“November tends to be really slow,” Hugh Reynolds, president of Greenhead Lobster in Stonington, Maine, explained. “Then demand increases because it has a cultural significance for the French and Italians. It’s a big month for us.”

In France, lobsters are a star attraction of the extended holiday between Christmas and New Year’s. In 2012, $32.4 million of lobster was shipped from the United States to France, according to the Fisheries of the United States (FUS), 2012. The main Christmas meal, called Réveillon, takes place on Christmas Eve, after midnight Mass. The meal may feature a roast goose, fresh oysters, foie gras, or lobster to dine on. And it’s not the typical American-style boiled lobster drowned in butter that the French serve. The French version may be roasted, stuffed, or poached and served with a delicate sauce.

Italy imported $53.6 million of lobster from the U.S. in 2012; Spain purchased $47.7 million in lobster alone that year, according to FUS statistics. Unfortunately, at this time of year many Maine lobstermen have pulled in their traps. Reynolds said that in December, Canada supplies approximately 80% of the foreign demand. So how are all those thousands of pounds of lobster reaching the hungry Europeans this month? By air, packed in the belly of as many passenger and cargo planes as possible.

“Different countries need different packing systems,” Madden explained. How the lobsters are transported depends on the dimensions of the airplanes themselves. Madden said that the narrow-bodied passenger planes that fly to Italy, for example, require the lobsters to be packed in slot boxes or insulated Styrofoam. The wide-bodied cargo planes, by contrast, allow lobsters to be shipped in large crates loaded on pallets.
As our nation commemorated the 50th anniversary of John F. Kennedy’s death last month, we remembered the great leadership, vision and sense of hope that he represented. Kennedy was a gifted leader, able to move our country to think outside of its comfort zone. He once said “Change is the law of life. And those who look only to the past or present are certain to miss the future.”

These wise words remain as true today as they were then. This December issue of Landings provides readers with a snapshot of where the people and communities along the coast of Maine are right now, and pushes us to think about where we want to go. Landings explores some of the key findings of the Fisheries of the United States 2012, which shows us of the staggering success of Maine’s lobster industry, and how critical Maine’s seafood industry is to our coastal economy. The town of Stonington, Maine, with just over 1,000 residents, was ranked 22nd most valuable port in the nation, with $46 million in seafood landings last year. Vinalhaven, with approximately 1,200 year-round residents, was ranked 38th most valuable port, landing $28 million in seafood, primarily lobster. These figures underscore the critical importance of lobstering to our coastal communities.

Fishermen in the Canadian Maritimes are also very dependent upon the success of the lobster industry. Last month the Report of the Maritime Lobster Panel released its findings, which called for structural changes in the industry led by politicians, government agencies, fishermen and the on-shore lobster processors. But the report said loudly and very clearly that the lobstermen themselves have the responsibility to see these changes through. One of the key recommendations is for the Canadian Maritimes to coordinate a generic marketing campaign. Maine, by contrast, has very clearly that the lobstermen themselves have the responsibility to see these changes through. One of the key recommendations is for the Canadian Maritimes to coordinate a generic marketing campaign. Maine, by contrast, is starting such a campaign in January.

The Maine Lobster Marketing Collaborative will officially coordinate a generic marketing campaign. Maine, by contrast, is starting such a campaign in January. Landings provides a summary of who will be leading this new organization and its plans for the next year.

Finally, Landings meets Kathy Pickering, long-time harbormaster in Belfast, who continues to oversee the city’s working waterfront and its bright future.

December is the month of holiday celebration so it seems natural that Landings takes a look at the European demand for all things lobster. During this month live dealers of Maine lobster put their operations into full swing, running 24-hour shifts in order to fill the huge demand for lobster overseas. Landings also explores the love that many of New England’s accomplished chefs have for Maine lobster, and the lengths they go to to source it locally and ensure a high quality, fresh product.

As the year draws to a close, we should all reflect on our many blessings. Due to the bounty of the sea, we are able to live in Maine, work on the water, and as business owners, we keep our families and our communities afloat. Life is never without challenges, but for Maine’s lobstering communities, our blessings continue to be many.

Merry Christmas!
NEW MAINE LOBSTER MARKETING COLLABORATIVE TAKES SHAPE

By Melissa Waterman

In late November, Department of Marine Resources Commissioner Patrick Keliher announced the board members of the new Maine Lobster Marketing Collaborative (MLMC). The Collaborative was created by the Legislature this past spring to replace the now defunct Maine Lobster Promotion Council.

“I feel really good about where we are now,” said Keliher in a November interview. “There are lots of moving pieces, of course.” The new board will meet twice in December to review information about the Maine lobster industry and global markets and conduct administrative business. The MLMC’s first milestone is in January, 2014, when it must present to the Joint Committee on Marine Resources a long-term work plan focused on improved marketing and promotion of Maine lobster.

“There’s a big educational component,” Keliher noted. “Everyone has to get on the same playing field. There will be a review of domestic and international markets [at the December meetings] as well as organizational items.” Keliher emphasized that he is truly happy with the composition of the new board. “This board, because of the way it was created by the Legislature, is a wealth of knowledge. We sought out a board of leaders, innovators, marketing experts, harvesters, processors, dealers, small business owners and people who are eager to re-energize the Maine Lobster brand,” he said. “The diversity is fantastic.”

The actions of the new MLMC will be viewed carefully by lobstermen and by seafood processors in light of the report on the Provincial lobster industry released in November. That report emphasized the need for the three Maritime provinces to improve generic marketing of their lobster in global markets in order to improve the price paid to fishermen. According to Keliher, Maine is in better shape than the industry in Prince Edward Island, New Brunswick, and Nova Scotia. “We are going forward to specifically improve the marketing component and promote awareness of the Marine Stewardship Council (MSC) certification,” he said. The Maine lobster fishery received the coveted MSC certification of sustainability this spring after a six year review process.

The formation of the MLMC board is the first step in a five-year, multi-million-dollar investment that the industry has committed to marketing Maine lobster. The MLMC board is composed of 11 members; to date, 10 of those members have been appointed. “Throughout this transition process [from the old Maine Lobster Promotion Council] and development of a draft promotion and marketing plan, the goal has remained clear: to increase profitability for the industry. I know we will have an active campaign going in the next fishing season.”

MLMC Board of Directors

Karan Cushman, President of Cushman Creative, a cross-media branding company
George Gervais, Commissioner of the Maine Department of Economic and Community Development
Frank Gotwals, lobsterman, board member of the Stonington Lobster Coop
Patrick Keliher, Commissioner of the Maine Department of Marine Resources
Luke Holden, President and Founder of Luke’s Lobster and a Managing Partner and Co-Founder of Cape Seafood LLC

Emily Lane, Vice-President of Sales, Calendar Island Maine Lobster, former MLPC board member
Peter Miller, lobsterman, owner of Miller’s Wharf Lobster, former MLPC board member
Paul Paradis, Bar Harbor town councilor and owner of Paradis True Value in Bar Harbor
Hugh Reynolds, owner of Greenhead Lobster in Stonington, one of Maine’s largest purveyors of live, fresh lobster
Vaughn A. Stinson, Chief Executive Officer of the Maine Tourism Association, former MLPC board member.

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**DMR ANNOUNCES 2013-2014 SCALLOP REGULATIONS**

In an effort to continue rebuilding Maine's scallop fishery, the Department of Marine Resources (DMR) has established management measures for the 2013-2014 harvesting season that feature limited access areas and targeted closures within three management zones. The goal of this management approach is to continue rebuilding the resource while providing a reliable source of income for harvesters.

The scallop fishery experienced an historic low in 2005, landing just over 33,000 pounds of scallop meats (276,000 pounds of whole scallops including the shell and viscera) from Maine waters. In 2009, 20 percent of Maine waters were closed to scallop fishing to begin restoring the fishery. In 2012, three scallop zones were put into place to ensure a targeted management approach. Limited access areas, in which harvesting is allowed one day per week and closed when a percentage of the available resource is removed, were also implemented, as were rotational closures, an approach similar to crop rotations used in agriculture, which promotes increased landings.

After three years of the rebuilding, the closure areas were reopened in 2012 as limited access areas. Maine harvesters landed over 280,000 pounds of scallop meats (2.4 million pounds of whole scallops).

"The conservation measures put in place in 2009 are working, and we're starting to see the benefits," said DMR Resource Management Coordinator Trisha De Graaf. "Not only did we see an increase in the landings last year, the limited access areas were producing more valuable, larger sized scallops."

"The rebuilding of this fishery is the result of successful cooperation between industry and the state," said DMR Commissioner Patrick Keliher. "The new management approach has been challenging for industry, but their commitment to make necessary sacrifices and to work with us is now paying off."

This year, the season begins on December 2. The season will last 70 days in Zone 1, which extends from Kittery to Penobscot Bay, and in Zone 2, from Penobscot Bay to the Lubec-Campobello International Bridge. In Zone 3, Cobscook Bay, the season will last 50 days, six days more than last season. The daily limit in Zones 1 and 2 was reduced from 20 gallons to 15 gallons, while it remains at 10 gallons in Zone 3. "We decided to reduce the daily limit in Zones 1 and 2 rather than reduce the length of the season to improve the likelihood of a reliable source of income and access to the resource for harvesters over the course of the season," said De Graaf. Limited access areas for draggers in both zones open on January 6; they will be open Monday each week beginning January 8 through March 19. Divers will be allowed to harvest from the limited access areas Wednesday each week.

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www.newenglandmarine.com
by Tim Cox


As the 32-foot Young Guns lobster boat made its way back into Cutler Harbor shortly after noon on Aug. 30, the crew made ready to unload their catch under a blue sky. There was barely a ripple in the harbor.

Jordan Drouin, 17, brought Young Guns alongside the float at the Little River Lobster Co. wharf, and he and his stepbrother, Colbath Warner — Maine's youngest commercial lobster fisherman — busied themselves unloading the morning’s catch. A visiting cousin from out of town had joined them on the boat that day. “Could have been better,” said Drouin, noting the 200 pound catch of the day.

The teens have grown up in Cutler, a Washington County coastal fishing village noteworthy for Little River Island. They are the sons and grandsons of fishermen.

Warner, 16, whose distinction as the state’s youngest commercial lobsterman was confirmed by a spokes

man for the Department of Marine Resources, first spent time on a man for the Department of Marine Resources, first spent time on a boat when he was about age 7 or 8. He recalled that he was probably around 10 when he began lending a hand. The stepbrothers have helped on their grandfather’s boat and also their father’s boat.

The brothers are students at Washington Academy in East Machias; Warner is a junior, and Drouin is a senior. Beginning the season in late spring, the two fish through September, working after school and on weekends. The season will often determine the location of the traps, with lobsters moving closer to shore as the water warms in the spring and summer. During the summer, they normally fish Monday and Tuesday, take off Wednesday, and haul again Thursday and Friday. In the winter, they take their traps and gear out of the water.

They obtained the boat, Young Guns, powered by a John Deere 220 hp diesel engine, in spring 2012 for $64,000. They are the third owners of the boat, built in 2002. They painted the bottom and added a stern table. This is their second boat. The brothers received their first one when they began working together about five or six years ago. They obtained student lobster fishing licenses as boys, eventually fulfilling the requirement for 1,000 hours of sea time working under other fishermen in order to qualify for a commercial license. Maine has about 5,300 commercial lobster fishermen.

“I like the money part,” said Warner, the more reserved of the two brothers, after their work at the wharf was done. “It’s good money, I guess, if you like, work at it … It’s kind of fun being out on the water all the time.” After expenses — about $26 for a bushel of bait and diesel fuel nearly $4 a gallon for 69 gallons on a week’s worth of work — the brothers split their earnings 50-50. Depending on the type of lobster, the seafood company would pay $1.75-$4.75 per pound.

Drouin normally runs the boat, snagging the buoy, running the line through the pot hauler and retrieving the trap, although both brothers are equally qualified. Warner helps empty the trap, bait it, and returns it to the water. He also is responsible

Continued on page 12

Brothers Jordan Drouin, left, and Colbath Warner, fish together from Cutler in their 32-foot boat, Young Guns. Photo by John Drouin.

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**MAINE LOBSTERMEN’S ASSOCIATION UPDATE**

**Maine Lobstermen’s Association**

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So. Thomaston, 207.594.7518

**1st VP:** Jim Dona
Bass Harbor, 207.288.9846

**2nd VP:** Kristan Porter
Cutler, 207.259.3306

**Sec/Treasurer:** Arnold Gamage, Jr.
So. Bristol, 207.644.8110

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Dwight Carter, Beals, 207.497.2895
Gerry Cashman, Port Clyde, 207.372.6429
Jim Henderson, Camp Ellis, 207.463.436
Robert Ingalls, Back Harbor, 207.255.3418
Mark Jones, Boothbay, 207.633.6054
Jason Joyce, Swains Island, 526.434
Jack Merrill, Islesford, 207.244.4187
Jim Matthews, Norridgewock, 207.392.6194
Mike Myrick, Cushing, 207.645.6707
Brady Parady, Kittery, 207.357.3141
Willis Spurt, Yarmouth, 207.846.9279
Jay Smith, Nobleboro, 207.563.5208
Craig Stewart, Long Island, 207.846.3315
Elliot Thomas, Yarmouth, 207.846.6201
John Williams, Stonington, 207.673.2731
Donald Young, Cushing, 207.354.6494
Jack Young, Vinalhaven, 207.863.4905

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**Maine Lobstermen’s Association**

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info@mainelobstermen.org
207.967.4555
www.mainelobstermen.org

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**BOARD OF DIRECTORS**

**MEETING SCHEDULE**

All meetings take place at Darby’s Restaurant, Belfast.

Dec. 3, 5 p.m.
Jan. 7, 5 p.m.

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**LEGISLATURE BACK IN SESSION IN JANUARY**

The 126th Legislature is scheduled to reconvene for its second session on January 8, 2014. Bills introduced in the second regular session are limited to primarily budgetary and emergency bills. Therefore, there are generally far fewer bills heard in the second session compared to the first session.

Two bills from the first session are expected to come before the Marine Resources Committee this winter.

**PUBLIC COMMENT SOUGHT ON ZONE A AND B EXIT RATIOS**

DMR is proposing changes to the exit ratios in Lobster Zones A and B. In Zone A, the proposed rulemaking would change the 3:1 exit-to-entry ratio currently in place to 6:1. The Zone A Council meeting on September 24, an affirmative vote by the Council recommended this currency change from tags to licenses. The Zone A waiting list currently has 61 names on it. Under the current system in Zone A, only three new lobster licenses were issued in each of the last two years.

In Zone B, the proposed rulemaking would change the 5:1 exit-to-entry ratio currency from the number of trap tags not renewed to the number of licenses not renewed similar to the action taken in Zone A. At the Zone B Council meeting on September 25, an affirmative vote by the Council recommended this currency change from tags to licenses. The Zone B waiting list currently has 117 names on it. Under the current system in Zone B, only one new lobster license was issued in each of the last two years.

Public hearings are scheduled on Dec. 9 at 6 p.m. at Ellsworth City Hall and Dec. 10 at 6 p.m. at University of Maine-Machias. Science Building. Written comments are due Dec. 23, mailed to DMR, Attn: Kevin Rousseau, 21 State House Station, Augusta, Maine 04333-0021 or emailed to: dmr.rulemaking@maine.gov.

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**NORTH ATLANTIC RIGHT WHALE CONSORTIUM**

The North Atlantic Right Whale Consortium (NARWC) consists of a number of US and Canadian organizations and agencies that study and conserve North Atlantic right whales. The NARWC holds an annual meeting in November of each year to discuss research, new techniques, management strategies, and other facets of right whale conservation. MLA Director, Patrice McCarron, and Board member, Bobby Ingalls, attended the meeting.

Each year, the annual Right Whale Report Card is presented as an update on the status of the whales. The 2013 report card estimates that there are 510 North Atlantic right whales. Scientists estimate that they observe 83% of the right whale population annually.

There was much discussion about the change in distribution of right whales over the past few years. In 2012, near 50% of all right whale sightings were in Cape Cod Bay, while only 6.5% were in the Bay of Fundy. Bay of Fundy sightings were even lower in 2013. Researchers continue to build a database of right whale DNA samples, which now has samples from more than 600 whales. Over the past year, four new right whale entanglements were discovered, plus two ongoing entanglements. Of the four new entanglements, two whales are likely free of gear now, one is still carrying gear and one died. The gear removed from the deceased whale contained “a fishing buoy, buoys, and seven segments of rope totaling 189 meters.” Two segments of the rope contained red marks similar to those required from the Northern Inshore and Nearshore Trap/Pot Fisheries under the ALWTRP noted the report.

There is interesting new research underway to determine what right whales can see and if they are able to detect various colors ropes fished. Preliminary results indicated that they are likely unable to see green, blue or white ropes, and are more likely to see and respond to red, orange or black ropes. It is unknown what they may be able to see when swimming in deep waters where light penetration is limited.

**MLA DIRECTORS’ MEETING**

The MLA Board met in early November and reviewed then approved the financial statements and the revised profit share proposal from Smithwick & Mariners. In addition, the MLA has reinitiated work with its attorney to request dissolution of the Department of Justice consent decree.

The Bylaws and Nominating Committee (Tad Miller, Elliott Thomas, Arnie Gamage, Jim Dow) provided an update of their work to date. The Committee is reviewing the MLA...
bylaws, including board nomination and election processes, and is brainstorming ideas on how to attract new members to the MLA Board. The Committee will provide a full set of recommendations at a future meeting.

The Board did not support joining a coalition to push for implementation of Marine Mammal Protection Act (MMPA) provisions which would require other countries which compete in U.S. markets to implement bycatch reduction requirements similar to those imposed on U.S. fishermen. While the MLA supports a more level playing field among fishermen, the association is not in favor of tactics which could interfere with lobster markets or lead to litigation.

The Board received copies of the Maritime Lobster Panel report which presented 33 recommendations in three categories: improving relations within the industry, changing harvesting operations to match onshore capacity, and restructuring the industry. MLA has been invited to bring three people to a harvester meeting on Prince Edward Island in January. Several MLA directors expressed interest in attending.

The Board reviewed lobster export data from the Fisheries of the U.S., 2012 report. While the U.S. has expanded its volume of lobster exports by 43% since 2010, the majority of those exports went to Canada. On the other hand, the U.S. expanded its exports of American lobster to overseas markets by 9 million pounds in 2012 compared to 2010. Despite that increase, the U.S. continues to have a negative trade balance for American lobster with more than 167 million pounds imported. This translates into U.S. lobstermen supplying only 25% of American lobster to the U.S. market in 2012.

The MLA directors briefly reviewed the list of bills expected to move forward during the Legislature’s second session. In addition to the Maine Lobster Marketing Collaborative’s report to the Legislature in January, the Marine Resource Committee may be considering recommendations to expand opportunities for entry into the lobster fishery via LD 1544. The MLA has invited Marine Resource Committee chairs to a future meeting to help talk about this important issue. MLA continues to work with lobstermen to help them understand health insurance options under the Affordable Care Act. MLA’s Navigator, April Gilmore, has held a series of informational meetings along the coast, and MLA will sponsor a half-day seminar at the Maine Fishermen’s Forum in March. MLA will be mailing a postcard to all lobstermen to let them know they can call the MLA for help, and will be distributing posters in coastal communities to help get the word out. The MLA Board will meet on December 3 at 5 p.m. at Darby’s in Belfast.

ADJUSTMENTS TO 2014 HERRING CATCH LIMITS

NOAA Fisheries is proposing to reduce the 2014 quotas in three Atlantic herring management areas (Areas 1B, 2 and 3) to account for overages that occurred during the 2012 fishing year. It also intends to increase the quota in Area 1A. Public comments are due on Dec. 9.

2014 Proposed Adjustments

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NEW ENGLAND COUNCIL CONSIDERS MIDWATER HERRING TRAWLING BAN

During its November meeting the New England Fishery Management Council heard testimony to consider an emergency action which would effectively close the Atlantic herring midwater trawl fishery.

Many groundfishermen and environmental advocates believe that the midwater trawl fleet catches and discards large amounts of groundfish, particularly small haddock, in the course of catching Atlantic herring. Herring fisherman argue that they are not catching large amounts of haddock and they support additional at-sea observer coverage. While data indicate that levels of groundfish bycatch have been relatively low, there are concerns that the current level of observer coverage does not provide adequate information to document the extent of bycatch in the large volume herring fishery.

Council members concluded that while there are elements of an Atlantic herring fishery, they do not meet the strict requirements for an emergency action. The Council voted to address this issue at a meeting to be scheduled as soon as possible, when it will focus on the most pressing problems in the fishery, including requirements for observer coverage. The meeting will also address development of an action to reconsider measures that were adopted by the Council in Amendment 5 to the Atlantic Herring FMP, but disapproved by NOAA last month, including net slippage provisions (dumping of unwanted catches) and dealer weighing requirements.

MAINE DREDGE TEAM

The dredge team met in Portland in early November. Staff from the offices of Rep. Michaud, Rep. Pingree, and Sen. Collins provided an update on the reauthorization of federal legislation which could affect dredging projects. The legislation considers allowing additional use of the Cape Arundel disposal site, as well as funding for future projects.

Craig Martin of the Army Corps of Engineers (ACOE) provided an overview of maintenance dredging projects.

Portland Harbor: Maintenance dredging is expected to begin in January 2014 and to be completed by the end of March 2014.

Wells Harbor: Maintenance dredging is underway; ACOE is also dredging two town mooring areas.

Scarborough River: The maintenance dredging project is out for bid.

Kennebunk River: ACOE is seeking to begin maintenance dredging in early 2014.

Royal River: ACOE will submit its request to Maine for water quality certification and coastal zone management act concurrence so that it can begin work if dredge funding becomes available.

Beals Island and Pig Island Gut: ACOE is waiting for funding for maintenance dredging.

Saco River: ACOE plans to develop a maintenance dredging proposal to coordinate with ACOE’s project to reconfigure the jetty at Camp Ellis.

York Harbor: No funding has been made available for this project.

Biddeford Pool: ACOE has begun to assess the need for maintenance dredging needs.

ACOE is in the preliminary stages of assessing the need for maintenance dredging at Cape Porpoise, Peppermill Cove, Josias River, and Stonington.

Active ACOE improvement dredging and other projects are as follows:

- Camp Ellis: The ACOE is nearing completion of its final feasibility study. It anticipates publishing the final report in April, 2014. The next step would be execution of an agreement with the local project sponsor. Construction and beach nourishment may be completed in three to four years.

- Searsport: The ACOE is conducting a general investigation for a navigation improvement and maintenance dredging project. It is reviewing the many public comments on the draft feasibility study and Environmental Assessment that closed in May as it prepares a final draft feasibility study for the project. The final Environmental Assessment report, feasibility report and draft Chief of Engineer’s report must go through review by headquarters, the Governor and federal agency heads. Filings for state water quality certification and federal consistency concurrence are planned for December, 2013.

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- If you’re 65 or older, you qualify for Medicare.
- If you have coverage, ask your insurer if your plan is qualified for 2014.

WHAT DO YOU WANT TO KNOW?

Call MLA’s Navigator April Gilmore at 207-967-8555 or email to april@mainelobstermen.org. She’ll help you figure out your healthcare coverage options for 2014.

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If you are wondering what health insurance options are available to you starting in 2014, there are several resources available to compare quickly coverage, premium and out-of-pocket expenses.

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www.maineoptions.org

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www.anthem.com

Click on "Get a free instant quote." This site offers a quick estimate of monthly premiums.

www.healthcare.gov.

If you want to enroll, visit www.healthcare.gov.

ASMFC MEETING ROUNDUP

Atlantic Herring Section

The Atlantic Herring Section set the 2014 annual specifications for Area 1A, allocating the total allowable catch seasonally, with 72.8% of the sub-quota available from June through September and 27.2% from October to December. The fishery will close when 92% of the seasonal quota has been harvested. Any unused quota from the June-September period may be rolled over to the re- remaining period. This motion effectively maintains the Area 1A allocation as status quo.

The Board received a report from the Technical Committee in response to its request for information on estimated budget needs for continued inshore spawning sampling and expansion to the Georges Bank/Nantucket Shoals areas; alternative sampling methods for offshore herring samples; and recommendations for potential management measures. The committee concluded that additional staff resources were needed to develop an alternative sampling protocol and that it could not offer recommendations for management measures without first understanding the spawning events in offshore waters. The committee estimated that $55,000 to $70,000 in additional funds would be needed.

In response to questions from Section members, the committee chair said that it is possible in some circumstances to transport fresh sea herring samples within the 24-hour period for the gonadosomatic index analysis. The Section is interested in continuing the effort to develop an offshore spawning study program. It recommended that the Policy Board send a letter to the New England Fishery Management Council requesting its SSC/PDT to work with the committee, as a priority issue, to learn more about the Georges Bank/Nantucket Shoals spawning events.

The Section approved the fisheries management plan review and state compliance report for fishing year 2012, including the granting of de minimis status to New York. Terry Stockwell (ME) became chair of the Atlantic Herring Section. Ritchie White (NH) was elected to serve as Vice Chair.

Lobster Management Board

The Commission’s American Lobster Management Board met to approve Addendum XXII and consider approval of Draft Addendum XXIII for Public Comment. Addendum XXII implements Single Ownership and Aggregate Ownership Caps in Lobster Conservation Management Area 3 (LCMA 3, federal waters). These measures are intended to enhance the ability of lobster business owners to plan for future fishing operations as trap reductions are initiated. Draft Addendum XXIII contains information on habitat needs for American lobster and does not include any management changes. Addendum XXIII is the third in a series of addenda that respond to the depleted condition of the Southern New England (SNE) lobster resource by scaling the capacity of the SNE fishery to the size the lobster resource. Since the scope of the SNE resource encompasses all or part of five of the seven LCMA’s established by Amendment 3, additional adden- da will be developed to address effort reductions in the remaining LCMA’s (4, 5, and 6). The Board will consider final approval of the Addendum at the Commission’s winter meeting in February.

The Lobster Board also received an update on recent federal regulations in the lobster fishery, reviewed inconsistencies in gear markings, and received an update on the development of the trap transferability database.

MLA Seeks Nominations from Members for Board of Directors

Here’s YOUR opportunity to get involved in setting the course for the future of YOUR Industry

MLA Annual Meeting will be held Friday, Feb 28 at 9am

Did you know?

• MLA Directors are elected for a 3-year term
• MLA Directors meet monthly except August, in Belfast
• Maximum # of Board members: 30
• Current Board: 23 members
• # Directors with Terms expiring: 6
• Average age of MLA Board: 55
• Youngest MLA Board member: 41
• Oldest MLA Board member: 70
• Number of Board members representing islands: 6

MLA Board representation by lobster zone:

• A 3 (1 expiring)
• B 4 (2 expiring)
• C 4
• D 5 (2 expiring)
• E 2
• F 3
• G 2 (1 expiring)

MLA Director Nomination Form (detach and return)

Up to 5 vacancies anticipated for 2014 Ballot

You must be an MLA member in good standing to make a nomination.

All nominees must be MLA members in good standing, who hold a valid commercial lobster license.


Feel free to nominate yourself, or someone else.

Thank you for helping to keep the MLA strong!

Nominee Information

Name: ______________________________
Fishing Port: ________________________
Zone: ______________________________
Town of residence: __________________
Please let us know how this nominee could contribute to the MLA Board:

________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Nominator Information

Name: ______________________________
Lobster Lic. #: _______________________

Mail your nomination to the MLA office: MLA, 203 Lafayette Center, Kennebunk, ME 04043.
Or feel free to call in your nomination to 967-4555 or email: patrice@mainelobstermen.org.
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HOLIDAY CELEBRATIONS ALONG THE COAST OF MAINE

Lighting of the Christmas tree in Seal Harbor. Photo by Earl Brechlin, courtesy of the Mt. Desert Islander.

Santa Claus arrives by lobster boat in Kennebunkport. Photo by Robert Dennis, courtesy of the York County Coast Star.

Cape Porpoise lobster trap Christmas tree. Photo by Robert Dennis, courtesy of the York County Coast Star.

Illuminated lobster boat in Boothbay Harbor. Photo by Mike Leonard, courtesy of The Boothbay Register.

Warner is undecided about making a career out of being a fisherman, though. Drouin, however, has his heart set on it. “I think I will [do this job for a living],” Drouin said. “I like the lifestyle. I love the water. ... I think the only thing that would stop me from lobstering is if all the lobsters went away.” He has no desire to hold a white collar job or work in an office building.

Drouin acknowledged that there are risks associated with lobster fishing. One is when a line from sinking traps gets tangled in the feet or legs of a fisherman as it plays out from the boat. When they set a group of traps or trawl further off shore, the depth may be 300 feet, he noted. “You’re not really going to survive [if you get pulled down],” said Drouin.

Rules for submission: Please email your photos by February 15 to melissa@mainelobstermen.org or mail a print to 33 Grove St., Rockland, ME 04841. We will return all photos at the end of the contest.

2013 winners are not eligible to enter in the 2014 contest; Winning photos will be reproduced in color OR black & white; Contestants may submit ONE picture in each category for a total of THREE entries; do not submit multiple images in individual categories.
It’s a good thing Katherine Pickering’s grandmother had a cottage in Brunswick, Maine, since it was there the little girl from the landlocked town of Northfield in western Massachusetts fell in love with the ocean. “I would hang around the Dolphin Marina [in Brunswick] as a child,” said Pickering. “It got me hooked. It was so pretty around there. Bailey’s and Orr’s Islands. I always liked it in Maine.”

And that’s a lucky thing for Belfast, since her love of the ocean led her to the job as the city’s harbormaster 20 years ago. She met her husband in Maine, which prompted her move here in the 1980s. But, she said, “I would have moved here anyway.”

Pickering first lived in Union, took a job at a Lincolnville boatyard until it closed, and then followed that with a job at a Belfast boatyard. In 1993, she moved to Belfast with her two children to take the job as harbormaster. Twenty years later Pickering still loves her job.

“There’s never a dull moment. Every day is different,” said Pickering. That’s especially true when other rescue services are not available and she sets out in her 22-foot Pacific center console to tow in a broken-down boat, help someone who’s out of fuel, or retrieve people from a sinking vessel.

“If someone is drowning, the rescue services like the Coast Guard or Marine Patrol are an hour away [in Rockland]. So if no one else is available for any kind of emergency response, we go,” Pickering explained.

“We get people who don’t have a lot of experience on the ocean,” she continued. “We had a 16-foot boat meant to be in a lake that went out with eight people, including little kids, in it. The tide swamped the boat and it went down. A guy at his mooring saw it and called us. He helped rescue them. The grandparents went to the hospital. It’s quiet in December but there are restaurants, nice shops, a movie theater, everything they need, “ said Pickering. “When the dock was rebuilt, we kept the costs down to attract boaters. We have many people returning year after year now.”

But Belfast is still a working harbor. The tugboats add ambiance but also are “a big part of what Belfast is. It’s fun having them here,” she said. And now there’s another large presence on the harbor: Front Street Shipyard, located on the site of the former Stinson sardine cannery. The new and ever-growing boatyard builds, repairs, stores and docks power and sailing vessels and has become a draw for many high-end yacht owners.

There’s a symbiosis between Front Street Shipyard and the tugs as well. Pickering explained, because the tugs sometimes transport the products of Kenway Corporation of Augusta, one of the yard’s owners and a manufacturer of large composite products. Plus the yard’s new 485-ton hoist means the tugs can be hauled out for repair in Belfast, instead of leaving the state as they used to.

The harbor’s upgrade has been attracting increasing numbers of boaters for the past fifteen years. Many of the recreational boaters who once left the Camden area and headed directly Downeast no longer skip Belfast, but stop in and stay awhile. “It attracts them like bees to honey. They love it because they can walk everywhere in town. There are restaurants, nice shops, a movie theater, everything they need,” said Pickering. “When there’s no longer skip Belfast, but stop in and stay awhile. It’s quiet in December but there are restaurants, nice shops, a movie theater, everything they need,” said Pickering. “When the dock was rebuilt, we kept the costs down to attract boaters. We have many people returning year after year now.”

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Of course, Belfast also has its resident lobster boat fleet. Belfast has around 25 licensed lobster harvesters, and they now have a new town float. “We set up a new hoist for them last year and expanded their space. Now they can get up to three boats in here,” said Pickering. “The hoist is good because it’s a long way to haul stuff up and down a steep ramp when the tide is out.”

Pickering keeps her eye on the harbor from her small office at the town wharf’s edge with windows all around and a bat-wearing bear effigy to keep her company. It’s quiet in December but that’s fine with her. She typically works 50 to 60 hours a week in summer, dropping to 40 hours in winter. Apparently, Pickering has found her niche. “I never kept a job more than five years,” she explained. “Until this job.”

The work of a harbormaster might once have been only watching out for boats, keeping track of moorings and generally keeping an eye on the harbor, but now it’s much more than that. Pickering has joined local, state and federal committees dealing with submerged lands, scallops, working waterfronts and of course, Homeland Security. She writes grants for funds to improve the docks and attends local municipal meetings to get approval. “Winter goes by fast for me,” she said drily.

During her tenure Pickering has witnessed huge changes in Belfast. The city’s two chicken processing plants closed before her arrival, and she has watched the evolution of those sites and other parts of the harbor. “The wharf was rebuilt in 1997. That was an exciting time,” she said. When the credit card company MBNA moved to Belfast 1997. “That was an exciting time,” she said.

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REMARKABLE PEOPLE: Kathy Pickering, Belfast

By Nancy Griffin

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FROM TRAP TO PLATE: Restaurant chefs develop local sources for their lobster

By Nancy Griffin

Even in the highly traditional world of lobster fishing, things are changing rapidly. Not only is the ocean altering, becoming more acidic and warmer decade by decade, but ways of selling lobsters are changing as well. To help lobstermen better understand the market mechanisms that affect the price paid for their catch, we continue this series focusing on the movement of lobster from the trap to the plate.

The lobster plucked from a trap off Cape Porpoise or Stonington on a Tuesday may find itself on the center of a plate in a Portland or Boston restaurant by Thursday. That’s because many high-end restaurant chefs have developed close connections with individual lobstermen in order to ensure a consistent supply of good quality Maine lobster. Those connections are highly prized, benefiting both the restaurant owners and the lobstermen alike.

Max Miller, executive chef at The Landings restaurant on the harbor in Rockland, gets his lobster just a few miles away, in Spruce Head. He usually drives to the dock to meet the lobsterman who supplies most of his lobster, buying critters that were hauled that day. “If I can’t meet him directly, I can pick up his lobsters from the guy at the wharf and he will keep up with. I’m going to cook half of them immediately and the rest the next day,” he explained. He also uses the lobster bodies to make stock for other dishes.

“These chefs pick the lobster meat themselves, daily. They are very aware of what constitutes a quality lobster.”

Max graduated from the New England Culinary Institute in Montpelier, Vermont, and worked at such well-known restaurants in Boston as Cliq, Aquitaine, Salty Pig and Radius. Locally, he cooked at the former Marcel’s Restaurant in the Samoset Resort and Lily Bistro in Rockland. His menus contain dishes such as lobster risotto and lobster bisque, as well as more conventional lobster fare.

Max Smith is manager and co-owner of Eventide Oyster Co. and Hugo’s on Middle Street in Portland. He and his partners—both chefs at the restaurants—source all their lobsters from Maine Lobster Direct on Union Wharf. “We get deliveries on time, in numbers and perfectly fresh,” Smith said. Miller, like Miller, these chefs pick the lobster meat themselves, daily. They are very aware of what constitutes a quality lobster.

“We know Maine Lobster Direct keeps the lobster in upwellers, so the flavor of the bottom they came from. They taste better if they retain the saltwater flavor of the bottom they came from,” Smith said.

“I was lucky—I grew up around lobstermen,” said Miller. When he needed a lobsterman to supply the restaurant, he called his cousin, who hooked him up. His supplier fishes almost year-round, so Miller isn’t worried about having an adequate supply.

Unlike many seafood restaurants, Eventide doesn’t offer a boiled lobster. Their most popular lobster item is a lobster roll, not an unusual item on a Maine menu, but Eventide’s lobster rolls come in a choice of three styles, served with Hollandaise, homemade mayo, or hot with browned butter, all on a homemade bun.

Even in Massachusetts, which has its own lobster fishery, some Boston chefs source directly from the coast of Maine. Jeremy Sewall is executive chef and owner of three Boston restaurants specializing in seafood. Sewall gets all his lobster directly from his cousin, Mark Sewall of York. “We have a couple of refrigerator trucks we use. We make trips every two or three days,” Sewall explained.

Sewall opened his first restaurant, Lineage, seven years ago on Harvard Street in Brookline. It’s named for the Sewall family’s historic connection to New England. Samuel Sewall, son of Judge Sewall of Salem witch trial fame, provided use of his “Brooklin” lands when Boston was incorporat- ed in 1705. The present-day Sewall opened a second restaurant, Island Creek Oyster Bar, in the Common- wealth Hotel near Kenmore Square three years ago. A third restaurant, Row 34, in the Fort Point area of South Boston, opened this November.

“Mark catches them [the lobsters], calls them, and seasons them for a night in the York River to clean them out,” said Sewall. He doesn’t like to tank lobsters for his restaurants because he thinks that, like oysters, they taste better if they retain the flavor of the bottom they came from. “I pick them up the next morning. I cook half of them immediately and the rest the next day,” he explained.

While lobster harvesters and dealers depend on a big surge in their business before the holidays, most of those lobsters are exported to European countries, where lobster is a highly-priced meal for Christmas or New Year’s Eve. “Lobster’s not a traditional meal for holidays in the U.S.” said Howard “Corky” Clark, recently retired chef-instructor who ran the seafood kitchen at the Culinary Institute of America (CIA) in Hyde Park, New York, for many years.

Clark trained many of the country’s top chefs, including Sewall. Before teaching at the CIA, he also worked in many restaurants. “In all my years, we never really noticed much of an uptick in lobster. Total fish sales go up, including lobster, but there’s not really much of a spike in lobster demand,” U.S. restaurants generally see increased demand for lobster around Valentine’s Day and Mother’s Day.

Top chefs want a quality product, and are willing to take extra time to work directly with lobstermen. They take pride in ensuring their customers know where their food comes from. Maine lobstermen harvest one of the world’s most sustainable products, and with proper handling, can consistently provide the quality these chefs need.
The new Health Insurance Marketplace has a rough start, and the media coverage has left most people very confused. Through my work as MLA’s Navigator, I am regularly in touch with federal officials, and I can assure you that things are moving full steam ahead. I’ve heard that some lobstermen are convinced that the Affordable Care Act (ACA) is going away so there is no need to look at the Health Insurance Marketplace. I can assure you, it is not going anywhere and lobstermen need to pay attention.

The healthcare.gov technical team continues to work to fix the Web site glitches that have been so frustrating to so many. The fixes can’t come soon enough, of course, but fortunately we are seeing some progress. Some people are finding success with applications on the Web site, and have enrolled in a health insurance plan providing them with better coverage at an affordable price.

The ACA brings changes that could benefit many lobstermen. Under the new requirements, health insurance plans must cover ten essential health benefits such as preventative services and primary care visits. Providers are no longer able to turn people down who have pre-existing conditions, and plans must cover a certain percentage of claim costs. Particularly important for lobstermen, out-of-pocket expenses are now capped at an affordable price.

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The authors conclude that lobster prices paid in 2013 were representative of market conditions, and that any single sector of the industry can unduly influence price at the wharf, depending upon market conditions. As a result, the authors identify three broad areas for change, and 33 specific recommendations.

The first area where “wholesale change” is needed is industry relationships. The panel points out that the lack of transparency in the marketplace fuels the age-old system where rumors dominate and mistrust strains relationships across all sectors. It states, “A key contributing factor to this situation is the lack of strong and effective representative organizations across key sectors of the industry.”

The report makes a persuasive case that each region should establish strong industry groups for each sector — harvesters, dealers and processors. They note that “better organization will lead to exchanges based on facts instead of innuendo; a well-structured, well organized and well informed industry that consistently interrelates in a professional manner will go a long way towards clearly interrelating in a professional manner that consensus is possible, and establish a clear process for making changes based on a majority vote.

Industry operations is the second area identified for change. The report explores how the industry is structured for fishing, buying and shipping lobster. The report recognizes the new trend where “Volume-based fishing has become the norm with low prices driving fishermen to fish harder to make up for lost revenues by catching more. High landings are also coupled with intense fishery openings where catch rates are so high that the onshore industry cannot handle the volumes and losses pile up either at the processing plants or in some cases the landfill. A further victim of this race for the fish is over-age, weak and dead lobsters would be more than the total production of many of the world’s lobster producers.” Methods to reduce shrinkage include developing a quality training program and an industry grading system. The report highlights the fact that crate-run lobster, which they call “blended pricing,” produces the lowest possible price because it accounts for most of the losses which occur in handling and transportation and the lobster is transformed into the lowest value product forms. The panel recommends developing “industry grading standards” to define the criteria for specific markets and have fishermen grade to those standards at sea (no more “mystery crates”).

Finally, the report identifies industry structure as a key area for change. The report recommends putting several new institutions in place to address the gaps contributing to value.
...it is essential that those working in the industry begin to look at the cost of harvesting as a key consideration for determining final market value.

In recommending that the industry develop a price setting mechanism, the panel noted that current pricing is done largely in response to market conditions, but they clearly recognize the need for each sector in the value chain to be viable, especially the harvesters. The panel comments, "Saying a fisherman needs a certain minimum price per pound to be viable would not hold true across the industry, as it would depend on the situation of the individual enterprise." They continue, that "Nevertheless, the Panel has concerns that the importance of the cost of the harvest...ing lobster is being sacrificed in the current pricing model... No player in the value chain... should expect the primary producer to operate at a loss in order to provide them the product that they sell to realize their profit margin, no matter how narrow that margin might be. To this end, it is essential that those working in the industry begin to look at the cost of harvesting as a key consideration for determining final market value."

While this report may not provide an exact roadmap for Maine to follow, it does an excellent job of explaining the issues in the Maritimes and sets a course of action that the Maine lobster industry should take seriously. The panel does not mince words in its concluding statement: "The Maritime lobster industry came to our Panel with a sense of frustration that we were just another group doing what so many had done before us; but also with a sense of cautious hope that we might find new direction for the industry. What we found is an industry that has been challenged time and again to make important changes. Changes that would see its inherent value grow to full potential. For many reasons these changes have not been realized. We repeat this challenge for change, but with the added message that the industry is itself "responsible" for seeing it through... The only question is, what is the industry willing to do to make this happen... With leadership from across all sectors, real change is possible!"

GIVE THE GIFT OF THE MLA FOR THE HOLIDAYS!
Consider giving your loved ones an MLA membership or shirt this holiday season. Fill out the order form below!

Happy Holidays to all Maine’s hardworking fishermen!
**ELVER HARVEST WILL BE REDUCED**

Federal regulators have agreed to delay taking action on possible new management rules for the American eel fishery until next spring, which means Maine’s annual spring elver fishery will be allowed to proceed next March. In exchange for the delay, however, Maine must develop a plan to reduce the 2014 statewide elver harvest by 25 to 40%. That plan must be in place by January 1, 2014.

According to state and federal regulators, preliminary totals indicate that more than 18,000 pounds of elvers were harvested in Maine this past spring. A 25 to 40% reduction in the catch would result in a 2014 harvest of between 11,000 and 13,700 pounds.

DMR held hearings in November on several new regulations to meet that target. Foremost among those was a proposal to institute a swipe card reporting system. The swipe card reporting system would track licensed elver fishermen’s transactions and enter their catch totals into a statewide database. State officials say the system would allow them to keep better track of landings as they occur and make it harder for anyone to sell or buy poached elvers.

All Maine dealers would be required to use the swipe card system. DMR has also proposed additional closed areas in Hancock and Penobscot counties.

**GREEN CRAB SUMMIT IN DECEMBER**

In August, the Department of Marine Resources organized a one-day green crab trapping effort along the Maine coast to provide a snapshot of the presence and relative abundance of green crabs. Almost 40 trips were made by volunteers from 29 towns ranging from Biddeford to Lubec, some of whom were teamed up with scientists from DMR and Maine Sea Grant. A total of 221 traps were fished and every participating town reported catching at least some green crabs. Ninety-four percent of the traps had at least one green crab. The peak catch in one trap was 575 crabs; 75% of the traps had 20 or more crabs. Stockton Springs had the highest average catch per trap (191 crabs) followed closely by Freeport, Waldoboro, Biddeford, Scarborough, Trenton and Brunswick.

DMR will present the results from the trapping effort at the Maine Green Crab Summit on December 16 in Orono. This summit is free to

**FISHERIES AND TOURISM WORKSHOPS IN DECEMBER**

Maine Sea Grant, University of Maine Cooperative Extension, the Lobster Institute, the Island Institute, and the Maine Aquaculture Association will hold workshops on how commercial fishermen and aquaculturists can tap into the tourism industry and diversify their income. Entitled “Fisheries, Aquaculture, and Tourism Workshops: Combining Fisheries or Aquaculture, and Tourism, for a Little More Cash in Everyone’s Pockets,” the workshops focus on important legal issues, the ways in which seafood producers can build relationships with tour operators, restaurant owners and innkeepers to enhance their respective businesses, and more. Maine fishermen and shellfish farmers will talk about their experiences, good and bad. The free workshops will be held in Belfast on Dec 11, at Hutchinson Center; Machias on Dec 12, at Machias Savings Bank Community Room; and Portland on Dec 13, at USM’s Abromson Building.

**SACO LOBSTER COMPANY EXPANDS**

Sea Salt Lobster, a wholesale seafood company currently located in the Saco industrial park, plans to expand its operations. The company, which ships more than 100,000 pounds of lobster a week, plans to construct a new 9,600-square foot facility that would include a retail store and small take-out restaurant on Route 1.

Sea Salt Lobster was founded in 2009 and now employs 12 people. Since its inception, company revenues have increased from $1 million in sales to $15 million. Increased demand in global markets, particularly Asia, for Maine’s MSC certified lobster prompted the need for additional space. Sea Salt sells its lobster products to gourmet restaurants and specialty food trucks, and its new restaurant plans to offer some of the dishes served by those businesses.
The National Oceanic and Atmospheric Administration released its summary of fish landings for the United States in October. The report, Fisheries of the United States 2012, ranked fishing ports around the country by volume and by value.

**U.S. landings, lobster, 2012**

<table>
<thead>
<tr>
<th>Rank</th>
<th>Port</th>
<th>Quantity 2011</th>
<th>Quantity 2012</th>
<th>Million pounds</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>New Bedford, MA</td>
<td>369</td>
<td>411</td>
<td>706</td>
</tr>
<tr>
<td>2</td>
<td>Stonington, ME</td>
<td>48</td>
<td>46</td>
<td>752</td>
</tr>
<tr>
<td>3</td>
<td>Portland, ME</td>
<td>28</td>
<td>33</td>
<td>35</td>
</tr>
<tr>
<td>4</td>
<td>Vinalhaven, ME</td>
<td>17</td>
<td>28</td>
<td>19</td>
</tr>
</tbody>
</table>

**U.S. ports, by quantity landed and by value**

<table>
<thead>
<tr>
<th>Rank Port</th>
<th>Value 2011</th>
<th>Value 2012</th>
<th>Millions of dollars</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>369</td>
<td>411</td>
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</tr>
<tr>
<td>4</td>
<td>17</td>
<td>28</td>
<td>19</td>
</tr>
</tbody>
</table>

**American Lobsters 2012, by distance from shore**

<table>
<thead>
<tr>
<th>Distance (miles)</th>
<th>Thousand lbs</th>
<th>Metric tons</th>
<th>Thousand dollars</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-3</td>
<td>96,232</td>
<td>43,651</td>
<td>271,297</td>
</tr>
<tr>
<td>3-200</td>
<td>53,318</td>
<td>24,185</td>
<td>157,983</td>
</tr>
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</table>

**US Imports, American Lobster, 2012**

<table>
<thead>
<tr>
<th>Thousand lbs</th>
<th>Thousand dollars</th>
</tr>
</thead>
<tbody>
<tr>
<td>85,605</td>
<td>67,284</td>
</tr>
</tbody>
</table>

**US Exports, American Lobster 2012**

<table>
<thead>
<tr>
<th>Thousand lbs</th>
<th>Thousand dollars</th>
</tr>
</thead>
<tbody>
<tr>
<td>107,377</td>
<td>508,956</td>
</tr>
</tbody>
</table>

**LOBSTER LANDS STONINGTON IN TOP TIER FOR VALUE**

The National Oceanic and Atmospheric Administration released its summary of 2012 fish landings for the United States in October. The report, Fisheries of the United States 2012, ranked fishing ports around the country by volume and by value. It came as no surprise that New Bedford again came in first for value, based on its standing as a major scallop landing port. What was of interest was the fact that Stonington, Maine, jumped into the top tier of ports for value in 2012, landing 22nd among the top fifty.

<table>
<thead>
<tr>
<th>Rank</th>
<th>Port</th>
<th>Value 2011</th>
<th>Value 2012</th>
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</thead>
<tbody>
<tr>
<td>22</td>
<td>Stonington, ME</td>
<td>38</td>
<td>35</td>
<td>19</td>
</tr>
<tr>
<td>32</td>
<td>Portland, ME</td>
<td>28</td>
<td>33</td>
<td>17</td>
</tr>
<tr>
<td>38</td>
<td>Vinalhaven, ME</td>
<td>17</td>
<td>28</td>
<td>12</td>
</tr>
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**December 10**

Exit ratio changes for Lobster Zones A and B public hearing, 6 p.m., Portland, ME.

**December 12**

Fisheries, Aquaculture, and Tourism Workshops, 5-8 p.m., Machias Savings Bank, Community Room. Registration required. FMI: www.seagrant.umaine.edu/fisheries-tourism.

**December 13**

Fisheries, Aquaculture, and Tourism Workshops, 1-4 p.m., USM Abromson Building, Portland. Registration required. FMI: www.seagrant.umaine.edu/fisheries-tourism.

**December 16**

Green Crab Summit, 9 a.m.-5 p.m., Wells Conference Center, Orono. FMI: http://seagrant.umaine.edu/green-crab-summit

**December 16-18**

NEFMC meeting, Danvers, MA.

**December 25**

Merry Christmas!

**December 31**

Happy New Year!

**UPCOMING**

**January 7**

MLA directors’ meeting, 5 p.m., Darby’s restaurant, Belfast.

**January 8**

Second session of the 126th Maine Legislature convenes.

**January 28-30**

NEFMC meeting, Portsmouth, NH.
Happy Holidays from the MLCA board and staff
Fostering thriving coastal communities and preserving Maine’s lobstering heritage.

Your donation to MLCA will support these important lobster community programs
See page 2 to make a tax deductible donation today!

MERRY CHRISTMAS and A HAPPY NEW YEAR TO MAINE’S LOBSTERMEN!

from
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