lobster industry still remains inefficient in its harvest methods by design – because it is good not only for our resource and the habitat, but also good for our coastal communities. The trap-only gear designation allows the harvest to be extremely selective, which has helped us protect our breeding population and juveniles and contributed to the sustainable lobster resource we have today.

I know that the MLA and the Maine Lobstermen's Community Alliance have worked to improve lobster quality over the last several years. The trap-only fishery also ensures that lobsters exit the trap alive and that – with proper handling – the quality will be maintained through the supply chain. That is not the case with a lobster that comes from a drag.

Lastly, there is little that we can do to change our geographic location to be in closer proximity to Georges Bank. The majority of the Gulf of Maine groundfish fleet is focused on that fishing area, and the investments made in infrastructure by New Bedford and Gloucester have induced more vessels to operate from those ports.

I want to see a diverse marine economy in Maine, and I want the groundfish fleet to be part of that diversity and that revival. But we have to be realistic about the resource at our doorsteps. We need to plan for fleet diversity, and we have a lot of work to do to achieve it.

Michael Michaud: I do not see any need for a change to this law.
In 2012, the Gulf of Maine Research Institute prepared a report for the Department of Marine Resources evaluating the current licensing system for lobstering. DMR has since identified several key issues from that report: the extremely long waiting period in most lobster zones to obtain a license; the absence of younger lobstermen in the fishery; and the number of traps that potentially could be set in state waters, called latent effort. What are your thoughts on the current limited entry system for the lobster licenses? How would you address the key issues identified?

Governor Paul LePage: I know that licensing and entry issues are some of the most difficult and emotional issues that I hear about. I believe in the right to work, but I also understand that effort in this fishery remains a management concern, and a concern for the existing participants. Following the release of the GMRI report, Commissioner Keliher held meetings in many coastal communities up and down the coast, to present some of the findings in the report, as well as to get industry feedback on possible change. Based on that feedback, the Department didn’t advance any proposals, but committed to an ongoing discussion with the industry to identify ways to better position the industry in the future. Latent effort is a concern because there is so much of it, and if a large proportion were to be reactivated, it could have a significant impact on the resource. The Commission has recognized that the zones have been and will continue to be an important part of this conversation – there is no ‘one size fits all’ approach, and the zones are the best way to incorporate regional differences in the fishery. There are no easy answers, but I am committed to a continued dialogue with the industry on these issues.

Eliot Cutler: Waiting five to ten years between completing an apprenticeship program and getting a license is no way to plan a career. I know that Commissioner Pat Keliher and his team have undertaken considerable outreach to the lobster industry in the last several years to discuss major policy matters, and the creation of a new marketing program for lobster would be included among the changes. I think we are on the right track, and while a lot of these future proposals and changes may be unpopular, we need to really start looking at the lobster industry with a long term vision and strategy.

We have nearly 40% latency in the fishery. If those traps started actively fishing, we could do considerable harm to the resource. I believe we need to tackle this issue first and work with industry to resolve latency. I believe the FMP is necessary for the long term stability of the lobster industry, with focus on the resource management and the ability for future generations to be able to access the fishery.

Michael Michaud: These are all very serious issues that deserve thorough discussion and analysis to solve – the future of the industry and a critical part of our state depend not only on addressing these challenges, but getting them right.

I would ask my DMR Commissioner to meet with experts from GMRI, the industry, fishermen, and fishing families to establish solutions to these concerns that ensure that both the industry – and fair and equitable participation in it – are sustainable.

The DMR is a relatively small state agency that is responsible for regulating a fishing economy that generates more than one billion dollars in economic activity annually. While its primary responsibility is that of resource management, it is also responsible for the sustainable development of the state. As the state struggles to stabilize and grow its economy, DMR’s budget has suffered constant erosion. What steps do you plan to take to ensure that

Once again Maine voters will be faced with a series of referendum questions when they go to the polls in November. Of the seven questions before voters, only Question 7 pertains to Maine’s marine industries.

Question 7: Bond Issue

Do you favor a $7,000,000 bond issue to facilitate the growth of marine businesses and commercial enterprises that create jobs and improve the sustainability of the State’s marine economy and related industries through capital investments, to be matched by at least $7,000,000 in private and other funds?

Question 7 grew from a proposal made by Sen. Troy Jackson to provide funding critical lobster research work as in years past.

Governor Paul LePage: Thank you for your hard work. Your efforts extend far beyond you and your own families to create close to a billion dollars of economic activity in Maine. I know that you see changes in your resource, and always wonder what the future will hold. As governor, I will always take a long term view for this fishery and will ensure that my Administration remains engaged on the issues that are important to the industry that is the backbone of our coastal economy.

Eliot Cutler: Thank you for your hard work and for your generational commitment to stewarding the resource. I look forward to working with you in my administration as we work to secure an even stronger future for Maine’s coastal and island communities. And thank you to the members and leaders of the Maine Lobstermen’s Association for your 60 years of dedication to the lobster sector.

Michael Michaud: Thank you for all of your hard work. As someone who worked in a mill for nearly three decades, I understand what it’s like to work an intensive job with nontraditional hours. Maine’s lobstermen, their families, and their communities are the perfect embodiment of the Maine work ethic: they work hard, are fiercely independent, want to make sure that everyone who works hard has a fair shot. The vitality of the lobster industry is more than good economic sense – it’s ensuring that a critical symbol of our state is strong. I am proud to call many lobstermen friends and I pledge that all lobstermen would have a friend in the Blaine House and a seat at the table if I am elected governor.
NEW MEMBER OF THE MLMC

Cyrus Sleeper, a harvester from South Thomaston, is the newest member of the Maine Lobster Marketing Collaborative board of directors. Sleeper was appointed by Commissioner Keliher to one of the four harvester seats on the board after being recommended by his zone council. He became interested in lobster marketing during a program organized by the Maine Lobstermen’s Association to promote young leaders in the lobster industry, in which they traveled to Prince Edward Island to learn about Canadian lobstering this past spring.

MACHIAS SEAL ISLAND ZONE SEES CONFLICTS

The disputed “gray zone” around Machias Seal Island has become a bone of contention again for Maine and Canadian fishermen who set traps in the region. Canadian fishermen also ply the disputed waters, and there are more of them this year.

Canada operates a lighthouse on the island. However, both countries claim the island, said Col. Joe Fessenden, head of Maine’s Marine Patrol. Under a written agreement between the two countries, Canadian Fisheries Patrol. Under a written agreement

MAINE LIGHTHOUSES BRING IN THE BUCKS

The auction has closed for Halfway Rock Light in Harpswell with a winning bid of $283,000, which, if officially accepted by the federal government, would become the highest winning bid ever for a Maine lighthouse. The Halfway Rock Light auction is the second superlative lighthouse sale in as many months, closing about a month after New England’s tallest lighthouse — the 133-foot-tall Boon Island Light off York — sold at auction for $78,000 to Portland real estate developer Art Girard.

Halfway Rock Light was built in 1871 and sits on a two-acre rock ledge off the tip of Harpswell’s Bailey Island. It is so named because it stands halfway between Cape Elizabeth and Cape Small, about 10 miles east of the Portland Head Light. The granite tower is on the National Register of Historic Places.

DMR TRAWL SURVEY THIS MONTH

The full survey began in New Hampshire waters on September 29, and will finish up about October 31 off Grand Manan Channel. DMR staff will fish the first five good days each week, using the weekend to make up for bad weather or equipment problems. The trawl survey vessel is a white fiberglass Northeast 54’, the F/V Robert Michael of Portland, captained by Rob Tetrault.

The bi-annual survey is designed to provide information that has not been available to NMFS for stock assessments. Obtaining this information is critical to making rational management decisions. DMR asks that on the scheduled day of the tow, an area 1/8th mile on either side of the tow line be clear of fixed gear. The vessel makes every effort to avoid contact with gear by making at least one and often two passes on the tow line. Clearing the area of gear avoids gear contact.

LONG ISLAND SOUND LOBSTER FISHERY CLOSED AGAIN

Fishermen in Long Island Sound once again won’t be allowed to catch lobster for the next three months, from September 8 to November 28, as part of the Atlantic States Marine Fisheries Commission’s (ASMFC) efforts to rebuild the lobster population in the Sound.

In 1998, 3.7 million pounds of lobster were caught by commercial fishermen in Long Island Sound. In 2013, that number fell nearly 97 percent, to around 120,000 pounds, in part because of the closure. The decline in lobsters during the past decade had prompted the ASMFC to institute a 10 percent reduction in effort in order to crease egg production in female lobsters. The three-month yearly closure is part of that effort.

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September 30 to October 2

October 1
DMR Advisory Council meeting, 1 p.m., Hallowell. FMI: 624-6550

October 2
Zone D council meeting, 6 p.m., Rockland Ferry Terminal.

October 13-18
MLA V-notch survey week

October 8
MLA Directors meeting, 6 p.m., Darby’s Restaurant, Belfast. FMI: 967-4555

Northeast Regional Planning Body (RPB) public meeting, Hutchinson Center, Belfast, 1-4 p.m.. FMI: neoceoplanplanning.org/events/fall-2014-public-meetings

LOBSTERMEN’S COOPERATIVE REGAINS PART OF STOLEN MONEY

By Stephen Betts

One of the largest fisherman’s cooperatives in the state will get back $71,500 seized by police during an investigation into the theft of more than $1 million in lobsters.

Attorney George “Toby” Dilworth of Portland said Thursday an agreement in principle has been reached with the U.S. Attorney’s Office to return the money to the Spruce Head Fishermen’s Cooperative in South Thomaston. A lawsuit filed by the cooperative last month against the government, saying it was dismissed Wednesday. A notice with the dismissal states the matter has been resolved. Dilworth, who represents the cooperative, said the $71,500 was cash seized from the St. George and Rockwood homes of former cooperative manager Robert Thompson and from a safe deposit box Thompson had at a local bank. The money was seized in October 2012 as part of a criminal investigation into Thompson, J.P. Shellfish of Eliot, and its owner John Price, 58, of Kittery.

Thompson, 53, originally was charged by the state with felony theft in relation to the sale of lobsters that were the property of the cooperative. That charge was dropped in May 2013, however, after the state said it did not want to turn over evidence to the defense because it could jeopardize a federal investigation.

No federal criminal charges have been filed against the Thomsons yet. The U.S. Attorney’s Office has repeatedly refused in the past to comment on any pending matter against Thompson.

Price pleaded guilty in January to 12 counts of illegal structuring of currency transactions. He faces a maximum of five years in prison, a $250,000 fine and three years of supervised release. He is scheduled to be sentenced on September 30 in the Portland courthouse. Price’s shellfish company was the primary buyer of lobsters from the cooperative which has 56 lobstermen as members.

The cooperative settled a separate civil lawsuit against Price, his company, and Robert Thompson and his wife, Cindy Thompson, in which it alleged the former manager skimmed more than $1 million worth of lobsters caught by cooperative members and sold them to Price, with the money going directly to Thompson.

Details of the settlement were not released, but last August, Maine Superior Court Justice Andrew Horton agreed to place an attachment of more than $1 million against the property of the defendants, saying the cooperative was more than likely going to win the case.

An informant told police, according to an affidavit filed by the Knox County Sheriff’s Office in 2012, he had witnessed envelopes of cash being dropped off to Robert Thompson by truck drivers from J.P. Shellish. The informant reported there was at least $5,000 in each envelope.
The Art of Hard Work

Building positive relationships with fishermen, lobstermen and clammers since 1935.

By Melissa Waterman

Kennebunk artist David Edward Allen grew up in Ohio but has lived in Maine since the late 1980’s. Trained at the Cooper Union Institute in New York City, he has drawn and painted ever since he was a child. As a young boy, he was impressed by his grandfather, a West Virginian man who worked for the railroads his entire life. “He worked hard every day and had a whiskey at night to relax. I was drawn to him,” Allen recalled.

That connection to his hard-working grandfather partially explains Allen’s recent series of paintings of local lobstermen he knows. The portraits show Kennebunk lobstermen posed comfortably against the backdrop of a working waterfront. “I did the one of Gary Ridlin about a year ago,” Allen said. “I wanted to do it in a simple, straightforward way.” Ridlin liked the painting, as did his fellow lobstermen. So Allen approached other lobstermen to sit for him. “I just wanted to pursue the idea and see where it went.”

What is striking in these paintings is the careful attention Allen has paid to the textures of the men’s hands, faces, and clothing. The colors and play of light in his oil paintings highlight the often worn character of the men’s bodies. “There are very few professions now where you wear your work on your hands and face, and lobstering is one of them,” Allen said.

Allen completed a remarkable 110 paintings two years ago for the Lodge on the Cove, a 1970’s motor lodge undergoing renovations. He did large paintings of lobster boats, fish shacks, and the old town firehouse, as well as smaller paintings of cameras, binoculars, and phones. "I notice things, like stones and ropes and trees,” he explained. He has begun exploring the harbors in Cape Porpoise and Cundy’s Harbor for subjects related to the waterfront. “I didn’t want to do hokey scenes of lobstermen hanging out in a diner or something. I just wanted to show them,” he said simply.

To find out more about David Edward Allen’s work, visit his Web site at www.davidallenartist.com or go to the Portland Art Gallery on Middle Street in Portland. He may also be reached at (207) 251-8488.