Landings, vol. 22, no. 6

Maine Lobstermen's Community Alliance

Follow this and additional works at: https://digitalcommons.library.umaine.edu/landings

Part of the Agricultural and Resource Economics Commons, and the Aquaculture and Fisheries Commons

Repository Citation
https://digitalcommons.library.umaine.edu/landings/17

This Newsletter is brought to you for free and open access by DigitalCommons@UMaine. It has been accepted for inclusion in Landings: News & Views from Maine's Lobstering Community by an authorized administrator of DigitalCommons@UMaine. For more information, please contact um.library.technical.services@maine.edu.
PROPOSED WHALE RULES RELEASED

By MLA staff

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

The Final EIS evaluates the biological, economic and social ramifications of the proposed regulations affecting vertical lines used by lobstermen and other fishermen in the Gulf of Maine, and along the Atlantic seaboard. The purpose of the regulations is to reduce the risk of entanglement to North Atlantic right whales, a species protected under the Marine Mammal Protection Act and the Endangered Species Act. The regulations, when adopted, will amend the Atlantic Large Whale Take Reduction Plan created in 1997, which applies to all east coast states through which the whales migrate.

The Final EIS evaluates the biological, economic and social ramifications of the proposed regulations affecting vertical lines used by lobstermen and other fishermen in the Gulf of Maine, and along the Atlantic seaboard. The purpose of the regulations is to reduce the risk of entanglement to North Atlantic right whales, a species protected under the Marine Mammal Protection Act and the Endangered Species Act. The regulations, when adopted, will amend the Atlantic Large Whale Take Reduction Plan created in 1997, which applies to all east coast states through which the whales migrate.

Continued on page 18

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

By Melissa Waterman

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

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

The eleven lobstermen chosen from throughout the state took part in the first Maine Lobster Leadership Institute organized by the Maine Lobstermen’s Community Alliance (MLCA). “As the Maine lobster industry copes with a rapidly changing environment, people who have been active on the Sears Island port facilities in Searsport, also known as Mack Point, have long been the subject of controversy. In the 1980s the state Department of Transportation had considered developing nearby Sears Island as a major cargo port for exporting wood products. In the face of sharp opposition, the state dropped its plans for a port, finally purchasing Sears Island in 1997. Subsequent proposals in the 2000s to build a natural gas terminal and container port failed.

Mack Point is one of three major cargo ports in Maine (the other two are Eastport and Portland). The federal navigation channel there was authorized by Congress in 1962 under the River & Harbors Act, with construction completed in 1964. The navigation channel is 35 feet deep and 500 feet wide. The channel runs for 3,500 feet and expands to become 1,500 feet wide off the piers to provide a turning basin for vessels. There are several berths

Continued on page 21

LOBSTERMEN HEAR FACTS ABOUT DREDGE PROJECTS

By Melissa Waterman

On May 2, the Maine Lobstermen’s Association (MLA) hosted a meeting in Belfast specifically for lobstermen to review two dredging projects proposed for the Mack Point area of Searsport harbor. The purpose of the meeting was to provide a neutral arena for lobstermen to ask questions of state and federal regulatory staff concerning the projects. More than fifty lobstermen from throughout the coast attended; thirteen agency officials made presentations. “There are a lot of community members who are dead set against any development of Searsport, people who have been active on the Sears Island issue over the years,” said MLA executive director Patrice McCarron. “Since this group has been extremely vocal, the MLA felt it was important to hear directly from lobstermen, without all the emotion from the broader community dictating the agenda.”

The port facilities in Searsport, also known as Mack Point, have long been the subject of controversy. In the 1980s the state Department of Transportation had considered developing nearby Sears Island as a major cargo port for exporting wood products. In the face of sharp opposition, the state dropped its plans for a port, finally purchasing Sears Island in 1997. Subsequent proposals in the 2000s to build a natural gas terminal and container port failed.

Mack Point is one of three major cargo ports in Maine (the other two are Eastport and Portland). The federal navigation channel there was authorized by Congress in 1962 under the River & Harbors Act, with construction completed in 1964. The navigation channel is 35 feet deep and 500 feet wide. The channel runs for 3,500 feet and expands to become 1,500 feet wide off the piers to provide a turning basin for vessels. There are several berths

Continued on page 21

The blue MSC logo is the world’s highest standard for seafood verification of sustainability.

We believe in Maine jobs and lobsters fished 100% in Maine waters. Thank you for supporting what we do.

There’s no such thing as a Maine lobster from away.™

LindaBeansMainelobster.com · 866.989.9164
When you are a child, it’s pretty easy to make friends. After all, at age seven you are all involved in the same sort of stuff: riding your bike, climbing trees, playing soccer or baseball. Children bond with each other quickly because they mostly live in the same sort of uncomplicated world. It’s not quite so simple when you get older. There’s a lot of “baggage,” as they say, which makes it harder, but not impossible, to establish fast friendships.

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

To do this, the Institute provides participants with a solid grounding in U.S. lobster management and science. But it also offers the opportunity for the young lobstermen to learn what lobstering in other areas is all about, broadening their perspective on what works and what doesn’t work in other lobster fisheries. The May 2014 pilot program explored the Prince Edward Island lobster fishery in Canada. As the article points out, the trip provides a summary of these important learnings. One of the elements that Maine lobstermen must contend with is the proliferation of regulations designed to protect endangered whales in the Gulf of Maine. In May the National Marine Fisheries Service (NMFS) announced its preferred alternative for additional whale rules, the aim of which is to reduce the risk of entanglement in the vertical lines lobstermen use to connect their traps to a surface buoy. Landings provides a summary of these important changes.

Landings also talks to the Commanding Officer of the NOAA ship Ferdinand R. Hassler, the 124-foot vessel working at sea off the coast of York County collecting data for new marine nautical charts using state-of-the-art sonar technology. Places such as Boon Island have not been surveyed since 1903. We also delve into the complex world of dredging. The dredging projects proposed for Searsport harbor would involve the movement of nearly 900,000 cubic yards of material to a disposal site in Penobscot Bay. In response to lobstermen’s concerns, the Maine Lobstermen’s Association held an informational meeting solely for lobstermen with state and federal officials in May. The details of that meeting are summarized in this issue of Landings.

We look at the preliminary results of an exciting research project looking at the size of the herring stock, the staple of the Maine lobster industry’s bait supply. Through this project, the MLCA partnered with the Gulf of Maine Research Institute to collect acoustic data to assess the biomass of spawning herring off the coast of Maine, using equipment mounted on lobster vessels. Landings begins to explore the world of value-added products possible for the Maine lobster industry. As the saying goes, one man’s trash is another man’s treasure. This month looks at the profitable business of seafood composting in Maine. What was once considered just a noisy waste product is now coming into its own as a key element in gardeners’ compost. Several Maine companies have taken advantage of the demand for organic compost to become commercial success stories.

Continuing its series on the health of lobstermen, Landings looks at federally qualified health centers on the coast. These publically-funded clinics, which serve patients regardless of economic means, are a vital if often overlooked element of many fishermen’s health care.

And finally, we continue our series called “Voices” with the transcript of an interview with Gus Alley. Alley was a Kittery lobsterman renowned for his many successes on the lobster boat racing circuit with his boat, Leonard W. Alley passed away at age 94 in 2003. We hope you enjoy this issue. And, as always, we welcome your feedback.

MLCAlliance is a 501 (c) (3) non-profit organization, established in 2010, which achieves its charitable mission through programs in education, research and charity.

MLCA fosters thriving coastal communities and preserves Maine’s lobstering heritage

The MLCA invites you to support Maine’s lobster industry. Donations of $25 or more include a subscription to Landings.

Donation

Please note amount. Check or credit card accepted.

MLCA is a 501 (c) 3 non-profit charitable organization.
BURNT ISLAND LIGHTHOUSE OFFERS GLIMPSE OF THE PAST

By Melissa Waterman

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

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

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

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

To learn more about Burnt Island, visit www.maine.gov/dmr/burntisland/tour.htm.
In some ways, Thurlow Leeman’s story is the classic traditional Maine lobsterman’s tale. Leeman, 73, began lobstering with his dad in South Bristol during the summer while he was in grammar school. Leeman’s not sure how long he’s been a member of the Maine Lobstermen’s Association (MLA), but thinks it might be “forever.”

By the time he was in high school, Leeman had moved up to his own skiff, a rowboat, and then received his own license at age 15. By the time he graduated high school, he had an outboard on his boat and was going out by himself.

A couple of years later Leeman bought a 22-foot lobster boat which he fished alone during the summer. For a few years during the winter, he went fishing with his wife Sally’s father, Harold Morton Sr.

He moved up to a 26-foot boat a few years later. In 1961, he had a new 35-foot boat built on Beals Island, named Talsa for his, his wife’s and their children’s initials. “I changed boats about four times,” he recalled.

But in 1979, he took a different tack. Leeman bought a 40-foot fiberglass boat hull and had it finished at Bruce Cunningham’s yard in Round Pond. He used the Island Queen dragging for groundfish and shrimp until around 2000.

“I had a pot hauler on the boat, but I never used the boat for lobstering,” Leeman explained. “Eventually I gave up the boat and began managing the South Bristol Fishermen’s Coop.” He was one of the eleven founding members of the co-op four decades ago, which currently handles lobster and shrimp. Like many fishermen, despite a heavy work load, he found time to contribute to the community. At age 18, he joined the fire department and served as chief for 24 years. He retired from the co-op job two years ago. For the past three years he and Sally have spent five months in Florida.

Leeman remains a strong proponent of the Maine Lobstermen’s Association. “The MLA keeps people informed about what’s going on and steps in at different times to help,” he said. “It’s great for the industry.”

Six decades in the lobstering industry means Leeman has seen and experienced many changes, starting with the transition from wooden traps to wire traps and the change to synthetic rope. “These things made life a lot easier than it was in the old days,” he acknowledged.

“But the biggest thing now is the expense of getting into lobstering. It’s quite different from when I started. It cost me $15,000 for my new boat. Now you can’t buy an engine for less than $30,000 or $40,000,” Leeman noted.

“And the new rules and regulations are hard on the guys. The price for lobster is not much more than it was 40 years ago, while the price of everything else has tripled. The cost of all petroleum products—line, wire traps, and all synthetics is up, but the pay’s not up.”

“I don’t know what the answer is there. They talk about more advertising, but there’s more soft shells around and about all you can do with them is send them to the processors.”

The reason for the long stays in Florida is not just to get away from Maine winters: “It’s where our great-grandkids are, so we love Florida.” Their two daughters, five grandchildren and seven great-grandchildren all live in the Sunshine State.

“But summers, I just putter around,” he said. “I still go over to the fire department and wash a truck or sweep the floor!”

---

**DROPPING SPRINGS BAIT CO., LLC**

**Operating Since 2007**

**Salted - Fresh - Frozen**

**Pogies**

**Herring**

**Reds**

**Racks**

**Commercial and Recreational**

**Pickup or Delivery**

**Quality Reliability Integrity**

**6A Portland Fish Pier • Portland ME • 04101**

207.518.9049
NOAA SURVEY SHIP REMAINS IN MAINE WATERS THROUGH SUMMER

by Shelley Wigglesworth

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

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

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

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

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

Data collection on the Hassler definitely does not involve lead lines. The ship has two shallow water multi-beam systems (one on each hull) as well as a mid-water multi-beam and side scan sonar. "For the work in New Hampshire and Maine we have been using the hull-mounted shallow water multi-beam systems," Moser explained. "When there is limited fishing gear in the vicinity, we deploy a moving vessel profiler (MVP) every three to four hours. This device is towed behind the ship for around five minutes, and then retrieved back aboard the ship. The MVP determines the speed at which sound moves in the water as sound speed cast is necessary for the multi-beam data."

After that, the data are sent to the NOAA Office of Coast Survey's Hydrographic Surveys Division. "The office performs quality checks of the data and then submits it to the Marine Charting Division. The Marine Charting Division will take our data, as well as data from other sources including the Coast Guard for navigational buoy positions, Army Corps of Engineers for federally maintained channels, and other sources to update the charts of the area," Moser said.

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

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

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

For more information about the ship: www.moc.noaa.gov/fh/.

Looking for a lender that understands your business?

For generations, Farm Credit East has helped commercial fishing operations plan for and finance the equipment they need to harvest more profits for their business. Today, we continue to provide flexible financing and solid advice for aquatic businesses of every type and size. How can we help you net more profit for your business? Call today to review our wide range of options.

Farm Credit East
Auburn • 800.831.4230
FarmCreditEast.com

An example of the 3-D bathymetric maps resulting from NOAAs survey. NOAA image.
THE HEALTH OF LOBSTERMEN: Health centers fill gap for many families

by Wanda Curtis

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

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

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

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

"We have many lobstermen and fishermen in our community who come through the sliding fee scale. And many Mainers remain uninsured. "We have many lobstermen and fishermen in our community who come to the health center to see our wonderful providers," said Beal. "Our services include so many options. Our dental department includes cleanings, fillings, extractions, and well checks for both adults and children. We have several mental health providers who work with specialties such as children's behavioral counseling. We have a DEEP [Driver Education and Evaluation Programs] provider and adult behavioral access. Our doctors, nurse practitioners, family nurse practitioners, nurses, and CNAs have an abundance of compassion and knowledge to help every patient who enters our doors."

Further up the coast, Eastport Healthcare offers primary care for the entire family, wellness exams, pediatrics, nephrology, and dental care. These services are offered on a sliding fee scale for those who qualify.

"We see patients for preventive and acute needs as well as chronic disease management," said outreach and enrollment coordinator Deb Shields. Eastport Healthcare also has a trauma/treatment room where they try to stabilize acute injuries such as lacerations or embedded fish hooks before sending the patient on for further treatment.

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

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

HEALTH INSURANCE SIGN-UP A GROUP EFFORT

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

Island Institute Fellow Kelsey Byrd, who also works at the Center, said that many lobstermen and their families have been able to enroll in health insurance for the first time in their lives. "It was hard for lobstermen and their families to access healthcare in the past because they had to purchase an individual plan on the open market which is usually more expensive than receiving insurance through an employer," she explained. April Gilmore, health care Navigator for the Maine Lobstermen's Association, assisted lobstermen and their families during the six-month sign-up period. "I was fortunate to work with the Federally Qualified Health Centers around the state. We were able to network with others and down the coast to connect fishermen to someone close to home who could help them enroll in affordable health coverage," she said. While it was a grueling period of time, Gilmore feels great satisfaction in the result. "Under the ACA, insurance companies are required to provide higher quality coverage, so you can feel like what you pay for each month is something you can use. I've seen my own family members take advantage of their new ACA coverage, taking care of ailments they've been living with. The successful enrollment figure here in Maine is from the amazing grassroots efforts put forth from all the assister organizations here in the state."
Maine Lobstermen’s Association

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

President: David Coucans
So. Thomaston, 207.594.7518
1st VP: Tom Dear
Bass Harbor, 207.288.9846
2nd VP: Kristian Porter
Cutler, 207.259.3306
Sec/Treasurer: Arnold Gamage, Jr.
So. Bristol, 207.644.8110

Directors
Bob Baines, Spruce Head, 596.0177
Dwight Carver, Beals, 497.2895
Gerry Cushman, Port Clyde, 372.6429
Jim Henderson, Camp Ellis, 468.4023
Robert Ingalls, Bucks Harbor, 255.3418
Mark Jones, Boothbay, 633.6054
Jason Joyce, Swan’s Island, 526.4109
Jack Merrill, Islesford, 244.4187
Mark Jones, Boothbay, 633.6054
Gerry Cushman, Port Clyde, 372.6429

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

Staff

Executive Director
Patrice McCaron
patrice@mainelobstermen.org

Navigator
April Colvin
april@mainelobstermen.org

Executive Assistant
Sarah Paquette
sarah@mainelobstermen.org

Maine Lobstermen’s Association
203 Lafayette Center
Kennebunk, ME 04043
info@mainelobstermen.org
207.967.4555
www.mainelobstermen.org

STEAMING AHEAD

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

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

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

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

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

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

Over the past couple of years, that dynamic has changed. The MLAs reasoned approach to critical issues is under attack. Taking time to get informed and to listen to a broad range of lobstermen’s voices is being perceived by some as weak and not in the interest of lobstermen. I have to say that it is a very sad day when choosing NOT to react in a knee-jerk manner to each and every issue is considered “having an agenda.”

The MLA has been around for 60 years! We know the issues, we know the players, we know the boundaries within which lobstermen in this state operate. The organization and its board of directors is not so naive as to make promises that can’t be kept. We tell Maine lobstermen the way it is – even when we know that it is not what people want to hear. We are accountable for what we say, and for our actions.

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

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

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

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

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

As always, stay safe of the water.
PEI.
are excited about the program and meet with the PEI Fishermen’s Canada, to stay with fishermen, fish on lobster boats, tour private and fishermen-owned processing plants and meet with the PEI Fishermen’s Association. Leadership participants are excited about the program and what they had learned so far, and were looking forward to travelling to PEI.

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

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

The Board was informed that the University of Maine did not receive the large federal grant it had applied for to develop and deploy offshore wind technology. It is unclear what this will mean for the University of Maine’s offshore wind project or Maine’s lobster industry.

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

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.

The MLA Directors held a lengthy discussion about the issues raised by lobstermen regarding the Searsport dredge proposal. The MLA put a tremendous amount of time into planning the meeting and working with speakers and gear their talks to the questions that lobstermen have been asking. Patrice stated that the information provided at the meeting was excellent, but that the meeting was heated and emotional at times.
be health protective, DMR took immediate action to close the area as a precautionary measure. DMR anticipates that the closure will be in place a minimum of two years while the state continues to collect more information to inform future management and public health actions.

For monitoring contaminants in Maine lobster, the state relies on data from the EPAs National Coastal Condition Assessment (NCCA) Program, which last assessed contaminants in lobster in 2010. Data from the 2010 NCCA revealed that mercury levels in Maine lobster were below the Maine CDC action level that would warrant a consumption advisory for sensitive populations.

Notice of this proposed rulemaking appeared on February 26, 2014 in the five major daily newspapers as part of the weekly Secretary of State's Notice of Rulemaking column. A public hearing was held on March 17 at the Bucksport Performing Arts Center in Bucksport, Maine. Questions can be directed to Meredith Mendelson at 624-6530.

Draft Amendment 3 was initiated to strengthen spawning sea herring protections in Area 1A (inshore Gulf of Maine) and address concerns raised by the commercial Atlantic herring industry. The Commission is seeking public input on four issues presented in the PID related to development of management measures for the Atlantic herring fishery. The issues focus on 1) spawning area boundaries and closures in Area 1A; 2) a fixed gear set-aside rollerprovision; 3) declaration of fishing gear prior to the beginning of a quota period in order to provide fishery managers a more accurate estimate of effort for decisions relative to harvest control measures; and 4) requirement for a vessel's fish hold to be emptied before leaving on a fishing trip in order to allow for full accounting of catch and to discourage dumping of unsold fish.

The 2012 stock assessment estimated the Atlantic herring spawning stock biomass (SSB) at 517,930 metric tons (1.1 billion pounds) in 2011. Atlantic herring is considered rebuilt; it is not overfished and overfishing is not occurring. Commercial landings have increased since 1983 to a high of 101,859 metric tons (224.6 million pounds) in 2009. Annual catch has averaged 82,407 metric tons (181.7 million pounds) since implementation of the fishery management plan in 1993.

The PID is the first step in the Commission's amendment process. It is intended to gather information concerning the Atlantic herring fishery and provide an opportunity for the public to identify and comment on major issues relative to the management of these species. The Commission will then evaluate potential management alternatives and develop Draft Amendment 3 for public review. After the public comment period, the Commission will specify the management measures to be included in Amendment 3. For more information, contact Melissa Yuen, Fishery Management Plan Coordinator, at myuen@asmfc.org or 703.828.0740.

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

Allen Insurance & Financial
Atlantic Edge Lobster
Beals-Jonesport Cooperative
Bell Power Systems Inc.
Buoysticks.com
Calypso Islands Maine Lobster LLC
Cape Porpoise Lobster Co. Inc.
Chapman & Chapman
Chase Leavitt Co.
Chriandas Corp.
Coastal Documentation
Conary Cove Lobster Co.
Cooks Lobster House
Cousins Maine Lobster
Cushing Diesel, LLC
Damascotta Bank & Trust Co.
DB Rice Fisheries
Eastern Tire & Auto Service
Eatton Trap Co. Inc.
Finisistead Scenic Cruises
F W Thurston Co. Inc.
Georgetown Fishermen's Coop
Gill Crustacean Bait
Glens Lobster Co.
Grundens USA Ltd

Gulf of Maine Lobster
Foundation
Guy Cotten, Inc.
HR Beld & Sons Inc.
Holden Seafood Corp.
Insteelate Lobster Co.
Island Fishing Gear & Auto Parts
Island Fisherman's Wives
Island Seafood II, LLC
Johns Bay Boat Co.
Kips Seafood Co.
Lake Permaquid Inc.
Linda Bean's Maine Lobster
Lobster ME
Lobster Products Inc.
Lomie's Hydraulic Inc.
Maine Financial Group
Maine Port Authority
Maine Sea Grant
Marine Hydraulics Eng.
Co. Inc.
Midcoast Marine Electronics
Midcoast Marine Supply
Millers Wheel Lobster
Mount Desert Oceanarium
Neuusl Marine Fabrication
Inc.
Newcastle Chrysler-Dodge-Jeep
New England Marine & Industrial Inc.
Novatec Braids LTD
Penobscot Bay & River Pilots Assn.
Penobscot East Resource Center
Petes Marine Electronics
PHF CBpas
PL Lobster Company
PolyForm US
Port Clyde Fisherman's Coop
Port Lobster Co.
Promens Saint John
Quahog Lobster Inc.
Ready Seafood
Red Hook Lobster Pound
Redeem Lobster Co.
Rockland Savings Bank
South Bristol Fisherman's Cooperative
Superior Bait and Salt
Superior Sea Marine Products Inc.
The Compass Insurance Group
The First NA
WD Matthews Machinery Co.
Weirs Motor Sales Inc.
Williams CPA Group LLC
Worchester's Lobster Bait

The Bait Report 2014 Herring Catch and Quota

<table>
<thead>
<tr>
<th>Area</th>
<th>Quota (as of 5/21)</th>
<th>% of quota</th>
<th>2014 quota</th>
<th>2013 quota</th>
</tr>
</thead>
<tbody>
<tr>
<td>Area 1A</td>
<td>0</td>
<td>0%</td>
<td>0</td>
<td>24,826</td>
</tr>
<tr>
<td>Area 1B</td>
<td>4,218</td>
<td>146.56%</td>
<td>2,878</td>
<td>4,362</td>
</tr>
<tr>
<td>Area 2</td>
<td>10,680</td>
<td>37.13%</td>
<td>28,764</td>
<td>22,146</td>
</tr>
<tr>
<td>Area 3</td>
<td>12,023</td>
<td>30.5%</td>
<td>39,415</td>
<td>38,146</td>
</tr>
<tr>
<td>Total</td>
<td>26,291</td>
<td>37.89%</td>
<td>71,057</td>
<td>89,480</td>
</tr>
</tbody>
</table>

Data from the NMFS Weekly Atlantic Herring report.

Framework 2 imposed seasonal restrictions on Areas 1A and 1B. As a result, Area 1A will remain closed until June 1, 2014, and Area 1B opened on May 1. Area 1A percent of quota includes current ME state-only vessel landings.

The 2013 fishing year for setting aside was 166,077 metric tons, 2.8% below the coast-wide total allowable catch (TAC) of 170,800 metric tons established through Amendment 2. In 2013, the reduction fishery harvested 131,034 metric tons while the bait fishery harvested approximately 35,043 metric tons. A total of 1,942 metric tons were harvested under the 6,000 pound bycatch allowance with approximately 91% of bycatch coming from pound nets. Bycatch accounted for 1.2% of the total coastwide harvest, but does not count towards the TAC. Amendment 2 does not provide for the rollover of unused quota from one year to the next because the stock is currently experiencing overfishing.

“Through the cooperative efforts of the Atlantic states in implementing Amendment 2, we have taken measurable steps towards ensuring the long-term sustainability of the Atlantic menhaden resource for both its ecosystem services and the fisheries that depend on it,” stated Commission Chair Louis Daniel of North Carolina Division of Marine Fisheries.

Implementation of Amendment 2 has also improved reporting as well as expanded biological monitoring for the bait fishery. The accompanying table details state quotas for the 2014 fishing year after setting aside.
BAYT DEALERS

Beurs Bait LLC
2 More Rd
Hampton, NH 03824
603-300-2846/603-300-2849
info@beussyait.com
www.beussyait.com
10% off each barrel on multiple barrel purchases at Seabrook NH location with MLA card.

Lund’s Fisheries Inc.
Wayne Rechile
997 Ocean Dr.
Cape May, NJ 08204
609-896-5143
wrrIcholud@lundfish.com
www.lundfish.com

Purse Line Bait
PO Box 276
Sebasco Estates, ME 04565
207-389-9125
jenniesbplb@yahoo.com

BOAT BUILDERS/BOAT REPAIR

SH Boatworks
Stewart Workman
358 Douglas Highway
Lamoine, ME 04605
207-667-7427
swbothworkse@gmail.com
www.shboatworks.com
Show MLA member card to receive $500 discount on new hull or top.

FINANCIAL & INVESTMENT

FARM CREDIT OF MAINE ACA
613 Minot Ave.
Auburn, ME 04210
800-831-4230
www.farmcreditmaine.com

FISHING, MARINE & INDUSTRIAL SUPPLIES

North Atlantic Power Products
15 Continental Drive
Exeter, NH 03833
603-418-0470
sprols@power.com
www.northatlanticpower.com
10% discount for all service repair of twin disc transmissions.

GIFTS

Maine Camp Outfitters
300 Sunset Rd.
Sunset, ME 04683
800-566-6990
andy@maine-camp.com
www.mainepromotional.com
10% off all apparel and promotional product orders.

HYDRAULICS

Coastal Hydraulics Inc
PO Box 2832
Southport, ME 04086
603-474-1914
sales@coastalhyd.com
10% discount on all in-stock items for MLA members.

INDUSTRY ORGANIZATIONS

Maine Lobster Marketing Collaborative
2 Union St.
Portland, ME 04101
207-541-9110
infog@lobsterfrommaine.com
www.lobsterfrommaine.com
20% discount on All Victoinox Cutlery

INSURANCE

Smithwick & Mariners Insurance
366 US Route 1
Falmouth, ME 04105
207-781-5553/800-370-1883
scott@smithwick-ins.com
www.smithwick-ins.com
10% off hydraulic components and Cable Craft cables in 2013.

TRADE SHOWS

Penobscot Marine Museum
PO Box 498, 2 Church St
Seaport, ME 04974
207-548-2529
skettle@pmm-maine.org
www.penobscotmarinemuseum.org
Free admission to MLA members.

ELECTRONICS

Sawyer & Whitten Marine
36 Union Wharf F 9
Portland, ME 04101
&
118 Tillson Ave.
Buckland, ME 04841
207-879-4500
mike@sawyerwhitten.com
10% discount on non-sale items.

LEGAL SERVICES

Law office of J. Scott Logan, LLC
75 Pearl Street
Portland, ME 04101
207-699-1314
20% discount on foreclosure defense, bankruptcy legal fees.

LOBSTER/SEAFOOD/WHOLESALE/RETAIL

Nicholas Wh alus PA
PO Box 7206
Portland, ME 04112
207-772-2191
mwhal@sawyer.com
www.nicholas-whalus.com
25% off legal services.

Lobster/Seafood/Wholesale/Retail

Akido Bay Inc.
PO Box 11277
Portland, ME 04104
844-245-4361
kevin@akidoBay.com
www.akidoBay.com
No annual fees for 2014; 10% off 2015 annual fees.

Channel Fish Co.
370 East Eagle St.
East Boston, MA 02128
617-569-3200
paula@channelfishco.com
www.channelfishes.com

Cozy Harbor Seafood Inc
PO Box 389
Portland, ME 04112
207-879-2665
jnorton@cozyharbor.com
www.cozyharbor.com

Crigo’s All Natural LLC
25 Wincecumel Ave.
Durham, NH 03824
603-397-5331
mark@crigoalnnatural.com
www.crigualnnatural.com
10% discount on All Victorinox Cutlery

Cranberry Isles Fishermens Coop
PO Box 258
Liseford, ME 04646
207-244-5438
cranberrycoop@gmail.com

Little Bay Lobster Inc.
158 Shattuck Way
Newington, NH 03801
603-435-3170
kells@littlebaylobster.com
www.littlebaylobster.com

Orion Seafood International
20 Ladd Street, 3rd Floor
Portsmouth, NH 03801
603-435-2220
info@orionseafood.com
www.orionseafood.com

Spruce Head Fishermens Coop
275 Island Rd.
South Thomaston, ME 04858
207-594-8029
shcoop@gmail.com
Stonington Lobster Coop
PO Box 87
Stonington, ME 04681
207-367-2286
www.stoningtonlobstercoop.com

Swans Island Fishermens Coop
PO Box 116
Swans Island, ME 04685
207-336-4377
sicoop@tds.net
Weatherwane Seafoods Inc
31 Badgers Island West
Kittery, ME 03904
207-439-0920
jsharpe@weatherwane.com
www.weatherwaneseafoods.com

10% off retail e-mail orders for MLA members.

Winter Harbor Fisherman’s Coop
23 Peddleton Rd.
Winter Harbor, ME 04693
207-963-5857
info@winterharborlobster.com
10% off fresh picked lobster meat.

MACHINE ENGINES

Milton Cat
16 Pleasant Hill Rd
Scarborough, ME 04070
stewart_tuttle@miltoncat.com
www.miltoncat.com

PROPELLERS

Accutech Marine Propeller, Inc
24 Crosby Rd Unit 6
Dover, NH 03820
603-617-3826
larryspacbootmarine.com
www.accutechmarine.com
20% off of propeller repairs. Discounts for new propellers, shafting and other hardware.

REFRIGERATION SERVICES

Applied Refrigeration Services
7C Commons Ave
Windham, ME 04062
207-893-0445
info@appliedrefrigeration.com
www.appliedrefrigeration.com
$250 off new installations.

RESTAURANTS

Barnacle Billies Inc.
PO Box 837
Ogunquit, ME 03907
207-846-5755
billy@barnbillies.com
www.barnbillies.com

Newick’s Hospitality Group Inc.
431 Dover Point Rd.
Dover, NH 03820
603-742-3205
controller@newicks.com
www.newicks.com

The Clam Shack
PO Box 822
Kennebunkport, ME 04046
207-967-3221
steve@theclamsnack.net
www.theclamsnack.net

SAFETY TRAINING

McMillan Offshore Survival Training
PO Box 411
Belfast, ME 04915
207-386-1603
jmcmillan@mmcallanoffshore.com
10% discount on C.G. Drill Conductor training.

SALT

Maine Salt Company
677 Coldbrook Rd.
Hermon, ME 04910
207-856-7976
www.mainsalt.com

TRAP BUILDERS/STOCK SUPPLIES

Brooks Trap Mill
211 Bresnoud St
Thomaston, ME 04881
207-354-8765
stephen@brookstrapmill.com
www.brookstrapmill.com

Friendship Trap Company
500 Cushing Rd.
Friendship, ME 04547
207-354-2545/800-451-1200
MikeW@friendshiptrap.com
www.millennialoffshore.com
5% off list price on traps purchased at the Friendship store.

Sea Rose Trap Co.
177 Pleasant Hill Rd
Scarborough, ME 04074
207-730-3863
searosetrap@gmail.com
www.searosetrap.com
5% off list price on traps to MLA members

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

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

The data show that the majority of herring schools are in the area off Mount Desert Island. "We had the lobstermen draw where they thought spawning herring would be on a chart at our very first meeting," said graduate research associate Katie Wurtzell. Wurtzell used the collected data to plot actual herring schools on a chart and then added the lobstermen's original predictions to that chart. "They line up almost exactly, which is really neat to see," she said. Lobstermen were given a predetermined set of coordinates to survey. The goal of this survey was to estimate the biomass of inshore herring. "That's easier said than done," Sherwood admitted. "The collected data is patchy – we could miss a spawning school of herring because a boat couldn't complete the survey due to weather or technical issues." Herring are the dominant forage fish in the region and account for nearly three-quarters of the bait used by Maine's lobster industry. The National Marine Fisheries Service (NMFS) has not surveyed inshore herring populations for many years. Without accurate knowledge about inshore abundance, scientists cannot accurately assess overall herring stock health. "This data likely will not be used in herring stock assessments, but it is a great resource to have," said Sherwood. "This is unique data. No one else has collected weekly data."

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

Wurtzell, Brown, and Sherwood are also looking into "ground truthing"—a way to verify the collected acoustic data. "It's a way to add confidence to the data," explained Sherwood. "We could set a trap near a school of herring and record the number of eggs on it, for example," Wurtzell said. A lobster trap would be set along the survey transects when schools of herring are found and then hauled in a week or so to see if any herring eggs are on it. "We assume the schools seen in the acoustic data are spawning because other fish feed up in the water column at night when the survey took place," she continued. "If we had a way to check for eggs, it would add confidence that they are indeed spawning."

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

GMRI received funding to continue the survey work for another two years. The surveys thus will be conducted for a total of four years, which will allow a more comprehensive data set. "With two more years of data we can start asking questions," noted Sherwood. The first year, 2012, was an unusual year, with record air temperatures and high water temperature in the Gulf of Maine. Sherwood said it will be interesting to see if water temperature plays a role in spawning schools. "Once we have four years of data we can start looking at that," he said. The funding to continue the survey comes from the Saltonstall-Kennedy Program through NOAA.

Wurtzell, Brown, and Sherwood are also looking into "ground truthing"—a way to verify the collected acoustic data. "It’s a way to add confidence to the data," explained Sherwood. "We could set a trap near a school of herring and record the number of eggs on it, for example," Wurtzell said. A lobster trap would be set along the survey transects when schools of herring are found and then hauled in a week or so to see if any herring eggs are on it. "We assume the schools seen in the acoustic data are spawning because other fish feed up in the water column at night when the survey took place," she continued. "If we had a way to check for eggs, it would add confidence that they are indeed spawning."

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

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

- Durable PVC w/comfortable twill backing
- Heavy-duty tool eyelets
- Oil, slime and grime resistant
- Reflective safety accents
- New suspender/buckle design
- Available XS to 5XL

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

Matching Balder Bibs

Grundéns
www.Grundens.com

Great Prices! Great Stuff!

800-639-2715
hamiltonmarine.com

Hamilton Marine

GREAT PRICES! GREAT STUFF!

800-639-2715
hamiltonmarine.com

We have you covered with rugged, professional-grade electronics for every need. Advanced Black Box and dedicated radar systems from 8.4” to 19”. Powerful sounders and searchlight sonar with Black Box options. Class A AIS, professional GPS navigation, satellite compass systems, and more — many IMO Wheelmarked.

All deliver Koden’s legendary performance and reliability, proven on the world’s hardest working vessels. Visit your nearest dealer or contact us to learn how Koden can “ruggedize” your bridge today.

Koden has you covered with rugged, professional-grade electronics for every need. Advanced Black Box and dedicated radar systems from 8.4” to 19”. Powerful sounders and searchlight sonar with Black Box options. Class A AIS, professional GPS navigation, satellite compass systems, and more — many IMO Wheelmarked.

All deliver Koden’s legendary performance and reliability, proven on the world’s hardest working vessels. Visit your nearest dealer or contact us to learn how Koden can “ruggedize” your bridge today.

Koden has you covered with rugged, professional-grade electronics for every need. Advanced Black Box and dedicated radar systems from 8.4” to 19”. Powerful sounders and searchlight sonar with Black Box options. Class A AIS, professional GPS navigation, satellite compass systems, and more — many IMO Wheelmarked.

All deliver Koden’s legendary performance and reliability, proven on the world’s hardest working vessels. Visit your nearest dealer or contact us to learn how Koden can “ruggedize” your bridge today.

Koden has you covered with rugged, professional-grade electronics for every need. Advanced Black Box and dedicated radar systems from 8.4” to 19”. Powerful sounders and searchlight sonar with Black Box options. Class A AIS, professional GPS navigation, satellite compass systems, and more — many IMO Wheelmarked.

All deliver Koden’s legendary performance and reliability, proven on the world’s hardest working vessels. Visit your nearest dealer or contact us to learn how Koden can “ruggedize” your bridge today.

Koden has you covered with rugged, professional-grade electronics for every need. Advanced Black Box and dedicated radar systems from 8.4” to 19”. Powerful sounders and searchlight sonar with Black Box options. Class A AIS, professional GPS navigation, satellite compass systems, and more — many IMO Wheelmarked.

All deliver Koden’s legendary performance and reliability, proven on the world’s hardest working vessels. Visit your nearest dealer or contact us to learn how Koden can “ruggedize” your bridge today.

Koden has you covered with rugged, professional-grade electronics for every need. Advanced Black Box and dedicated radar systems from 8.4” to 19”. Powerful sounders and searchlight sonar with Black Box options. Class A AIS, professional GPS navigation, satellite compass systems, and more — many IMO Wheelmarked.

All deliver Koden’s legendary performance and reliability, proven on the world’s hardest working vessels. Visit your nearest dealer or contact us to learn how Koden can “ruggedize” your bridge today.

Koden has you covered with rugged, professional-grade electronics for every need. Advanced Black Box and dedicated radar systems from 8.4” to 19”. Powerful sounders and searchlight sonar with Black Box options. Class A AIS, professional GPS navigation, satellite compass systems, and more — many IMO Wheelmarked.

All deliver Koden’s legendary performance and reliability, proven on the world’s hardest working vessels. Visit your nearest dealer or contact us to learn how Koden can “ruggedize” your bridge today.

Koden has you covered with rugged, professional-grade electronics for every need. Advanced Black Box and dedicated radar systems from 8.4” to 19”. Powerful sounders and searchlight sonar with Black Box options. Class A AIS, professional GPS navigation, satellite compass systems, and more — many IMO Wheelmarked.

All deliver Koden’s legendary performance and reliability, proven on the world’s hardest working vessels. Visit your nearest dealer or contact us to learn how Koden can “ruggedize” your bridge today.

Koden has you covered with rugged, professional-grade electronics for every need. Advanced Black Box and dedicated radar systems from 8.4” to 19”. Powerful sounders and searchlight sonar with Black Box options. Class A AIS, professional GPS navigation, satellite compass systems, and more — many IMO Wheelmarked.

All deliver Koden’s legendary performance and reliability, proven on the world’s hardest working vessels. Visit your nearest dealer or contact us to learn how Koden can “ruggedize” your bridge today.

Koden has you covered with rugged, professional-grade electronics for every need. Advanced Black Box and dedicated radar systems from 8.4” to 19”. Powerful sounders and searchlight sonar with Black Box options. Class A AIS, professional GPS navigation, satellite compass systems, and more — many IMO Wheelmarked.

All deliver Koden’s legendary performance and reliability, proven on the world’s hardest working vessels. Visit your nearest dealer or contact us to learn how Koden can “ruggedize” your bridge today.
AQUAMESH®
The Industry Leader

AQUAMESH® by Riverdale Mills, has been the trap wire of choice for commercial fishermen for over 30 years. AQUAMESH® was the first wire in the world invented and engineered specifically for the fishing industry. It is designed to withstand the harshest sub-sea conditions by using the most advanced galvanizing and PVC coating methods available. Our specialty manufacturing process maximizes durability and longevity leading to dependable performance year after year while reducing the need for costly repairs and replacements. AQUAMESH® is also made here in the USA, manufactured by local craftsmen who take pride in creating an American-made product that is known and used across the world.

Since 1980 AQUAMESH® has been the top performing, best-selling and most trusted marine wire in the industry. With AQUAMESH® you can feel confident knowing that you are using the best trap wire in the marketplace. Leader of the pack, indeed.

WHEN YOUR ENGINE MEANS BUSINESS, MILTON CAT MEANS MORE.

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

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

Contacts:
(in ME, NH, VT) Stewart Tuttle, 207-885-8082, Stewart_Tuttle@miltoncat.com
(in MA, RI) Kevin Hampson, 508-634-5503, Kevin_Hampson@miltoncat.com

BROOKS TRAP MILL & MARINE SUPPLIES
Thomaston, ME Portland, ME West Bath, ME Jonesboro, ME
(800) 426-4526 (800) 244-8727 (855) 840-6027 (207) 434-5791

Visit us online at:
WWW.BROOKSTRAPMILL.COM

~ Custom-Built Traps ~
~ STOCK TRAPS at Thomaston & Portland locations ~
~ HUGE Commercial Fishing Supply Inventory ~
~ Specialty Traps ~ Aquaculture Supplies ~
~ Four Convenient Locations in Maine ~
REMARKABLE PERSON: Michelle Kinerson, Cape Porpoise

by Sarah Paquette

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

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

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

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

Kinerson said she pays lobstermen between $200 to $250 per truckload of rope, depending on the quality and cleanliness. "If someone has a scale, I’ll pay per pound," she added. Kinerson sells her work at Daytrip Society in Kennebunkport and through her Web site and Etsy shop. "I just got a few new accounts I’m re-ally excited about," she said. "One in Nantucket, one in Texas, Saul New England in Boston, and Papa Wolf in Dover, New Hampshire." Many peo-ple contact her about custom pro-jects through her Web site. "People will send me a picture of their house and ask me to make a mat that would complement the colors. I really like having that creative freedom," she said. For Kinerson, color is a passion. "I know there are other lobster rope mats out there, but most of them don’t seem to have much thought put into the color combinations," she said. "And I’m the only person that is using strictly recycled float rope."

Kinerson initially thought her prod-ucts would be made with rope just from Cape Porpoise, but she soon found the rope supply wasn’t enough for the number of orders she re-ceived. "I’m glad I branched out. I love exploring new areas and talking with people who love their town as much as I love mine," she explained.

It’s also exciting to get new rope be-cause Kinerson never knows what she will find. "I get so excited when I find new colors I have never seen be-fore," she laughed. "I’ll call Laura to tell her about it and she can tell me when it was made and where it was probably fished. I love that there is a story with it."
**DMR ADJUDICATION REPORT JANUARY-MAY, 2014**

<table>
<thead>
<tr>
<th>Last Name</th>
<th>First Name</th>
<th>Town</th>
<th>Viol Description</th>
<th>Adjud Date</th>
<th>Adjud Fine</th>
<th>SUM</th>
<th>Adjud Decision Code</th>
<th>Susp. Flag</th>
<th>DMR Flag</th>
</tr>
</thead>
<tbody>
<tr>
<td>CURTIS</td>
<td>OSBORN</td>
<td>BOOTHBAY HARBOR</td>
<td>WET STORAGE OF LOBSTER TRAPS OVER 60 DAYS</td>
<td>29-Jan-2014</td>
<td>200</td>
<td></td>
<td>G</td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>FALES</td>
<td>JAMES</td>
<td>CUSHING</td>
<td>WET STORAGE OF TRAPS OVER 30 DAYS</td>
<td>10-Mar-2014</td>
<td>160</td>
<td></td>
<td>G</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>FETTEROLI</td>
<td>JEFF</td>
<td>CUSHING</td>
<td>FISHING TWO UNTAGGED TRAPS</td>
<td>10-Feb-2014</td>
<td>150</td>
<td></td>
<td>G</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>FOSS</td>
<td>ELWOOD</td>
<td>ADDISON</td>
<td>POSSESSION OF 3 SHORT LOBSTERS</td>
<td>20-Feb-2014</td>
<td>200</td>
<td></td>
<td>G</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>GAMAGE</td>
<td>JESSE</td>
<td>BOOTHBAY</td>
<td>POSSESSION OF SEVEN EGG-BEARING LOBSTERS - FAILURE TO IMMEDIATELY LIBERATE</td>
<td>04-Feb-2014</td>
<td>1400</td>
<td></td>
<td>G</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>HEANSSLER</td>
<td>CALEB</td>
<td>DEER ISLE</td>
<td>EXCEEDING LICENSE CLASS FOR CLASS 3 LOBSTER LICENSE</td>
<td>04-Feb-2014</td>
<td>300</td>
<td></td>
<td>G</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>LYMBURNER</td>
<td>JOHN</td>
<td>BROOKSVILLE</td>
<td>POSSESSION OF 31 SHORT LOBSTERS</td>
<td>24-Apr-2014</td>
<td>300</td>
<td></td>
<td>G</td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>NORWOOD</td>
<td>SCOTT</td>
<td>CUSHING</td>
<td>FISHING 29 UNTAGGED TRAPS</td>
<td>23-Jan-2014</td>
<td>2900</td>
<td></td>
<td>G</td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>OLIVER</td>
<td>JONATHAN</td>
<td>PENOBSCOT</td>
<td>POSSESSION OF 5 SHORT LOBSTERS</td>
<td>06-May-2014</td>
<td>1000</td>
<td></td>
<td>G</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>PARKHURST</td>
<td>MATTHEW</td>
<td>BOOTHBAY</td>
<td>WET STORAGE OF LOBSTER TRAPS OVER 30 DAYS</td>
<td>30-Apr-2014</td>
<td>200</td>
<td></td>
<td>G</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>RIEDELL</td>
<td>THOMAS</td>
<td>SWANS ISLAND</td>
<td>MOLESTING LOBSTER GEAR</td>
<td>04-Feb-2014</td>
<td>500</td>
<td></td>
<td>G</td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>ROBBINS</td>
<td>RICHARD</td>
<td>DEER ISLE</td>
<td>TRAP MOLESTING - TRAP OR BUOY</td>
<td>18-Mar-2014</td>
<td>NULL</td>
<td></td>
<td>NULL</td>
<td>DISM</td>
<td>N</td>
</tr>
<tr>
<td>SMITH</td>
<td>KEITH</td>
<td>ROCKLAND</td>
<td>SETTING TRAPS WITH TAGS NOT ISSUED TO LICENSE HOLDER</td>
<td>27-Feb-2014</td>
<td>250</td>
<td></td>
<td>G</td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>WILSON</td>
<td>WALTER</td>
<td>PORT CLYDE</td>
<td>WET STORAGE OF LOBSTER GEAR OVER 30 DAYS</td>
<td>06-Feb-2014</td>
<td>250</td>
<td></td>
<td>G</td>
<td>Y</td>
<td></td>
</tr>
</tbody>
</table>

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

by Melissa Waterman

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

Now Penobscot East Resource Center in Stonington has produced the first of two videos to inform lobstermen of the value of treating lobsters correctly. And they have used a hint of bawdiness to do so.

“The video ends with a smiling lobsterman gently stroking a lobster while holding a finger to his lips as if to say ‘Shhhhhhh, she’s sleeping.’”

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

“Finding the Perfect Tail” features Ryan Zanke, Matt Shepard, Derek Jones, and Richard Robinson. Allen Baldwin was the videographer. To view the video, visit the Penobscot East Resource Center Web site, www.penobscoteast.org/research/lobster-handling/.

---

**Purse Line Bait**

**Herring, Pogies, Redfish, Frozen Products, Salt**

207-389-9155

E-mail jennieblb@yahoo.com

Cell phone 207-841-1454

---

**Refrigerate Me!**

Sales, Service, Maintenance and Installation of:

- Walk-In Coolers/Freezeers
- Lobster Chillers & Tanks
- Ice Machines & Equipment
- Process Refrigeration

Registered Efficiency Classic Contractor

Emergency Service Available

Appied Refrigeration Services

(207) 893-0145

www.appliedrefrigeration.com

---

**Maine lobstermen catch a lot of lobsters every year. Sometimes the pressure to haul in as many pounds as possible results in less-than-gentle handling of the lobsters. After all, *Homarus americanus* comes equipped with a shell, claws and a lot of spiky parts, so they can handle a little rough treatment, right? Wrong. Mishandled lobsters may become weak and die, resulting in a loss of money for lobstermen and buyers alike. The Maine Lobstermen’s Community Alliance surveyed lobster wharves along the coast last year to determine how lobstermen and buyers were handling their lobsters and found that practices varied widely.**
In order to increase the demand for Maine lobster, we’ve heard time and time again, more value-added products that use lobster must be developed and marketed to the consumer. Judging by the recent growth in the number of seafood processors in Maine, consumers do appear to be developing a taste for items such as lobster pot pie or lobster macaroni and cheese. But what of the other uses of lobster and Maine’s diverse marine species? In this new series, Landings takes a look at some of the less-publicized ways our state’s ocean resources are put to commercial use.

As much as diners love lobster, everyone would agree that the lobster’s shell is kind of a pesky thing to get rid of. Some believe it is a waste to tie the shell in a bag and toss them in the trash quickly, before they stink up the post. At home, composting lobster shells can be done, but don’t be in a hurry. Lobster shells have been used for centuries to fertilize gardens. As soon as seacoast dwellers began gardening or farming, the fruits of the sea were used to enrich the soil—everything from seaweed to fish and clam shells was composted, often right beside the growing plants—as mulch.

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

“They’re huge, 30 to 60 yards a day when they’re really pushing it through. There’s a lot of bits of tail meat out of the shell. That composts very well,” said Kinney, explaining that a little meat left in the shell speeds up the breakdown process. Lobster shells turn into black gold.

“Composting any organic material requires the right mix of material which react and heat the pile to an internal heat that will destroy pathogens and weed seeds. Generally, if mixed and turned regularly, compost will take a minimum of 30 days of heating and breaking down depending on the ingredients, but often it takes a good while longer, up to six months. Some compost windrows are not turned, and while this cuts down on the smell, it also requires a much longer composting period.

Composting shells or any fish waste requires other ingredients to activate the breakdown process, keep the smell at bay, and create a balanced compost that will provide good nutrients to soil. Sawdust is a popular ingredient. Manure and other farm waste are also valuable ingredients. “You need a lot of carbon if you’re doing fish, so we need the cow manure. (A nearby farmer) uses my field to graze his cows and I use the manure. I can blend it with fish instead of sawdust,” said Kinney. “Knox has 400 people and 5,000 cows.”

Gardeners, professional or amateur, know the benefit of sea-rich compost products. The College of the Atlantic in Bar Harbor, which has its own food composting operation, also uses some of Kinney’s compost. Their composting classes go to Kinney’s operation to learn the ropes.

Coast of Maine was started by Carlos Quijano in 1996. The company’s first product contained the contents of a good Maine restaurant menu: mussels, salmon waste and blueberry residuals,” said Bonsey. “We also had a liquid salmon fertilizer. It was amazing stuff. The problem was it smelled so bad. But then we didn’t have enough raw material to keep making it.”

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

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

Continued on page 20

ADDIEING VALUE: Lobster shells turn into black gold

by Nancy Griffin

Why buy second hand?
Buy Fresh! Buy Direct!

Herrings • Redfish • Porgies

By the tank

O’HARA LOBSTER BAIt

ROCKLAND, MAINE

1907

Fresh

19 Front Street, Rockland
594-0405

OharaBait.com

Serving Maine fishermen for over 65 years

Frozen

20 New County Rd., Rockland
542-1856

By the barrel

Manufactured in Maine but popular throughout the country. Photo courtesy of Cameron Bonsey.

Made in Maine but popular throughout the country. Photo courtesy of Cameron Bonsey.

Continued on page 20

Continued on page 20
“I think it’s pretty efficient there. It’s a limited amount of bait used and a limited season.”

States Fisheries Commission nor of the benefits that came to Maine when the switch was made in the late 1990s. They were not yet on the water when the state made the historic decision to cede control of lobster regulations to local Lobster Zone Councils in 1996 and created the Lobster Advisory Council. Gilbert reviewed these momentous changes to lobstering in Maine and spoke of the department’s current efforts to create a state Fishery Management Plan for lobster.

The twelve lobstermen also learned about the impact that the federal Endangered Species Act and Marine Mammal Protection Act have had on lobstering in the state during the past ten years. They then were given a comprehensive look at how lobster is sold on the national and international markets and the relationship between the Maine and Canadian lobster industries. The two-day session ended with the participants attending a meeting of the Maine Lobstermen’s Association board of directors’ meeting to learn first-hand how the 60-year old organization works.

John Tripp from Spruce Head, said he gained a lot from the presentations. “I could have benefited from a couple more days of it, actually,” he said. “I used to think, ‘oh the hell with it, just go every day.’” But going through that made me change my way of thinking. “I really liked the class stuff, particularly meeting Carl Wilson,” said Chris Welch of Kennebunk. “I like hands-on but sometimes, you know, you just have to sit down and get a lecture. I took quite a bit out of it.”

A week later the Maine lobstermen took off for a six-day visit with lobstermen on Prince Edward Island (PEI). The purpose of the trip was to illustrate how Maine’s lobster fishery differs from that of the Canadians. The PEI lobstermen opened their homes to the Maine men, took them out on their boats, and generally provided a level of hospitality that astonished the participants. “We went out on 14 boats on the first day, then another 13 on the second day,” explained McCarron. “They packed us lunches and joined us for dinner. They really took care of us.” The Mainers visited two processing plants, Royal Star in Tignish, which is a fisherman-owned business, and the smaller Acadian Fisherman’s Cooperative in Abram Village. They also met with representatives from the many lobstermen’s associations active on the island, including the King County Association, Northern Shore Association, Western Shore Association and the Prince Edward Island Fishermen’s Association. “We really gained an appreciation of how important their fishery is there,” McCarron continued.

Prince Edward Island lobstermen, like lobstermen throughout the Maritime provinces, fish in distinct Lobster Fishery Areas, or LFAs. The sure that short season places on the lobstermen. “They have a two-month season so they have to go every day (except Sunday). You can’t miss a day for weather or boat trouble,” he said. Chris Welch of Kennebunk, who fished with the Jollimore family of French River (on the north shore of PEI) was surprised by the limited season too. “I didn’t know it was just a two-month season. I wouldn’t like that sort of pressure at all, forced to go every day even if the weather’s bad,” Welch said.

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

The Maine lobstermen also noticed some intriguing differences in the PEI boats and the way they were set up. “It was totally different,” Sleeper said. “They haul from the stern. They have five to eight traps to a trawl but they call that a set.” The traps used on PEI are still made of wood and considerably heavier than Maine lobster traps, running between 100 and 120 pounds each. Consequently, the boats have equipment specifically to handle the heavier traps. “He had a crane on the boat to lift and then roll the traps in,” Isaac Lash of Friendship said, referring to Craig Avery of Alberton, with whom he lobstered. “It’s a hydraulic system and he can use it of the stern or the side.” Genevieve McDonald of Stonington fished with two PEI lobstermen. “The most unusual part of the experience for me was their use of wooden traps,” she said. “The PEI lobstermen had tried wire traps in the past but uniformly found that the traps simply didn’t fish well.

The lobsters in PEI seemed to behave differently than those in Maine as well. “They fish shallower water,” explained Tripp. “The lobsters are finicky about water depth and temperature. If it’s too cold, they numb up. If it’s too shoal, you get fewer lobsters. They told me that lobsters like to travel the edges of the substrates. They like sand and a harder bottom.” The Maine lobstermen had the opportunity to tour the entire Royal Star processing plant in Tignish. Royal Star is a subsidiary of the Tignish Fisheries Co-op Association Limited. The majority of the town’s residents either work for the plant or are part of the association. “They have a 180 boats (supplying lobster) and operate for just six months, from April to December,” McCarron said. “All the people working there, about 300, are local. It’s inspiring. The company has its own brand and also processes for other companies.”
tions of six scenarios. It follows up on the draft EIS released last year. The National Marine Fisheries Service (NMFS) held 16 public meetings in August and September, 2013, to hear public feedback on the scenarios; NMFS also received 533 letters on the proposed regulations. The Maine Lobstermen’s Association and the Downeast Lobstermen’s Association were the only commercial lobstering groups in Maine to submit written comments.

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

- No new regulations in Maine exempt state waters.
- Minimum trawl length requirements for Maine are based on distance from shore (non-exempt state waters, 3 to 6 miles, 6 to 12 miles, and 12+ miles) and by lobster zone.
- Additional seasonal trawling up required in Zones F and G during the winter. However, there are no seasonal closures for Jeffrey’s Ledge or Jordan’s Basin.
- A ¼ mile buffer was created around three islands, located outside the exemption line to allow singles (Monhegan, Matinicus and Criehaven).
- Maine Pocket Waters are defined as state waters.

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

### SUMMARY OF NMFS PREFERRED ALTERNATIVE

<table>
<thead>
<tr>
<th>DISTANCE FROM SHORE</th>
<th>AREA/ZONE</th>
<th>MIN TRAPS/GEAR</th>
<th>MARKING</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXEMPT STATE</td>
<td>ALL LOBSTER ZONES</td>
<td>NONE</td>
<td>NONE</td>
</tr>
<tr>
<td>NON-EXEMPTED</td>
<td>ZONES; AND POCKET WATERS</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>¼ MILE BUFFER</td>
<td>MONHEGAN, MATINICUS, AND CRIEHAVEN</td>
<td>NONE</td>
<td>12” MARK (RED), 3 TIMES: AT THE TOP, MIDDLE AND BOTTOM</td>
</tr>
<tr>
<td>3 MAINE ISLANDS</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3 TO 6 MILES</td>
<td>ALL ZONES</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>6 TO 12 MILES</td>
<td>ZONES A, B, C</td>
<td>5</td>
<td>ON OF THE BUOY LINE</td>
</tr>
<tr>
<td>6 TO 12 MILES</td>
<td>ZONES D, E, F, G</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>12+ MILES</td>
<td>ALL ZONES</td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>12+ MILES*</td>
<td>ZONES F AND G</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>NOV 1 TO FEB 29</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

### Whale rules continued from page 1
In May, the University of Maine and its partners, Cianbro and Emera Maine, received news that the Aqua Ventus ocean wind power project had not received significant funding from the Department of Energy Advanced Technology Demonstration program. The project came in fourth, behind projects in New Jersey, Virginia and Oregon. Those projects will receive $46.7 million each to help achieve commercial operation by 2017. Maine received $3 million in additional research and development funding.

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

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

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

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

There are currently nine providers on staff at PCHC. Four physicians and three nurse practitioners treat adults, one pediatric physician and one pediatric nurse practitioner treat children. There is also an osteopathic physician. The five licensed clinical social workers on staff provide behavioral health services.
The ease with which the lobstermen can off-load their catch ease day impressed Chris Welch, who operates from the crowded harbor in Kennebunk. "They could drop off their catch at Royal Star and then their day was over!" he said. Those lobster crates each have the lobsterman's name on them. If the lobstermen are illegal or weak, it's very easy to link the specific lobster to the lobsterman. "There's really no monkey business there," commented David Cousens, president of the MLA who took part in the trip. "There's no cheating on size."

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

To Cousens, who has been lobstering for more than three decades, watching these young lobstermen coalesced as a group, traded stories with the PEI lobstermen, and took note of how things were done in Canada was very satisfying. "You couldn't find twelve better men for this," he said as the trip came to an end. "They are inquisitive and open-minded. We went up with no set agenda, we just wanted to meet with people and experience what their lives were like.

After traveling 1,300 miles in six days, the lobstermen were glad to get back to their home ports. "Going to see how they lobster up there, and how we do it up and down the coast here was great," said Welch. "And it was a good way to connect with the other guys (in the Institute program). The younger generation is going to be taking over this industry sooner rather than later!"
at Mack Point, two at the state pier (rebuilt in 2003) and two at Sprague Energy’s pier. Commodities received at the port include petroleum and petroleum products and various bulk and break-bulk materials. Oil and gasoline are the dominant imports, generally making up 70 to 80 percent of the total tonnages. Of the bulk and break-bulk commodities, the most common imports are road salt, wood pulp, clay, chemicals, and gypsum.

In 2000, Congress authorized the Army Corps of Engineers to look at navigational improvements to Searsport Harbor. Subsequently the Army Corps conducted a feasibility study. That feasibility study included a draft report and environmental assessment, released in April, 2013, and filing for a water quality certification permit under the federal Clean Water Act this spring.

There are two dredging projects proposed at Mack Point. The first is dredging to maintain and improve the channel and the maneuvering area. This project is sponsored by Maine’s Department of Transportation (DOT). The Army Corps’ role is to provide technical assistance to the state and recommend the scale and scope of the dredge project based on the findings of the feasibility study. The second project is a maintenance dredging of the piers proposed by and funded by Sprague Energy.

The Army Corps has recommended an improvement project to deepen the depth of the access channel and the turning basin from 35 feet to 40 feet at mean low water (MLLW); expand the access channel from 500 feet at its narrowest to 650 feet in width; lengthen the shipping channel and increase the area of the maneuvering area adjacent to the state cargo pier. The Sprague-sponsored private maintenance dredging project would involve dredging two berths along the Sprague Energy pier to a depth of 43 feet at MLLW; providing three feet of underkeel clearance. The projects would generate more than 900,000 cubic yards of material.

There are two principal reasons cited by the DOT and the Army Corps for the dredging projects: cargo ships have gotten larger and their hulls have gotten deeper. Under-keel clearance should be 10% of the draft of the vessel. For safety’s sake, larger ships that now arrive at Mack Point at low tide will need more room at the pier to make the vessel lighter and ensure the ship doesn’t ground out when coming up to the piers. The turning basin and narrow point of the channel also pose a challenge in safely maneuvering ships in and out of the channel.

This is the sort of thing that makes the Army Corps and the DOT nervous. The objective of the dredging is to decrease “navigation inefficiencies” for ship. As larger ships with the capacity to carry larger loads use the port the cost of commodity transport will be reduced. A deeper channel depth will allow ships to load deeper and for larger vessels to call at Mack Point, thus achieving economies of scale.

But what about the dredged material? The standards for deciding if sediment is contaminated are set by the EPA under the Clean Water Act, when dumped in state waters, and the Marine Protection, Research, and Sanctuaries Act, often called the Ocean Damping Act, when dumped in federal waters. The Army Corps conducted a battery of tests to determine the characteristics of the sediment to be removed. Steve Wolf, from the Army Corps New England office, explained the process the Army Corps uses in analyzing dredge materials. First, Corps delineates the horizontal and vertical boundaries of proposed project area, the surrounding depths and currents, and reviews records of previous dredging.

Then staff create a plan for sediment sampling, noting specifically what to sample for, where, and at what depth. Sampling generally includes physical properties (grain size, geotechnical); metals (arsenic, cadmium, chromium, copper, lead, mercury, nickel, zinc); and organics (PAHs PCBs, PAHs, PCBs, pesticides). Sediment samples are also taken at possible at-sea disposal sites for comparison.

The samples are sent to an independent lab for analysis, using protocols set by the EPA. The analysis results are then turned over to the EPA for consideration. The material at Mack Point was determined by EPA under the Clean Water Act to be suitable for at sea disposal (see attached tables) and thus could be disposed of at any of the three dredge disposal sites in Penobscot Bay – Belfast, Penobscot or Rockland. In its feasibility study, the Army Corps selected the Penobscot Bay disposal site, off Islesboro, as its preferred disposal site for the spoils from the federal improvement project. That site has depths of approximately 100 – 200 feet and is riddled with deep pockmarks into which the dredged material could be dumped. The Army Corps determined that due to the depth of the pock marks, the dredge materials could be disposed of in a relatively small area of the disposal site. The Rockland site is the furthest from Searsport (25 miles away) and would require an additional 63 days of scow trips versus the Penobscot site, and would require the material to be dumped over a larger footprint. The materials slated for removal from the private Sprague proposal are slated to be disposed of at an upland site since they do not meet the criteria for ocean disposal. The Army Corps looks at a multitude of factors when disposing of dredged material.
In May, Theodore Gray, a 34-year-old lobsterman from Stonington, was charged by the Maine Marine Patrol with molesting lobster equipment, possession of 123 V-notched lobsters and possession of 269 undersized lobsters with molesting lobster equipment. The charge for molesting equipment, charged by the Maine Marine Patrol lobsterman from Stonington, was imposed, as well as a fine of $100 for each violation can be a fine of $500 for each violation and $400 for each lobster up to and including the first five, plus an additional $200 for each lobster in excess of five. In addition to jail time, the total potential fine totaling $48,200.

lobster in excess of five. In addition to guilt Gray for this violation is $53,800. While molesting lobster gear is a civil violation, Gray faced a fine of $100 for each lobster up to and including the first five, and a fine of $400 for each lobster in excess of five. Gray faces a fine totaling $48,200.

In May, Theodore Gray, a 34-year-old lobsterman from Stonington, was charged by the Maine Marine Patrol with molesting lobster equipment, possession of 123 V-notched lobsters and possession of 269 undersized lobsters with molesting lobster equipment. The charge for molesting equipment, charged by the Maine Marine Patrol lobsterman from Stonington, was imposed, as well as a fine of $100 for each violation can be a fine of $500 for each violation and $400 for each lobster up to and including the first five, plus an additional $200 for each lobster in excess of five. In addition to jail time, the total potential fine totaling $48,200.

lobster in excess of five. In addition to guilt Gray for this violation is $53,800. While molesting lobster gear is a civil violation, Gray faced a fine of $100 for each lobster up to and including the first five, and a fine of $400 for each lobster in excess of five. Gray faces a fine totaling $48,200.

In May, Theodore Gray, a 34-year-old lobsterman from Stonington, was charged by the Maine Marine Patrol with molesting lobster equipment, possession of 123 V-notched lobsters and possession of 269 undersized lobsters with molesting lobster equipment. The charge for molesting equipment, charged by the Maine Marine Patrol lobsterman from Stonington, was imposed, as well as a fine of $100 for each violation can be a fine of $500 for each violation and $400 for each lobster up to and including the first five, plus an additional $200 for each lobster in excess of five. In addition to jail time, the total potential fine totaling $48,200.

lobster in excess of five. In addition to guilt Gray for this violation is $53,800. While molesting lobster gear is a civil violation, Gray faced a fine of $100 for each lobster up to and including the first five, and a fine of $400 for each lobster in excess of five. Gray faces a fine totaling $48,200.

In May, Theodore Gray, a 34-year-old lobsterman from Stonington, was charged by the Maine Marine Patrol with molesting lobster equipment, possession of 123 V-notched lobsters and possession of 269 undersized lobsters with molesting lobster equipment. The charge for molesting equipment, charged by the Maine Marine Patrol lobsterman from Stonington, was imposed, as well as a fine of $100 for each violation can be a fine of $500 for each violation and $400 for each lobster up to and including the first five, plus an additional $200 for each lobster in excess of five. In addition to jail time, the total potential fine totaling $48,200.

lobster in excess of five. In addition to guilt Gray for this violation is $53,800. While molesting lobster gear is a civil violation, Gray faced a fine of $100 for each lobster up to and including the first five, and a fine of $400 for each lobster in excess of five. Gray faces a fine totaling $48,200.

In May, Theodore Gray, a 34-year-old lobsterman from Stonington, was charged by the Maine Marine Patrol with molesting lobster equipment, possession of 123 V-notched lobsters and possession of 269 undersized lobsters with molesting lobster equipment. The charge for molesting equipment, charged by the Maine Marine Patrol lobsterman from Stonington, was imposed, as well as a fine of $100 for each violation can be a fine of $500 for each violation and $400 for each lobster up to and including the first five, plus an additional $200 for each lobster in excess of five. In addition to jail time, the total potential fine totaling $48,200.

lobster in excess of five. In addition to guilt Gray for this violation is $53,800. While molesting lobster gear is a civil violation, Gray faced a fine of $100 for each lobster up to and including the first five, and a fine of $400 for each lobster in excess of five. Gray faces a fine totaling $48,200.

In May, Theodore Gray, a 34-year-old lobsterman from Stonington, was charged by the Maine Marine Patrol with molesting lobster equipment, possession of 123 V-notched lobsters and possession of 269 undersized lobsters with molesting lobster equipment. The charge for molesting equipment, charged by the Maine Marine Patrol lobsterman from Stonington, was imposed, as well as a fine of $100 for each violation can be a fine of $500 for each violation and $400 for each lobster up to and including the first five, plus an additional $200 for each lobster in excess of five. In addition to jail time, the total potential fine totaling $48,200.

lobster in excess of five. In addition to guilt Gray for this violation is $53,800. While molesting lobster gear is a civil violation, Gray faced a fine of $100 for each lobster up to and including the first five, and a fine of $400 for each lobster in excess of five. Gray faces a fine totaling $48,200.

In May, Theodore Gray, a 34-year-old lobsterman from Stonington, was charged by the Maine Marine Patrol with molesting lobster equipment, possession of 123 V-notched lobsters and possession of 269 undersized lobsters with molesting lobster equipment. The charge for molesting equipment, charged by the Maine Marine Patrol lobsterman from Stonington, was imposed, as well as a fine of $100 for each violation can be a fine of $500 for each violation and $400 for each lobster up to and including the first five, plus an additional $200 for each lobster in excess of five. In addition to jail time, the total potential fine totaling $48,200.

lobster in excess of five. In addition to guilt Gray for this violation is $53,800. While molesting lobster gear is a civil violation, Gray faced a fine of $100 for each lobster up to and including the first five, and a fine of $400 for each lobster in excess of five. Gray faces a fine totaling $48,200.

In May, Theodore Gray, a 34-year-old lobsterman from Stonington, was charged by the Maine Marine Patrol with molesting lobster equipment, possession of 123 V-notched lobsters and possession of 269 undersized lobsters with molesting lobster equipment. The charge for molesting equipment, charged by the Maine Marine Patrol lobsterman from Stonington, was imposed, as well as a fine of $100 for each violation can be a fine of $500 for each violation and $400 for each lobster up to and including the first five, plus an additional $200 for each lobster in excess of five. In addition to jail time, the total potential fine totaling $48,200.

lobster in excess of five. In addition to guilt Gray for this violation is $53,800. While molesting lobster gear is a civil violation, Gray faced a fine of $100 for each lobster up to and including the first five, and a fine of $400 for each lobster in excess of five. Gray faces a fine totaling $48,200.
material at sea. Principally it wants to be sure that the material can be accurately placed at the site and remain in that place. It also wants to make sure that there is not a release of material into the water column during disposal and that it does not have an unacceptable impact on marine organisms as well as potential impact on marine organisms as well as commercial fisheries.

The MLAs meeting in May was an opportunity for lobstermen to learn more about the project and for state and federal managers to hear their concerns. Lobstermen were provided detailed information about the history and future timeline of the project, and how they can most effectively weigh in. "Lobstermen raised concerns during the meeting about the scale of the project and the potential impacts that dumping such a large volume of sediments could have on the lobster population," said Patrice McCarron. "The MLA is putting together a letter to state and federal regulators outlining the concerns expressed by lobstermen during that meeting. MLAs role is to serve as a watchdog for lobstermen – to make sure that all the laws are followed, lobstermen’s issues are heard and that lobstermen remain informed."

Dredge continued from page 21
VOICES: TALES OF THE PAST FROM KITTERY

In this series, Landings is publishing stories of fishing along the coast of Maine, stories that highlight the contrasts and similarities facing fishermen today and yesterday. The following is an edited version of an interview from the Maine Folklife Center at the University of Maine, conducted with Lyman "Gus" Alley, by David Littleton-Taylor in August, 1974. Alley was known for his delight in speed and lobster boat racing. He lobstered from the legendary Leonard W., built by Will Frost in 1944, for most of his life. Alley had a reputation for racing with the submarines coming out of Portsmouth Naval Shipyard, and anyone else in the area he could entice.

David: How old are you, Mr. Alley?
Gus: I'm sixty-six years old. I was sixty-six the seventeenth day in July.

David: How old were you when you first started?
Gus: Twelve years old in a dory. I fished twenty old traps [in Prospect Harbor]. And then when I went back to school, naturally I didn't fish. But the next year I did and so on til my dad died when I was about fifteen and I took over his outfit. I've been at it until I went in the service for four years and then I come out, and I've been fishin' ever since. So I guess I've seen about fifty years of it.

David: You haven't always lived down here in Kittery, have you?
Gus: No, I haven't. I've been here since 1936.

David: How'd you happen to move down here?
Gus: Oh, let me see. My brother was in the Coast Guard out to the Wood Island Coast Guard Station and he had five traps that he picked up off the beach. The law would allow him five to fish with in the Coast Guard, as long as he didn't sell any of them. So I went up to the island. He had a reputation for racing with the submarines coming out of Portsmouth Naval Shipyard, and anyone else in the area he could entice.

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

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

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

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

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

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

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

David: How does fishing down this way differ from fishing downeast?
Gus: Seven. More traps, more fish. There's usually more fish downeast than we have here now. When we first come here there's just seven fishermen besides myself. Seven.

David: How does fishing down this way differ from fishing downeast?
Gus: In different times they've did as well, probably might done better than we have here. But I made good here. Many years I used to do real well.

David: What was the first powerboat you had?
Gus: The Leonard W. at rest. Photo courtesy of Lowell Boat Works.

Seeking new markets for Maine Lobster.

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

Serving Maine Lobster, Maine brews, and more.

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