8-1-2017

Landings, vol. 25, no. 8

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/53

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.
2017 RIVER HERRING COMEBACK NOT JUST A FLASH IN THE PAN

By Theodore Willis, PhD
University of Southern Maine

“So many they turned the water black,” “hundreds of barrels in a single tide.” These are quotes describing river herring migrations 75-100 years ago. River herring are alewife and blueback herring, small bait fish related to Atlantic herring. They are anadromous, meaning they swim into freshwater to spawn and both adults and juveniles later return to the sea. They once frequented nearly every stream and river of the Atlantic coast.

The history of the fishery in Maine goes back to the early 1600s, when alewives from Arrowsic were reported as good bait for cod. The big river basins — Penobscot, Kennebec and St. Croix, along with dozens of smaller rivers and streams — hosted millions of adults each year and produced billions of juveniles that entered the marine environment. The juveniles fed hungry populations of groundfish, tuna, whales, seals and sea birds that graced Maine’s bays and coves. By the late 1970s river herring were largely forgotten by most Mainers living inland and on the coast. Where dams hadn’t blocked their way completely, pollution made the rivers unpassable. The Clean Water Act of 1977 made it possible to clean up the rivers so they supported aquatic life. Maine’s Department of Marine Resources (DMR) kept a candle burning for the little fish, taking steps whenever possible to bring river herring back. With the help of places like Damariscotta, Warren and Orland, where the fish never completely disappeared, DMR mounted a quiet crusade to reintroduce alewives through stocking and fixing passage at dams. The Kennebec Hydro-Developers Agreement, built around the decommissioning and removal of Edwards Dam...

Continued on page 6

PEOPLE OF THE COAST: ALBERT CARVER, BEALS ISLAND

By Melissa Waterman

The first thing you notice when you meet Albert Carver, 58, co-owner, with his partner Patrick Robinson, and president of A.C. Inc. on Beals Island, is the color of the company T-shirt he is wearing. The shade is a nearly fluorescent green, the color of a glow-stick at night. “I decided we would have a noticeable color,” Carver said with a twinkle in his eye. “It’s on the trucks, on everything.” One might be surprised that a seafood processing company in the depths of Downeast Maine would feature such a flamboyant hue, but then, many things about A.C. Inc. are surprising.

The company started when Albert’s grandfather, Oscar, began buying clams from local clammers and shucking them in the basement of his general store on Perio Point on the island. In 1953, Oscar’s son Richard returned home from college to help run the store with his father. By the end of the decade, the Carvers had opened a new general store on Beals Island and were shucking even more clams in the old Perio Point building.

Business was good. The general store was now selling heating oil, clothing, gasoline, whatever the local residents needed. Carver remembers as a child going with his father in the store truck to make deliveries throughout the area. “We would deliver at 11 a.m. and 3 p.m., before the noon meal and supper. There weren’t many cars on the island then [the Beals Island bridge was built in 1958]. People would call their orders in, we would put the items in a box on the back of the pickup truck and then you would carry it on your shoul...

Continued on page 11
**COASTAL OUTLOOK**

Thoughts from MLCA President Patrice McCarron

It's not a life for everyone but for many Maine lobstermen, it's one they would never trade. MLA photo.

It's not easy being an alewife. The plump, oily fish which return to their birth rivers each spring are the choice of many predators, including eagles, ospreys, seals and other fish. Lobstermen line up by the dozens to get alewifes caught by municipal harvester to use as fragrant bait.

The lives of alewifes were made harder in the past by pollution and the many dams on Maine's rivers which stopped their progress at spawning time. Fish numbers dropped dramatically, not just in Maine but throughout New England. But now life is looking better for the little fish. As we detail in this issue of Landings, concerted efforts by public and private agencies and organizations have resulted in a truly banner year for alewifes this spring. With so many alewifes successfully returning to their rivers, some entrepreneurs are investigating freezing the fish for lobster bait.

Making the most of what you have is a distinctly Maine quality. For Albert Carver of Beals Island, it's practically his company's motto. Carver Shellfish was started by his grandfather, Oscar, from a small general store on the island. Over the years Albert and his father, Richard have diversified the clam processing company in many directions, starting a subsidiary, A.C. Inc., in 1997. As you will read, the motivation behind Carver's business activities revolves around keeping his employees working year-round, a difficult proposition in isolated Downeast Maine.

Family ties remain strong throughout the coast of Maine. Shelley Wigglesworth offers insight into what it takes to keep many generations of a family working together in her article on Nunan's Lobster Hut in Cape Porpoise. Nunan's opened in 1953 and has served their own lobster to local residents and celebrities alike since then. Today the great-grandchildren of founder George Nunan are intimately involved in running the business on to the next generation. That next generation enjoys a dizzying array of new technology in everyday life. From iPads to Uber, it seems that nearly everything we touch or use is different than it was twenty years ago. As Matt Jacobson, executive director of the Maine Lobster Marketing Collaborative, writes in this issue, disruptive technology is leading to an era when the consumer is king. Consumers now have the tools at their disposal to get exactly what they want, at any time, in any place. Seafood businesses in Maine will not be exempt from these changes, as Jacobson notes in his column.

Disruption in Maine's seafood industry will come not only from technology but also from changes at the international level. Jeff Bennett, Canadian trade expert at the Maine International Trade Center, explores the ramifications of the Canadian-European Union Trade Agreement, which goes into force later this summer. The Agreement drops most tariffs on Canadian seafood exported to EU countries. Importantly, it drops the tariff on live lobster from 8% to 0% on the day of implementation. The change in trade rules will certainly have an impact on Maine's seafood businesses.

This month Landings also looks at the unprecedented number of right whale deaths in Canada's Gulf of St. Lawrence. By press time, eight of these endangered whales had been found dead in the region. Several appear to have died after being hit by ships; one was entangled in snow crab gear. These deaths strike a blow to the right whale population, which had been expanding steadily since 1997. Right whale births, however, took a sharp dip in the past two years which, combined with recent deaths, are alarming whale scientists. The question of why the animals are turning up in increasing numbers in the busy waters of the Gulf of St. Lawrence is a complex one, but the impacts of these deaths will have far-reaching consequences in Canada and in the US.

Finally, Landings features a young lobsterman, Tanner Tufts of Kennebunkport. Tufts is eight years old and just learning the art of lobstering from his father, Bryan Tufts. He and his father have built his traps together and haul them by hand from his outboard ski. He's fully committed to his new career but, as he notes in this month's interview, he is keeping his options open. "If I don't end up lobstering, I want to be a Merchant Mariner," says Tufts.

We hope you enjoy this issue of Landings and, as always, feel free contact us to suggest story ideas.

---

**Donate to the Maine Lobstermen's Community Alliance and your dollars go to programs that benefit lobstermen.**

MLCA | PO Box 315 | Kennebunk, ME | 04043 | www.mlcalliance.org | 207-967-6221

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

You can make your donation online at www.mlcalliance.org or send us a check or credit card info with the form below.

- **Donation Amount $**
- **Name**
- **Address**
- **City, State, Zip**
- **Email**
- **Phone**
- **Credit Card #**
- **Expiration**
- **Security Code**

Donations of $25 or more include a subscription to Landings.
By Jeff Bennett, Maine International Trade Center

The European Union (EU) is one of Maine’s most important global markets. Maine’s exports to the EU topped $503 million in 2016, second only to its exports to Canada. Even with the rapid development of exports to China, Maine’s exports to the EU are nearly 2.5 times those to China.

Maine’s exports to the EU topped $503 million in 2016, second only to its exports to China. The European Union (EU) is one of Maine’s most important global markets. Although CETA is significant, Maine’s lobster industry is positioned well. We have a long heritage, great reputation, sustainable fishery, and ever-growing demand. The U.S. exported a record $722 million of live, processed, and frozen lobster in 2016, most of which came from Maine waters. U.S. lobsters were shipped to more than 70 countries including Spain, Singapore, New Zealand, Qatar, Albania, Costa Rica, and Equatorial Guinea.

The implications of CETA certainly place Maine’s lobster industry at a competitive disadvantage for the European market compared to our Canadian neighbors. The T-TIP negotiations, first started in 2013, provide a framework for the U.S. and EU to proceed forward with our own trade deal. How long that takes to materialize is up to the political will of both governments.

With Maine and Canada sharing the same lobster species and competing for the same global markets, CETA has raised serious concerns for Maine’s lobster industry.

The more controversial provisions on investment protection will be on hold. The Comprehensive Economic and Trade Agreement (CETA) is a comprehensive trade agreement between Canada and the EU, with one of its key provisions aimed at eliminating 98% of the tariffs between the two partners. Negotiations were concluded in August 2014.

The majority of the text—its trade provisions—will apply provisionally from the first day of the month following the date on which the EU and Canada have notified each other that they have completed all necessary administrative procedures. The more controversial provisions on investment protection will be on hold.

During the G20 summit in Germany in July, Canada and the EU announced September 21, 2017 as the agreed-upon date to implement the trade provisions of CETA. A few previous target dates have come and gone this year but this is the date they are currently working towards.

When CETA comes into force, almost 96% of EU tariffs for fish and seafood products from Canada will be duty free.

No industry in Maine will be as greatly impacted by this agreement as the lobster industry. Seafood is the state’s leading export commodity, of which lobster is the major component, with the EU as a key export market. The EU is a major market for Maine’s seafood, and historically represents Maine’s second-largest export destination for seafood and lobster (after Canada).

Maine and Canada currently pay the same tariff rates to enter the EU. This will change with CETA implementation.

- Live lobster tariff rates (8%) will go to zero for Canadian product on the date of enforcement.
- Frozen lobster tariff rates (6%-16%) will drop to zero for Canadian product over three years.
- Processed lobster tariffs (20%) will go to zero for Canadian product over five years.

With Maine and Canada sharing the same lobster species and competing for the same global markets, CETA has raised serious concerns for Maine’s lobster industry.

The U.S. has been negotiating its own trade and investment agreement with the EU for some time. The Transatlantic Trade and Investment Partnership (T-TIP) negotiations stalled, however, during the 2016 political campaign. Both major party candidates expressed concern and reservations about multi-lateral trade and investment deals such as the T-TIP and the Trans-Pacific Partnership (TPP). Since President Trump’s election, the U.S. has not formally withdrawn from the T-TIP, though it has from the TPP.

Maine’s Congressional delegation, the Governor’s office, and the Maine International Trade Center have shared the deep concerns of Maine’s seafood and lobster industry with the Office of the United States Trade Representative (USTR) and the U.S. Commercial Service office. Governor LePage met with Commerce Secretary Wilbur Ross in late April. I met with Maine’s Congressional delegation while in Washington, DC, in early June. Secretary Ross announced on May 30 that he is open to resuming talks with the EU on the T-TIP.

Although CETA is significant, Maine’s lobster industry is positioned well. We have a long heritage, great reputation, sustainable fishery, and ever-growing demand. The U.S. exported a record $722 million of live, processed, and frozen lobster in 2016, most of which came from Maine waters. U.S. lobsters were shipped to more than 70 countries including Spain, Singapore, New Zealand, Qatar, Albania, Costa Rica, and Equatorial Guinea.

The implications of CETA certainly place Maine’s lobster industry at a competitive disadvantage for the European market compared to our Canadian neighbors. The T-TIP negotiations, first started in 2013, provide a framework for the U.S. and EU to proceed forward with our own trade deal. How long that takes to materialize is up to the political will of both governments.

Guest Column: Canadian free trade agreement raising concerns in Maine

<table>
<thead>
<tr>
<th>Landings</th>
<th>Page 3</th>
<th>August 2017</th>
</tr>
</thead>
</table>

Smithwick & Mariners Insurance Agency

We are a full-service independent insurance agency providing personal, commercial, business & marine insurance.

- Very Competitive Lobster Boat Programs
- Wide Range of Package Options
- New Vessel, Older Vessel Including Wood Construction - we can obtain coverage for any well maintained boat

We specialize in Lobster Boats, Draggers, Scallopers, Gillnetters, Boat Builders, Marinas and more.

Local Knowledge - Dedicated to Service

366 U.S. Route 1 - Falmouth, ME 04105 - Tel: 800-370-1883 • Tel: 207-781-5553 • Fax: 207-781-5571
77 North Water Street, New Bedford, MA 02740 - Tel: 800-348-1405 • Tel: 508-993-7411 • Fax: 508-990-7733

With affiliated offices in Damariscotta, Bath, and Kennebunk

www.smithwick-ins.com
GUEST COLUMN: Music, lobster and ....... disruption!

By Matt Jacobson, MLMC executive director

The first album I ever bought was Led Zeppelin IV. I remember bringing it home and playing “Black Dog,” “Rock & Roll,” and “Stairway to Heaven” until I wore out the grooves.

Since then I have lived through a revolution in music delivery. From eight-tracks and cassettes to CDs, many of us have bought the same music, over and over, to listen to on different delivery systems.

We did it for the convenience and the improved fidelity of the newest system. But no matter what the system, you still got stuck with several songs on an album that you never listened to or didn’t like but suffered through anyway.

In 2001, Apple introduced iTunes and everything changed. Not only did you get the songs you wanted, but you could get only the songs you wanted. And you could get them on multiple devices, from your computer to your phone. You could play them easily and the music sounded great.

Today my kids have an Amazon Echo. All they have to do is just say the song they want to hear. It is the ultimate consumer-focused music delivery system... until the next disruptive music technology emerges.

These technology disruptions have happened in nearly every part of our lives. Whether we arerioing through the channels and an antenna, going to the library to read the encyclopedia for a term paper, or calling a hotel for a room reservation?

In Maine, we like to think of ourselves as “the lobster industry.” We take pride in what we do and the product we harvest. In reality, we are part of a much bigger industry – the food industry. What Google, Uber, and Airbnb have done to their respective industries will be duplicated in the food industry. Disruptive technology is about to radically change how we get our food.

There are several converging factors that will hasten this disruption. Huge portions of the world’s population are growing globally. Food has become an experience, not just something you put in your mouth. We want to know the story of our food: Who harvested it? How did they do it? Where does the item come from?

Food suppliers who do not value data about their customers risk becoming increasingly disconnected from them and their needs and risk being eliminated as a choice. In the era of the consumer, we will not be able to ignore consumer preferences so readily. If we do, we will diminish our place, literally, at the table.

Earlier this year, Amazon announced the purchase of Whole Foods. Since then, the stocks of grocery chains and other food distributors have gone down more than 10% just on the news of Amazon’s entry into the food industry. As a company, Amazon is largely responsible for creating the era of the consumer. It has allowed people to conveniently buy exactly what they want, no matter where they live or what they want. That model applied to food will be a significant disruption.

But Amazon isn’t the only company in this market space. In the last two years, more than $650 million has been invested in food tech by venture capital companies. Kimbal Musk, brother of Tesla CEO Elon Musk, has several ventures fueling what he calls the “real food revolution.” Nestle Foods invested $77 million in a company called Freshly that delivers food directly to consumers. The former CEO of McDonalds has started a venture capital fund to fund food-tech companies. These people are all fighting to control the food delivery systems and the ultimate relationship with customers.

So here we are at the beginning of a significant disruption in the food industry, and you can be sure that Maine lobster will not be immune to the effects. Volume, delivery to a location, and price will diminish as drivers in our industry. Where it all ends up is anyone’s guess. From my perspective, the companies and industries that make access to their products convenient, create an experience, demonstrate value and culinary versatility, and offer a story about sustainability and the people who harvest the food will win.

Now is the time to tell our story to consumers and to the people who influence their food decisions. The story of Maine lobster is exactly what consumers want to hear. But we have to tell it, now more than ever.

Matt Jacobson is the executive director of the Maine Lobster Marketing Collaborative.
Stormi Steele, a 24-year-old Maine Fishermen’s Forum scholarship recipient from Deer Isle, attended Husson College in Bangor to earn her a B.S. degree in nursing in 2014. Throughout high school and college, she held a student lobster license and hauled her traps (150 tags) from a skiff. And she also worked at Island Fishing Gear and Auto Parts. Her jobs had a purpose. “I paid my way through college with what I earned and with the help of numerous scholarships including the Fishermen’s Forum scholarship,” Steele said.

“The Fishermen’s Forum scholarship allowed me to invest in my future and ensure I didn’t start my career with a mountain of debt.”

Steele has many family connections to the fishing world. But she was inspired at a young age to be a nurse after spending a lot of time in hospitals with her father, lobsterman Sammy Hardy, who suffered from heart disease. He passed away when Steele was in her sophomore year of college.

“I always had a connection to the medical world because when I was growing up I spent many days in various hospitals due to my father’s poor health. When he was being treated, I met and talked with the registered nurses during each of his procedures and admissions. I always looked up to the nurses who cared for him and aspired to be like them. Through my father’s misfortune, I found the career path I wanted to follow throughout my life,” Steele explained.

Leaving Deer Isle to further her education was a major change for Steele. “Going to college opens you up to so many more experiences and opportunities that may not be present in your community,” she said. “For me, a move to Bangor seemed like a completely different way of life. I much prefer the small-town, slow-paced living we have in Deer Isle. The desire to be home on the island while studying in Bangor was the most challenging part of going to school for me. When you know where you are meant to live it’s hard to be anywhere else.”

Steele credits the support of her boyfriend, now her husband, Garrett Steele as the greatest inspiration to further her education and become a nurse. Steele is a Stonington lobsterman. “My husband was huge in all of this. He was with me for everything. He took me to haul my traps and I was also his stern-person for two summers as well,” she said. “I wouldn’t have had my student license if he hadn’t helped me get it and fished with me. He has always been a great support when it came to making decisions about going to school and then where I wanted to work after graduation.”

Today, Steele works at Maine Coast Memorial Hospital in Ellsworth in labor and delivery. She began working on the night shift in the medical/surgical unit. Eighteen months later she moved to obstetrics. “I absolutely love my job. It is incredibly rewarding,” Steele said. “I also greatly enjoy being a part of each woman’s individual journey to becoming a mother and bringing new life into the world.”

She remains grateful for the financial assistance the Fishermen’s Forum gave her, and other students like her, when they most needed it. “I truly appreciate [the scholarship] and thank the program for all it does for fishing families,” Steele said.

---

Information on the Maine Fishermen’s Forum scholarship program

- The deadline for 2018 scholarship applications is March 1, 2018
- The scholarships are available to immediate family members of anyone active in Maine’s seafood industry.
- Undergraduates in their second year at a two or four year college are eligible
- Proceeds from the Friday night Fishermen’s Forum Auction support the scholarship program

Additional information can be found at www.mainefishermensforum.org

---

Nurse Steele with a newborn. Photo by J. Coleman.

Farm Credit East specializes in providing loans and lines of credit to Maine’s commercial fishing industry.

With long- and short-term financing options for real estate, boats and equipment, Farm Credit East is the right choice for you. We provide attractive rates and solid advice for aquatic businesses of every type and size.

Our lending experts understand your business. Call them today at the branch office closest to you.

Loans and leases for:
- Boats / Trucks / Real estate / Wharves / Bait storage facilities / Equipment
- Haul out and repair / Operating lines / Permits

Farm Credit East 800.831.4230 / FarmCreditEast.com
in 1999, kicked off two decades of concerted restoration efforts along the river between Waterville and Popham Beach.

We are seeing the fruits of those efforts today at Benton Falls, where 3.8 million alewives passed in 2017. The most recent strides are being made in the Penobscot as part of the Penobscot River Restoration Project (PRRP). The list of partners behind the PRRP is as long as the list of rivers flowing into Penobscot Bay.

What does all this mean for the lobster fishery? One word: bait. Alewives are a home-grown spring lobster bait. The plump, oily bodies laden with spawn are a potent attractor for lobster and crab. The challenge is that they are only available for about ten weeks. The Alewife Harvesters of Maine, an industry and advocacy group for Maine’s river fisherfolk, is looking for ways to extend the supply into the summer season and maintain a sustainable fishery for the future. But that’s not the only use for these fish.

Alewives are also harbinger of healthy ecosystems and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life.

Four years ago, the Penobscot River had 12,708 alewives returning to the river. River herring return to the ponds where they were spawned three and five years later. Alewives are also harbingers of healthy ecosystems and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life. In freshwater, alewives encounter people and communities directly and are ambassadors for ocean life.

Alewives continued from page 1

Collaborative Project Aims to Freeze Alewives in Spring, Lobster With Them in Summer

By Tom Abellow, The Nature Conservancy

Alewife populations along the coast of Maine are experiencing dramatic increases as the benefits of successful dam removal projects, habitat restoration, and other conservation efforts begin to bear fruit. This work, led by the state, conservation groups, municipalities, sportsmen and federal agencies is leading to largest alewife runs in the world. This year alone, some 9 million fish returned to Maine, three million to the Sebasticook River, two million to the Penobscot River, one million to the Damariscotta River and two million to the St. Croix. The resurgence of alewife runs in many Maine rivers presents an emerging opportunity to supplement the existing bait supply and provide a local, sustainably-harvested source of bait throughout the season for Maine lobstermen. Statewide, there are about twenty commercial alewife harvests, including Woolwich, Warren, Newcastle and Orland.

To leverage this opportunity the Tenants Harbor Fisherman’s Co-op, the Port Clyde Fisherman’s Co-op and The Nature Conservancy are working together on a project to freeze alewives in the spring when they are abundant, and typically used to fish hard-shells, then use them throughout the summer to fish shadder. Using the frozen alewives throughout summer, when Atlantic herring costs typically increase, could create more business certainty for co-ops, wharfs and individual fishermen, providing them with a stable source of bait at a known cost.

For the past several years, the scarcity of herring and its increased price has reduced profits for lobster fishermen. As alewife populations continue to rebound, this fishery, sustainably harvested, presents an opportunity to take some pressure off the herring fishery and could provide a local source of bait throughout the season for Maine lobstermen.

Over the course of pilot project fishermen from Tenants Harbor and Port Clyde will compare the fishing performance of frozen alewives relative to herring and document the results.

Anecdotally, fishermen who have fished frozen alewives through the summer previously report that they fish as well as herring with shedders. This pilot project will test that premise. Alewives will never replace Atlantic herring as a bait source for the lobster fishery, but the partnership is confident this project will provide valuable insight into the viability of frozen alewives as a supplement to the current bait supply and potential opportunities for expanding its use along the coast.
Maine Lobstermen’s Association

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

President: David Cousens
So. Thomaston, 594-7518

1st VP: Kristian Porter
Cutter, 259-3306

2nd VP: John Williams
Stonington, 367-2731

Sec/Treasurer: Donald Young
Cushing, 394-6404

Navigator
Executive Director
andi@mainelobstermen.org

Membership Director
alisha@mainelobstermen.org

Directors
Bob Baines, Spruce Head, 205-2093
John Trupp, Spruce Head, 691-9744
Craig Stewart, Long Island, 829-2109
Willis Spear, Yarmouth, 846-9279
Tad Miller, Matinicus, 372-6941
Jack Merrill, Islesford, 244-4187
Arnie Gamage, Jr., S. Bristol, 644-8110
Jim Dow, Bass Harbor, 288-9846
Herman Coombs, Orr’s Island, 807-8596
Sonny Beal, Beals Island, 497-3440
Bob Baines, Spruce Head, 596-0177

Directors

Chris Welch, Kennebunk, 205-2093

Directors

Maine Lobstermen’s Association

2 Storer St., Suite 203
Belfast, ME 04915

www.mainelobstermen.org

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

No August meeting
September 6, 5 p.m.

STEAMING AHEAD

It has been a hell of a year for right whales. As I write this, eight right whales have been found dead in the Gulf of St. Lawrence so far this summer. Necropsies conducted by researchers on six of the whales attribute three deaths to ship strikes, one to entanglement in snow crab gear, and one remains undetermined. One necropsy is still pending.

In addition to these mortalities, there have been six entangled right whales in 2017. Fortunately, three were successfully disentangled. Of the six, four were sighted in the Gulf of St. Lawrence since July. Sadly, a well-known Canadian fisherman and trained disentangler was killed after freeing a right whale off New Brunswick. Canada’s Department of Fisheries and Oceans (DFO) suspended disentanglement efforts following this tragic death.

All this is taking place on top of the seven right whale entanglements which took place in 2016. Of those, two were disentangled and two whales died entangled in Canadian snow crab gear. In June of 2015, three right whale carcasses were found within three weeks in the Gulf of St. Lawrence. All three animals were in poor condition and no cause of death was determined.

Researchers are scrambling to figure out what is going on in the Gulf of St. Lawrence, but DFO has acknowledged that ship traffic and the snow crab fishery have played a significant role in these whale deaths. On July 12 the agency closed a small portion of the Area 12 snow crab fishery two days before the season was to end, and then the rest of the fishery on July 20, leaving 2% of the crab quota uncaught. According to the DFO web site, snow crab fishermen are limited to 75 traps and there is no limit on the total number of vessels in the fishery. There were 291 active vessels in 2016. There are also 12 First Nation communities with access to this fishery. Snow crab stocks are healthy and the fishery is growing.

Losing eight endangered whales and a 58-year-old fisherman in the course of a few weeks is a crisis by any standard. I can’t begin to imagine how things might be different if this same scenario happened in the Gulf of Maine with lobster gear. Seldom do we have such definitive information regarding which fishery’s gear entangled so many whales. At a minimum, we’d be facing lawsuits and more stringent whale conservation measures.

The MLA has been very concerned for some time about the disparity between the whale conservation measures in place for U.S. fixed gear fishermen, and the lack of whale conservation measures for Canadian fixed gear fishermen. One of the few areas of consensus coming out of the April Take Reduction Team meeting among fishermen, conservationists, researchers and government officials was the need for Canada to put whale conservation measures in place for their fishermen.

Canada did publish a proposed action plan in 2016 to address fishery interactions with right whales under their Species at Risk Act, but the plan was void of any required mitigation measures. Instead it focused on having discussions with the fishing industry, conducting gear studies and understanding interactions between fishing gear and whales. Clearly, Canada’s efforts to date are not enough.

Fortunately, a five-year clock is now ticking for Canada to put some whale conservation measures in place. Under the Marine Mammal Protection Act, the U.S. can ban the import of seafood from any country that does not have parity in its marine mammal protection efforts. The five-year clock for countries to show that they have adequate marine mammal protection measures in place began in January 2017. This pressure should help us gain some degree of equality in whale protection measures between our two countries, but does not address the crisis at hand.

It is clear that something has changed within the right whale population. Record numbers have been seen in Cape Cod Bay over the past few winters while fewer have been sighted in the Bay of Fundy. Clearly, they are present in larger numbers in the Gulf of St. Lawrence now than they have been historically. Dr. Mo Brown from the New England Aquarium said in an interview that she’s noticed right whales have shifted away from traditional habitat in the Bay of Fundy and that scientists had document- ed 35 right whales in the Gulf of St. Lawrence in 2015 and 17 in 2016. I ex- pect the numbers will be even higher this year.

But why has the outcome for whales in the Gulf of St. Lawrence been so dire compared to other commercially fished areas, such as Cape Cod Bay, with significantly higher whale sightings? At a minimum, it stands to reason that the U.S. whale plan has had a positive impact.

With so much bad news for whales coming out of Canada, in addition to the poor reproduction in recent years, Maine lob- stermen must remain vigilant in adhering to our whale protection measures. Such a significant reduction in the right whale population affects us all. I worry that any addi- tional mortalities or severe entanglements in U.S. fishing could lead to heavy pressure for New England fishermen to do more to protect whales.

The MLA is reviewing all of the U.S. right whale entangle- ment records this summer to get a better handle on what we do and do not know about fishing gear entanglements. With relentless fishing and weak end lines being proposed for the Gulf of Maine lobster fishery, we need to be armed with as much information as possible. The MLA is also working with the Department of Marine Resources to document the maximum working loads of lobster boats to better understand the strain your rope must endure under less-than-ideal conditions. We will also be asking lob- stermen to donate a few endlines so that we can develop as baseline of the breaking strength of the rope currently fished.

I can only hope that this is the end of the string of right whale deaths, but stay tuned!

As always, stay safe on the water.

Eight right whales have been found dead in the Gulf of St. Lawrence in June and July this year. DFO photo.
MLA DIRECTORS MEETING SUMMARY

The MLA Directors met on July 5 in Belfast. MLA welcomed Jocelyn Runnebaum from the University of Maine who provided an update on her cod and cusk barotrauma research. Her work has found promising results on cod and cusk survival when released properly from lobster traps. Cod discarded head-first off the side of the boat showed a 92% survival rate. Cusk showed a 75% survival rate if they were put back in the traps to regroup and then escaped; however, only 38% lived to tell the tale.

University of Maine researchers are seeking input from the industry on best practices to recompress cusk. Maximizing the survival of cusk caught in lobster traps is important because NMFS is considering a request to list them as endangered. Recompression devices have been used in other fisheries, most commonly when recreational fishing. The halibut snap was recommended as an easy option for lobstermen to use to recompress cusk. It is spring-loaded and snaps onto the wire of the trap. Researchers will hold a meeting with Downeast, mid-coast and southern Maine lobstermen to get more feedback.

Patrice McCarron provided an update on right whale entanglements and mor- talties this summer in the Gulf of St. Lawrence. As of July 5, there were six dead whales (at press time that number had grown to eight). Three necropsies indi- cated two ship strikes and a snow crab gear entanglement. MLA will partner with DMR this summer to collect data on the maximum working loads on Maine lobster boats and to determine a baseline on the average breaking strength of endlines in the inshore fishery.

Dwight Carver resigned from the MLA Board of Directors after more than 20 years of service on the board. The Board thanked Dwight for his amazing contributions over the years; he will be sorely missed. Dwight nominated Sonny Beal to replace him. Dustin Delano made a motion, seconded by Kristan Porter, to elect Sonny Beal to the MLA Board to complete Dwight’s term. The board voted unanimously in favor and welcomed Sonny to the board.

The Board discussed the number of requests to the MLA for the association to speak about climate change over the summer and participate in press con- ferences. While climate change is an issue of concern for the lobster industry, MLA does not have the staff, resources or expertise to take on this issue. MLA will stay focused on its priority issues associated with managing the lobster resource, bait and whales.

The Board discussed the proposal to build a cold storage facility on the Portland waterfront. Having this infrastructure would be a huge benefit to the lobster in- dustry. MLA will send a letter of support. The Board also discussed the contro- versy about connecting the UMaine Monhegan wind project to the mainland. This is a difficult issue for the lobster industry. On the one hand, the ocean environment is changing and development of clean energy will benefit the lob- ster industry over the long-term. On the other hand, siting wind projects and running cables through lobster fishing grounds could negatively impact local lobstermen. And there is much that is not known about future impacts if these projects are commercialized. The MLA will send a letter to the University out-lining concerns of lobstermen regarding this issue.

Patrice reminded the board that the hydrographic survey of eastern Penobscot Bay is underway in July. MLA will write to the Congressional delegation to check in on a number of issues important to the industry.

The ASMFC met on June 28 to discuss inshore (Area 1A) herring management measures. Herring landings have been slow so managers voted to allow the 1A fish- ery to land fish four days, starting on Sunday, and each vessel can harvest up to 15 trucks (600,000 pounds). Each harvester can transfer up to 80,000 pounds of fish to one carrier vessel each week and can land once in a 24-hour period. The Herring Section has meetings planned every two weeks in order to make any adjustments.

The commercial menhaden fishery in Maine is closed. The state reached its maximum working load of 600,000 pounds. Each harvester can transfer up to 80,000 pounds of fish to one carrier vessel each week and can land once in a 24-hour period. The Herring Section has meetings planned every two weeks in order to make any adjustments.

The ASMFC has formed a Gulf of Maine/Georges Bank (GOM/GBK) Subcommittee in response to continued low settlement values in the stock. Membership on the Subcommittee includes MLA Board members, industry organization leaders, Technical Committee members, and fishermen. The group met for the second time in July on ways to build resiliency into the GOM/GBK stock.

NO INCREASE IN LOBSTER LICENSE FEES

Legislators reached a compromise on the state budget. Fortunately for marine resources license holders (harvester, dealer, processor), it did not include a license increase and the DMR budget remained intact. Instead, the $700,000 shortfall in the DMR budget was covered through the General Fund.

PLANNING FOR A DECLINE IN THE LOBSTER FISHERY

The American lobster fishery is one of the largest and most valuable fisheries along the Atlantic coast. In 2016, over 158 million pounds were landed, totaling $666.7 million dollars in ex-vessel value. This was the highest ex-vessel value of any species landed along the Atlantic coast in 2016. The vast majority of land- ings are concentrated in the GOM/GBK stock, with 87% of lobster landed in Maine and New Hampshire. Many Massachusetts and Rhode Island fishermen also participate in the GOM/GBK fishery, adding to its significance. The concentra- tion of lobster landings in a few states highlights the vast economic im-

in September, October, and December will be at 5 p.m. at Darby’s. The Board will hold a strategic planning meeting in November, January, February, and April’s meetings will be at 3 p.m. at Darby’s. May through July will be at 5 p.m. at Darby’s. The MLA Annual Meeting will be held at the Samoset in March, 2017.

Many thanks to these fine businesses, the MLA’s Keeper members!
portance of the lobster fishery to New England coastal communities. The lack of economic opportunities, both in terms of species to fish and employment outside the fishery industry, compounds the economic reliance of coastal communities, particularly in Maine, on GOM/GBK lobster.

**Phase One: Standardize Management Measures in the GOM/GBK Stock**

Phase One is a proactive management response which seeks to standardize management measures (including gauge sizes, v-notch requirements, etc.) and other plan provisions in the GOM and GBK stocks in order to build a biological buffer through the protection of spawning stock biomass. This phase would require the Board to initiate an addendum.

At its April meeting, the Subcommittee discussed lessons learned from the Southern New England stock decline, including the need to standardize regulations in order to address enforcement challenges and improve the biological impact of management tools. Currently, disparate management measures allow for lobster protected in one LCMA to be harvested in another LCMA, undermining the measures’ effectiveness. In addition, this recommendation addresses concerns regarding enforcement of biological management measures, particularly rules regarding lobster chain-of-custody across state lines.

The Subcommittee recommends the Board initiate an addendum to consider these management changes, thus charging the Plan Development Team with developing management alternatives and starting the public process outlined by the Commission. Development of an addendum should include analysis which estimates changes in catch number, catch weight, and spawning stock biomass over management measures. In addition, the Subcommittee recommends that this addendum consider changes to the reference points, specifically the Technical Committee’s recommendation to trigger management action when abundance falls to the 50th percentile, rather than the 25th percentile.

**Phase Two: Develop Indicators to Address Economic Concerns**

Phase Two seeks to address the concern that economic effects will be felt before reference points trigger management action. Currently, Board action is not required until the GOM/GBK stock falls below the abundance threshold of approximately 25 million pounds. Given the 2015 Stock Assessment showed the stock to be at record high abundance, allowing the stock to decline to the 25th percentile (or the 50th percentile depending on what is chosen in phase one) could lead to economic devastation in coastal communities.

The Subcommittee recommends early and frequent conversations with industry members to define goals and to gain consensus on the fact that waiting to take action until hitting the current reference points will lead to economic devastation. This will foster industry engagement on a difficult subject. The nature of the trigger (whether it is based on a change in landings, value, or other data) as well as the management response (what action is taken) still needs to be developed. Given the next benchmark stock assessment is scheduled to be presented to the Board in August 2020, the development of phase two may coincide well with updated information on the stock.

Should the ventless trap surveys, trawl surveys, or landings show a significant decline during the development of phase one, the GOM/GBK Subcommittee will re-convene to evaluate the timing of further management action.

**HERRING FISHERY**

<table>
<thead>
<tr>
<th>Area</th>
<th>Cumulative Catch YTD</th>
<th>2016 Catch YTD (7/20)</th>
<th>Total Annual Quota</th>
<th>2017 % of Quota</th>
</tr>
</thead>
<tbody>
<tr>
<td>1A</td>
<td>5,926</td>
<td>8,237</td>
<td>30,820</td>
<td>19.3%</td>
</tr>
<tr>
<td>1B</td>
<td>1,158</td>
<td>888</td>
<td>4,805</td>
<td>24%</td>
</tr>
<tr>
<td>3</td>
<td>3,681</td>
<td>9,791</td>
<td>31,227</td>
<td>11.8%</td>
</tr>
<tr>
<td>3</td>
<td>8,430</td>
<td>8,479</td>
<td>43,873</td>
<td>19.0%</td>
</tr>
<tr>
<td>Total</td>
<td>15,141</td>
<td>27,397</td>
<td>110,745</td>
<td>18.8%</td>
</tr>
</tbody>
</table>

*Quota June 1 thru Sept 30 = 21,910; Oct 1 thru Dec 31 = 8,892*

The ASMFC Herring Section met on June 28 to revise Area 1A management measures. Herring landings have been slow so managers voted to increase landing days to four (up from three) and allow catcher vessels to harvest up to 15 trucks or 600,000 pounds (up from 10 trucks) per week. Each harvester can transfer up to 80,000 pounds of fish to one carrier vessel each week and can land once in a 24-hour period.

The Herring Section has meetings scheduled every two weeks to review the status of the fishery and make adjustments as necessary. The July 12 meeting was cancelled; the next meeting is scheduled for July 26.

**MAINE MENHADEN FISHERY CLOSED**

The directed Atlantic Menhaden fishery in Maine is closed. DMR closed the menhaden fishery on June 3 when the state’s 171,882 pounds quota was caught. DMR opened the episodic menhaden fishery from June 8 through July 3 under the ASMFC’s episodic event provision, which reserves 1% of the overall quota for states when its statewide quota has been met but there is still significant biomass available. During the episodic event fishery, individuals must adhere to daily limits of no more than 120,000 pounds/vessel. Daily trip level reporting for all harvesters and menhaden harvested in state waters to be landed in Maine is also required. Weekly landings are limited to no more than 160,000 pounds per vessel.

Upon the closure of the episodic event fishery, a vessel may fish for or take up to 6,000 pounds of menhaden per day as incidental bycatch and the vessel cannot land more than 6,000 pounds per calendar day. A vessel that is taking Atlantic menhaden as incidental bycatch cannot not transfer Atlantic menhaden at sea.

**NORTHEAST CANYONS AND SEAMOUNTS NATIONAL MONUMENT**

The MLA hasn’t been following closely the debate relating to changes in the boundaries of the National Monument. We opposed the creation of those areas under the Antiquities Act as we felt it circumvented the public process. While Maine lobstermen are not directly impacted by those closures, MLA remains very concerned about the precedent that was set to close areas to fishermen through a process that excluded our input. We continue to support rescinding those closures and reexamining how to protect those areas through a public process, similar to the Council process used to protect coral areas.

**MLA LETTER TO MAINE AQUA VENTUS**

July 24, 2017

Dear Dr. Dagher:

The Maine Lobstermen’s Association (MLA) is writing to express concerns of many mid-coast Maine lobstermen regarding the Maine Aqua Ventus (MAV) wind project. The project has been very controversial amongst lobstermen. MLA understands and respects that Monhegan Island lobstermen support this project; however, lobstermen from the surrounding communities have expressed their worries.

Unlike Monhegan Island which has a small number of lobstermen, a closed season and a designated fishing area, the lobster fishery scale is significantly greater in the adjacent communities. Hundreds of lobstermen share the waters off of the mid-coast thus the number of lobster traps and congestion increases dramatically. Traditional lobstermen are diverse in their fishing styles, fishing locations and ability to accommodate future changes.

MLA has heard from many lobstermen who are concerned about the current Maine Aqua Ventus project and the potential for future large-scale wind farms in Maine’s offshore waters. Much of the concern surrounding the Maine Aqua Ventus project stems from confusion created by its evolution from a “test project” off Monhegan consisting of a small, one-eighth scale turbine to a wind farm in Maine’s offshore waters. Much of the concern surrounding the Maine Aqua Ventus project is based on the precedent that was set to close areas to fishermen through a process that excluded our input. We continue to support rescinding those closures and reexamining how to protect those areas through a public process, similar to the Council process used to protect coral areas.

Unlike Monhegan Island which has a small number of lobstermen, a closed season and a designated fishing area, the lobster fishery scale is significantly greater in the adjacent communities. Hundreds of lobstermen share the waters off of the mid-coast thus the number of lobster traps and congestion increases dramatically. Traditional lobstermen are diverse in their fishing styles, fishing locations and ability to accommodate future changes.

The development of the scaled-up Monhegan test site is concerning and lobstermen are very worried about the unknowns this project may create for their future. Will a full-scale commercial wind farm be developed near this site or offshore? Where will it be located? How will the fishery be affected by the construction and maintenance of a commercial wind farm? What would be the ecological impacts on endangered large whales or commercial fisheries? How will the wind turbine be designed and what sort of tethering mechanism will be used? What limitations on fishing will exist within and around the footprint of the site?

Many lobstermen are hearing that lobstering will be allowed to continue with-in the footprint of a wind farm, yet at the same time they have heard that the Coast Guard will not allow fishing between turbines at the Block Island wind farm. With so many unknowns, they are worried that the current wind project
MAINE LOBSTERMEN’S ASSOCIATION UPDATE

Maine Lobstermen’s Community Alliance
Education for Quality and Leadership.

Donate now to Protect the Future and Preserve the Past.

www.mlcalliance.org
PO Box 315 Kennebunk ME 04043
207-967-6221

will lead to larger commercial wind farms and subsequent loss of access to their traditional grounds. The MLA understands the need to explore alternative, renewable sources of energy. We worry, however, that the impacts of wind farms along the Maine coast may unfairly affect Maine lobstermen working in the surrounding waters. The fact that so many of lobstermen's questions cannot be answered adds to the feeling of mistrust as the project moves forward. They feel that their concerns about the impacts Maine Aqua Ventus and potential future commercial wind farms may have on local lobstering businesses have not been adequately answered. Lobstermen have a rich history of fishing these waters and they are the economic engine for their communities. The lobstering tradition runs deep in Maine and, with proper planning, it will continue for long into the future. The MLA hopes that the development of wind farms off the Maine coast will not erode fishing opportunities for current and future Maine lobstermen. Thank you for your consideration.

Sincerely,
Patrice McCarron

LONG-TIME MLA BOARD MEMBER STEPS DOWN

Dwight Carver, 63, of Beals Island stepped down from the Maine Lobstermen’s Association (MLA) board of directors in July. Sonny Beal of Jonesport was appointed to serve the remainder of his term.

Carver had been on the board for more than 20 years. During his tenure the organization found itself embroiled in many contentious issues, twice fighting proposals to allow draggers to land lobsters in Maine. When the National Marine Fisheries Service began promulgating new regulations designed to keep endangered right whales from entanglement in lobster fishing gear, Carver made sure the concerns of his area’s lobstermen on that issue and others were heard, not loudly but clearly.

“My first impression was that Dwight was a quiet, reserved, thoughtful family man who was highly respected by others,” recalled Patrice McCarron, executive director of the MLA. “Seventeen years later, I realize my first impression was correct. He has that special ability to see beyond many of the details that folks get bogged down in and cut to the heart of the matter.”

“Dwight has been a voice of reason on the board. He is passionate about his community and the fisheries that support people there. He doesn’t say a lot but when he does, he makes very good points. He just commands so much respect,” said David Cousens, president of the MLA.

Carver comes from a long line of Beals Island fishermen. During his fishing career he has been involved in nearly all Maine's many fisheries, from groundfishing to scalloping. His father was a founding member of the MLA. Currently he serves as vice-chair of the Zone A lobster council and on the board of the Maine Center for Coastal Fisheries and represents Maine on the Atlantic Large Whale Take Reduction Team. What many might not know, however, is that Carver was also a renowned high school basketball star. He played all four years for his team at Jonesport-Beals High School, leading his team as point guard to four straight Gold Ball championships. Carver will be inducted into the Maine Basketball Hall of Fame’s Legends ranks in August this year.

“I have had the true pleasure of knowing and working with Dwight for well over 20 years. Dwight has been a vigorous advocate for protecting Downeast lobstermen's continued access to the fishery, especially the younger generation. He is a man of sincere character who has a true sense of community,” said MLA board member Bob Baines, of South Thomaston.

“Dwight kept the board grounded,” explained Kristian Porter, a lobsterman from Cutler and vice-president of the MLA board. “He’s about family and community and not closing doors to young people in the future. His perspective is that fishermen in western Maine have other ways to make a living but here in Downeast Maine we don’t have those opportunities.”

One issue that the MLA board and policymakers in Maine have wrestled with over the years is the idea that a lobsterman be able to sell his license when he finishes fishing to a family member or someone else who is eager to go. Carver makes sure that Carver has made to the lobster industry during his tenure on the MLA Board. Downeast lobstermen should be proud that they have been represented by Dwight Carver. If there was an issue that affected Downeast lobstermen, Carver made sure that the interests of his fellow lobstermen, their communities and the future generation were on the table.

“Dwight is so genuinely grateful for the life the lobster fishery has given to him and his family and he is committed to ensuring that we pass that on to the next generation. He has the gift of foresight to cut to the deeper impacts of management issues and represent the heart and soul of his community and the industry. I am a better person and a more effective representative for the lobster industry because of him,” McCarron added.

“The MLA board is not always on the same page on certain issues. We’ve had some good debates,” said Porter. “But when Dwight spoke, he brought us back to who we are.”

Dwight Carver at work on a trap. A. Tselikis photo.
A.C. Inc. continued from page 1

He said, ‘We start at 5 a.m. at Perio Point [the shellfish business] and 7 a.m. at the store. Where’s your ass going to be tomorrow? I went to Perio Point.’ Albert and his father have worked together at Carver Shellfish for nearly forty years. Richard still comes into the plant twice a day.

“It has been an amazing adventure working with my dad. It hasn’t been easy, but he’s let me make my mistakes so I would learn a lesson,” Carver said. His father has a favorite phrase he uses with his son: “If I was you ... but you need to do as you see fit.” That freedom has allowed Carver to explore different ventures, some of which have worked, several of which have not. “I’ve found that when I disregard his advice it often costs me money,” Carver laughed. “But he’s always been 110% supportive.”

When you read the pages on A.C. Inc’s Web site, you immediately notice the frequent references to family. In Carver’s mind, the notion of family takes in not just his biological relatives but anyone who is currently working for the company or has in the past.

The company started with fresh shucked soft shell clams. M. Waterman photo.


The company started with fresh shucked soft shell clams. M. Waterman photo.

The company started with fresh shucked soft shell clams. M. Waterman photo.

One of A.C. Inc’s three lobster pounds on Beals Island. M. Waterman photo.

“T: 207.963.9010
Wwww.mftlobster.com
200 Main St. Prospect Harbor, ME 207.963.9010
3025 Academy Rd.
207.963.9010
www.mftlobster.com
200 Main St. Prospect Harbor, ME

‘I can’t do justice to the employees,” Carver said, removing his cap and rubbing his head for emphasis. ‘I can’t describe it. They are family. They are so important to us, to each other and to this community. If they weren’t here, A.C. Inc. wouldn’t be here. And many have been here a long time.” One woman who works shucking clams started at the old Perio Point building about the same time Albert began working for his father. “You can’t get too big when you’ve got someone who’s known you forever,” he said.

A.C. Inc. plays an important role in the economy of Jonesport and Beals Island. “We have 36 full-time people and 12 working seasonally,” Carver said. The area has always been dependent on fishing and on boat building. But those jobs were often seasonal. According to the federal Census Bureau, in 2015 close to 16% of individuals in Jonesport lived below the poverty line (Maine’s poverty rate was 13.4% in 2016, according to the Bureau). A.C. Inc. keeps its employees working throughout the year, an important distinction in an area traditionally dependent on seasonal jobs.

The key to keeping everyone working is diversification, Carver said. In the early 1980s, the company sold its shucked clams to one major client. Things went along smoothly until one day that client said that he wouldn’t buy Carver clams anymore. “Now that was a real wake-up call. It showed me exactly how fragile what we were doing really was,” Carver said. “Our employees need year-round work. We owe it to them. I knew we needed to have a bunch of things to maintain stability and employment for our workers.”

So Carver Shellfish diversified. In 1985, a new 2,400-square-foot processing plant opened on Black Duck Cove Road on the island. In 1986, they built a lobster pound with a capacity of 65,000 pounds and began to offer lobster to customers. In 1990, they took over another pound, adding an additional 35,000 pounds of storage capacity. In 1996, the Black Duck Cove Road plant gained another 6,400 square feet of space, and a third lobster pound, which holds 200,000 pounds of lobster, was constructed. In 1997 A.C. Inc. was established as a division of Carver Shellfish. The processing plant was expanded again; by 2011, A.C. Inc. had the ability to store 430,000 pounds of live lobster.

Wendell Bradford is the company’s quality control officer. An amiable man in his early 80s, he confesses that he’s retired five times already but that Albert drew him out of retirement several years ago. On a tour of the plant, he shows a visitor the many marine species that A.C. Inc. provides its customers. Lobster and soft shell clams are key products, but the company also provides crab meat,
LOBSTERMEN’S RELIEF FUND
BENEFIT PARTY

Sunday August 13th 3 - 7 pm
Cook’s Lobster & Ale House, Bailey Island

• Blessing of the Fleet 3 pm with Rev. Karen Lilli Pax
• Music by the Coastal Outlaws with front man John Jordan
• Silent Auction - crazy good stuff!
• Tickets $50 and includes Geary’s pint glass, 2 beers & dinner Your choice of lobster, steak tips or chicken
• All proceeds benefit the MLCA Lobstermen’s Relief Fund

to find out more or to order tickets
www.mlcalliance.org or call 967-6221

BROOKS TRAP MILL & MARINE SUPPLIES
WORKING TO MAKE 2017 YOUR BEST FISHING SEASON EVER!

~ The one stop shop for your lobster & commercial fishing needs! ~

Visit us online at: www.brookstrapmill.com
Aquamesh® connected panels come as one panel with 2, 3 or 4 individual Aquamesh® panels joined together. They are a convenient and economical alternative to purchasing rolls. In addition, connected panels have a lower cost compared to single panels.

“For the last few months I have been building traps with Aquamesh® connected panels. The connected panels were less labor intensive; easy to handle, store and shear, allowing me to construct more traps in less time with no wasted wire.” – Joe Savoie, Owner SS Fish & Sales
Your membership in the MLA benefits you and the entire lobster industry.

Renew now.

www.mainelobstermen.org

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.

Contact:
Kevin Hampson, 908-434-5003, Kevin_Hampson@miltoncat.com

When your engine means business, Milton CAT means more.

THE LARGEST BAIT VARIETY IN THE ATLANTIC NORTH EAST

Operating for 17 years and still going strong!

Trust Us for Your Fresh, Salted & Frozen Bait Needs

From (1) Carton to a Full Truck Load.

Herring, Mackerel, Pogies, Redfish, Rockfish, Tuna, Monkfish, Sardines, Plaice, Squid, Sea Robin, Halibut, & Silversides

If we don’t have it… Ask for it and we’ll find it

We’ve got you covered!

Cape Seafoods
Gloucester

THE LARGEST BAIT VARIETY IN THE ATLANTIC NORTH EAST

Operating for 17 years and still going strong!

Trust Us for Your Fresh, Salted & Frozen Bait Needs

From (1) Carton to a Full Truck Load.

Herring, Mackerel, Pogies, Redfish, Rockfish, Tuna, Monkfish, Sardines, Plaice, Squid, Sea Robin, Halibut, & Silversides

If we don’t have it… Ask for it and we’ll find it

We’ve got you covered!

Bait Shop – 978.479.4642

Open 12 Months a Year
(Open 7 Days a Week – From Mid-June To Mid-October)
Monday-Friday 5AM-3PM - Saturday 6AM-12PM
Sunday 6AM-10AM
Show your support for these businesses!
ARE YOU GETTING THE MOST OUT OF YOUR HEALTH INSURANCE?
IT’S TIME TO REVIEW YOUR PLAN

By Alisha Keezer

As the open enrollment period for Affordable Care Act health insurance approaches, it’s time to begin thinking about your health care needs for next year. You will need to renew your existing policy or make changes soon; the enrollment period this year (November 1 to December 15) will be even shorter than last year. The best indicator of what to choose for yourself and your family is how you used the plan this year.

Create a checklist of questions particular to you and your family to help you consider what changes you should make, if any. Here are a few questions worth adding to your own list:

- How much did you use your plan last year? Did you visit the doctor a lot or was your usage limited?
- Did you reach your deductible?
- Did you use all of your no-cost benefits? Did the family members covered by your plan do the same?
- Do you anticipate that you or your family members will need major medical procedures in the coming year (remember to include pregnancy)?
- Do you or your family have unmet mental health treatment needs?
- Did your plan’s network work for you? Did your preferred health care providers, hospitals and pharmacies fall within the plan’s network?

The answers to these questions will help you determine whether you need to change plan options for the coming year. For example, if you anticipate a major health need for yourself or a family member covered by your plan, you may want to consider a lower deductible and lower maximum-out-of-pocket plan if that works financially for your family.

Pulling together this information now will help you make the best decisions when it is time to select a new plan or renew your existing plan.

Like everything else you buy, finding the right health plan for yourself and your family requires research and analysis. You can’t make a good decision on which plan is right for you unless you understand your options and make the comparisons that will help you decide the pros and cons for those options.

Even if you decide you want to stick with your current plan, it is important to review its benefits. Plans change and there is no requirement that your current plan stay the same or that you will automatically be re-enrolled in your current plan each year. So, take the time to understand what you need to do so you don’t go uncovered. To stay insured, you must renew your existing plan by December 15, so that your plan will begin on January 1. It’s also important to remember if you fail to insure yourself, you will be subject to a tax penalty, which is assessed when you file your current year’s taxes.

MANE MARINE PATROL
Division I Office – Boothbay Harbor
207-633-9595
Division II Office – Lamoine
207-667-3373

Legal Hauling Times for the Maine Lobster Fishery
The following information pertains to both Commercial and Non-Commercial State Licensed Lobster Harvesters in both State and Federal waters

It is unlawful to raise or haul any lobster trap:

SUMMER: During the period 1/2 hour after sunset until 1/2 hour before sunrise from June 1st to September 30th, both days inclusive, and during the period 1/2 hour after sunset until 4 a.m. from October 1st to October 31st, both days inclusive;

WEEKENDS: During the period from 4 p.m. EDST, Saturday to ½ hour before sunrise the following Monday morning from June 1st to August 31st, both days inclusive.*

It is legal to haul lobster traps at any time from Nov 1st to May 31st; it is also legal to set lobster traps at any time throughout the year.

Legal haul times statewide (as shown on the back) are computed from the times of sunrise and sunset for Augustus Maine as established by the National Atmospheric Office of the U.S. Naval Observatory.

*It is lawful to raise or haul traps during this period if a hurricane warning issued by NWS is in effect for the coastal waters of the State.
On any given summer night in Cape Porpoise, you will find a line of customers stretching out the door at Nunan’s Lobster Hut, just as they have since 1953. That was the year that George Nunan founded the business that has become a mainstay and anchor in this tiny fishing village in Kennebunkport. The Nunan family intends to keep it this way for many generations to come.

Today the grandchildren and great-grandchildren of George Nunan run the Lobster Hut. His great-grandchildren are growing up in the business as well.

“This land where the Hut sits has been in the family since the early 1800s, when our ancestor Charles Nunan came to Boston from Ireland. His children settled here. My grandfather, George Nunan, opened the Hut as a way to semi-retire and make a little extra money,” explained Richard “Yogi” Nunan. George Nunan started out selling lobsters that he cooked outside the house near his workshop and served on picnic tables. Then a kitchen was added to the workshop. “The first section of the building [one of three sections that were added over time] came here from Pier Road. That was 64 years ago and not much has changed since then,” Nunan said.

Yogi, 57, and his brother Keith, 52, are the sons of the late Clayton, George’s son, and Bertha Nunan. With their respective spouses and Yogi’s two sons Jonathan and Ben, their wives, and the extended family, they keep Nunan’s Lobster Hut running.

“We catch ’em, we cook ’em, we crack ’em, you eat ’em” has been the longtime Nunan’s slogan which sums up the offerings at the restaurant perfectly.

Yogi, Keith and Jonathan catch all the lobsters served at the Hut. Yogi fishes on his boat Rhiannon, Keith on his boat Merry-Mac and Jonathan on Vengeance. Ben alternates working on both his father’s and his brother’s boats. All four Nunan men also work in the restaurant at night, doing whatever needs to be done in the kitchen and elsewhere.

Keith’s wife Kimberly makes all the homemade pies and manages the front of the house along with Yogi’s wife Terri, who is also the office manager and works the front as a hostess and taking food orders.

“Kim and Terri work well together. I like to say they are the brains of the place and we are the brawn,” Keith said with a chuckle. “There is always at least one member of the family working here and more often than not two or three.” Yogi added.

The Nunans say the secret to the restaurant’s longevity and success is simple. “We cook our lobster in the exact same way we always have, for 20 minutes whether there is one lobster in the kettle or ten in it,” Yogi said. “We catch ‘em, we cook ‘em, we crack ‘em, you eat ‘em”

Yogi, Keith, Jon and Ben Nunan at the Hut. Photos by S. Wigglesworth.

By Shelley Wigglesworth

In addition to the freshest lobster available, Nunan’s is also well known for its delectable lobster stew, made from an old recipe that Bertha’s mother Pearl used. “All the lobster meat is handpicked at The Hut. The quality control can’t be beat,” Ben commented.

The only thing that has changed over the years is that Nunan’s has expanded the live lobster end of its business by constructing a closed seawater filtration building on the premises with a giant icebox.

When asked if they have ever considered branching out or opening another Nunan’s, Jonathan said, “I don’t think this place could ever be duplicated. It’s one-of-a-kind and we like it this way.” “Zoning wouldn’t allow us to even if we wanted to,” Yogi added.

The Nunan family has seen a lot of faces come through the Hut doors over the years. In addition to the thousands of tourists and locals who have watched generations of Nunans grow up, many celebrities have come to love eating at Nunan’s as well.

Hugh O’Brian, who played Wyatt Earp on television, lobstered with Clayton Nunan in the 1960s while he was in the area for a performance at the Ogunquit Playhouse. Three U.S. Presidents have eaten at the Hut: Richard Nixon, George Bush Sr. and George Bush Jr. In addition, Paul Newman, Sean Penn, Fred Gwynn, Johnny Galecki, and singer Lenny Kravitz have all eaten there, as well as the crew from the movie Empire Falls, Conan O’Brien, Ed Murray and others. “People come by just so they can say they ate here, whether they are famous or not. But once they do eat here, they are hooked,” Keith said.

“I think people appreciate a family-run business,” Yogi said. “We pride ourselves on hiring local people, and generations of families have been employed here over the years in addition to our own family. We use local vendors for our non-seafood offerings and we support each other in the community. We value investing in the locals and we value our customers who have become friends. At Nunan’s we are fifth-generation living history.”

Superior Block (Superior Marine Products, Inc.) announces the updated edition of its ALL-STAINLESS BLOCKS in 4” and 5” sizes.

VIRTUALLY UNBREAKABLE
Made in-house from 3/8 S/S Plate, with our 5/8 Sheave (Alum or Ultra High-Molly upon request).
Ask at your favorite marine supply store, or RETAIL with PayPal by calling 207-655-4492, or through superior@fairpoint.net.

Superior Blocks, for the LONG HAUL.
This has been a deadly summer for the endangered North Atlantic right whale. In June and July, eight right whales were found dead in the area around the Magdalen Islands in the Gulf of St. Lawrence. Preliminary findings from necropsies performed on the whales by the Canadian Department of Fisheries and Oceans (DFO) indicate that three of the whales showed evidence of ship strikes. Another whale had become entangled in snow crab gear. Research scientists suspect that toxic algae might have affected the whales as well, causing problems with their ability to navigate.

Attention to the situation in the Gulf of St. Lawrence was further heightened when a whale disentangler, Joe Howlett of Campobello, was killed after helping disentangle another right whale from snow crab gear off New Brunswick on July 10. Howlett was part of the Campobello Whale Rescue Team, which he co-founded fifteen years ago. He was one of only a few certified whale disentanglers in Canada and worked closely with the New England Aquarium and the Center for Coastal Studies on Cape Cod. DFO closed part of the Maritime provinces’ snow crab fishery two days before the season ended in response to the whale crisis.

Canadian Fisheries Minister Dominic LeBlanc said his department may consider changes to the snow crab fishery in order to minimize whale entanglements and collisions between whales and fishing boats. He said the department will begin a study on why right whales have been changing their migratory patterns. North Atlantic right whales typically spend part of each winter in waters off the southeastern United States, and during the summer months migrate through the Gulf of Maine, from Massachusetts Bay to the Bay of Fundy. But in recent years, right whales have moved in large numbers into the Gulf of St. Lawrence, where there are major shipping routes and commercial fishing.

While it’s hard to determine why the whales are there, David Gouveia, marine mammal and sea turtle conservation coordinator at Greater Atlantic Region Fisheries Office (GARFO), thinks food is a likely draw. “It appears there is a very high abundance of copepods there,” he said in an email. Right whales feed on copepods, preferring the high-fat Calanus finmarchicus species prevalent in the North Atlantic Ocean. The copepods have specific temperature requirements, thus a warming ocean may be affecting their presence in traditional right whale feeding areas.

After Howlett’s death, both Canada and the United States suspended large whale disentanglement efforts. The U.S. lifted the ban on July 18, for all but right whale entanglements.

In the United States, federal permits are issued by the National Oceanic and Atmospheric Administration through the National Marine Fisheries Service to trained individuals who are then allowed to help free large whales snarled in fishing gear. The responders are categorized by level, which corresponds to the size of the animal and complexity of the rescue efforts. The highest trained person, a Level 5 responder, can report an entanglement, stand by, assess, document, attach a telemetry buoy, consult on an action plan and disentangle all large whales, including North Atlantic right whales. Currently, there are 80 trained responders in the United States, of which only six are Level 5.
LOBSTER ROLL FESTIVAL BENEFITS MAINE LOBSTermen’S COMMUNITY ALLIANCE

By Antonina Pelletier

MLA health insurance navigator Aloha Keezer, left, and membership director Antonina Pelletier, right, staff the MLA booth at the Festival. MLA photo.

Saturday, July 8, was bright and sunny for the first annual Down East Lobster Roll Festival, organized by Down East magazine, at Thompson’s Point in Portland. More than 2,500 people poured through the gates situated between towers of lobster traps donated by Brooks Trap Mill, eager to try lobster rolls, buy Maine-made products and meet the cows from Kate’s Butter. The best part? The festival was a fundraiser: $4 from the sale of every $15 lobster roll was directed to the Maine Lobstermen’s Community Alliance (MLCA).

“We’re very excited to be this year’s recipient,” said MLCA president Patrice McCarron. “The MLCA’s programs focus on research, education and charitable giving. We are particularly proud of the Maine Lobster Leadership Institute, now in its second year.” The institute takes young lobstermen off their boats and out of their harbors to give them a comprehensive understanding of the lobster industry and its impact statewide, nationally and internationally. The participants travel to Prince Edward Island to learn about the Canadian side of the industry.

The Lobster Roll Festival included a contest to find the best lobster roll. Twelve semi-finalists from throughout the country competed for the public’s votes. Five judges, including lobsterman Sonny Beal, chose the winner from the top three. “There wasn’t a bad lobster roll in the house,” Beal said. “I didn’t realize that there were so many ways to make a lobster roll taste good!” The three finalists were Kennebunkport’s The Clam Shack, Presque Isle’s Northern Maine Community College, and the eventual winner, Freshie’s Lobster Co. of Park City, Utah. Freshie’s owners, Lorin and Ben Smaha, originally hail from Maine and New Hampshire.

The Down East Lobster Roll Festival was not just about lobster rolls but also about the community that surrounds the industry. More than thirty vendors selling Maine products, many lobster-themed, were present. Friendship Lobster Treats makes gourmet crackers with Maine lobster and Kate’s Butter.

“I wanted to be at the event because everyone attending must be fans of lobster,” said owner Pat Havener. “I had fun handing out samples and introducing people to our product.”

Live music from Falmouth’s ukulele band The Flukes kicked off the day. The headline group, Erica Brown and the Bluegrass Connection, came on next but not for long. Sadly, the day came to an abrupt close as a heavy thunderstorm rolled through at about 2 p.m. The storm brought violent wind gusts and hail that damaged infrastructure, tents and products. Thompson’s Point staff quickly evacuated all attendees and vendors safely and no one was injured. People were invited into the brick building adjacent to the grounds and treated to free lobster rolls and ice cream. A scheduled fly-in from Life Flight’s Lobster Chopper took place at 4 p.m. but observers were kept to the parking lot due to the amount of debris remaining on the field.

Down East magazine has committed to bringing back its Lobster Roll Festival next year. “Certainly [there are] some things to improve on for next year and the weather is definitely one of them!” said organizer and editor-in-chief Kathleen Fleury.

“It is unfortunate about the weather but it was a great opportunity to connect with the public and let them know what we do,” McCarron said. “We’re grateful to be the charitable recipient and we know you can’t control the weather.” Sonny Beal agreed. “I was honored to be one of the judges. It was a great event and I’d be happy to come back next year!”

A.C. Inc. continued from page 11

scallops, mahogany clams, periwinkles, andwhelks. A crat of golfl ball-sizedwhelks is hauled from holding tank for inspection.

"We process everything by hand. It’s not done by machines. That means we can change over at a moment’s notice to satisfy a customer," Carver explained. "We process everything by hand. It’s not done by machines. That means we can change over at a moment’s notice to satisfy a customer," Carver explained. "We process everything by hand. It’s not done by machines. That means we can change over at a moment’s notice to satisfy a customer," Carver explained. "We process everything by hand. It’s not done by machines. That means we can change over at a moment’s notice to satisfy a customer," Carver explained. "We process everything by hand. It’s not done by machines. That means we can change over at a moment’s notice to satisfy a customer," Carver explained. "We process everything by hand. It’s not done by machines. That means we can change over at a moment’s notice to satisfy a customer," Carver explained.

Innovation seems to be the name of the game at A.C. Inc. Yet a quick stroll down to Perio Point takes one back to the beginning some sixty years ago. The old green building where Oscar operated his general store and first started buying clams sits overlooking the company’s two lobster pounds, slightly dilapidated, but still sound in its lines, a fitting tribute to a company moving steadily into the future.

By Antonina Pelletier

Happy Thanksgiving from Down East Magazine!
YOUNG LOBSTERMAN SPENDS SUMMER LEARNING THE ROPES

By Shelley Wigglesworth

Tanner Tufts, an 8-year-old third grader at Wells Elementary School, is spending his summer learning the ins and outs of lobstering with his father, Bryan Tufts, a Kennebunkport lobsterman.

This past winter and spring, his father showed Tanner how to build traps and together the two of them made ten three-foot traps for Tanner to start hauling in order to start accumulating his required 2,000 hours of fishing to get his license. Tanner was a good observer and did some of the wire cutting and assembly himself, according to his father. “He also learned to tie some knots,” Bryan added. The two painted Tanner’s buoys a lime-green and red. Tanner said he chose red “because it is the Wells school color” and that “the black and white on the traps are school colors too.” The traps are double-tagged so they can be hauled in both Tanner’s skiff and his father Bryan’s boat.

By Shelley Wigglesworth

Tanner Tufts and his father Bryan.

Tanner Tufts, an 8-year-old third grader at Wells Elementary School, is spending his summer learning the ins and outs of lobstering with his father, Bryan Tufts, a Kennebunkport lobsterman. This past winter and spring, his father showed Tanner how to build traps and together the two of them made ten three-foot traps for Tanner to start hauling in order to start accumulating his required 2,000 hours of fishing to get his license. Tanner was a good observer and did some of the wire cutting and assembly himself, according to his father. “He also learned to tie some knots,” Bryan added. The two painted Tanner’s buoys a lime-green and red. Tanner said he chose red “because it is the Wells school color” and that “the black and white on the traps are school colors too.” The traps are double-tagged so they can be hauled in both Tanner’s skiff and his father Bryan’s boat.

Many young Mainers are pursuing their student lobster licenses. Full-time students ages 8 through 23 are eligible. The process takes time and commitment.

Students can purchase the following number of tags:
- 8 – 10 years old: up to 10 tags
- 11 – 13 years old: up to 50 tags
- 14 – 22 years old: up to 150 tags

Students must document 1,000 hours over 24 months as a requirement to qualify for a commercial license, in addition to age requirements.

For more information, visit www.maine.gov/dmr

Cynthia Sue (named after Tanner’s step-grandmother and aunt), and also from Bryan’s boat Nan-Con (named after Bryan’s mother and grandmother). Tanner’s skiff is docked at Performance Marine in Kennebunk, owned by Dwight Raymond. Raymond said he was happy to work with the Tufts’ family to have Tanner dock there. “If a kid wants to work and show a good work ethic, I try to help them. Bryan’s mother taught him a good work ethic at a young age and now he is instilling it in Tanner,” Raymond said.

In addition to lobstering, Tanner likes to hunt and go deep-sea fishing. He is also a good student, a Cub Scout, and an athlete as well. He plays football, basketball, AAA Minors baseball, and was Rookie of the Year in wrestling. The third grader has no trouble at all lifting his traps, which he does properly and with ease. In fact, he said he is looking forward to hauling by hand because “it will make me stronger for football and wrestling.”

Though he is only 8 years old, this go-getter said he already has his goals set for the future. “If I don’t end up lobstering, I want to be a Merchant Mariner.”

Left, Tanner Tufts getting ready to set from the Cynthia Sue. Above, over she goes! Photos by S. Tufts.
STONINGTON LOBSTERMAN HONORED FOR EIGHTY YEARS ON THE WATER

By Rustin Ames, Bureau of Marine Patrol
first published in Island Ad-ventages, reprinted with permission

Special recognition is awarded to Andrew “Andy” Gove for 80 years of selfless acts of bravery, life-saving and continued support of Marine Patrol.

For those of you who don’t know me, my name is Rustin Ames. I’ve been a Marine Patrol officer in Stonington for 12 years and I’m very honored to have the opportunity to speak to you here today, on behalf of my department. Believe it or not, some people say that Stonington is a hard place for a green, young fella to start his career out, come on now, who believes that? A young kid, 23 years old in Stonington, no problem, right? Well, I’m here to tell you that it was difficult and it wouldn’t have been the same without the friendship and love from Andy and Rose Gove. They welcomed me into their home and the community and treated me like their son and I’m forever grateful for this. I’d now like to read to you a little something my department has prepared for them.

Andy Gove was born in the spring of 1930. At the ripe old age of seven he began his lobstering career. It was obviously the correct career path because eighty years later he is still at it. Some may say he is seeking perfection, others may say he has achieved perfection but the truth is he simply loves it.

Andy has always had a love for the sea and trapping critters. As a child while attending school he and a friend were trapping mice along the shoreline. The teacher soon learned that Andy and his trapping partner didn’t have to use the outhouse as often as they claimed. The boys were taking turns checking their traps on “bathroom breaks.” The traps found their way into the schoolhouse wood stove, a fact that still ruffles his feathers many years later.

Andy’s adventurous attitude took him into deeper waters to catch lobsters. He also purchased and learned to fly a plane to help spot for fish. His ability to read the ocean floor like a book and understand the tides, currents and wind along with his plane have made him a valuable local asset when his skills are called upon. And they have been called upon several times over the years. Whether it was a smack boat that ran aground, a missing fellow lobsterman or Island kid that was late in returning from a mainland trip to the movies, Andy has always answered the call. It is men like Andy Gove that the younger generations look up to. That has earned him the nickname “Uncle.”

The best choice Andy ever made wasn’t fishing, trapping or even flying. It was Rose, his wife. She has stood by his side for 70 years.

The Department of Marine Resources would like to thank the Goves for their hospitality, lending of boats and skiffs, local knowledge and most of all their friendship. Happy anniversary and we wish you the best on your next 70 years.
EASTPORT RE OPENS ITS BREAKWATER

The Eastport’s rebuilt $15-million breakwater is open for business, providing deep-water berthing for cruise ships, cargo vessels, fishing boats, yachts and U.S. Navy and Coast Guard boats. The breakwater replaces the original breakwater that collapsed December 4, 2014. It was rededicated in a Fourth of July ceremony attended by three-quarters of the state’s congressional delegation, as well as officials from the Navy, Coast Guard, Border Patrol and state, county and local governments. U.S. Sen. Susan Collins, R-Maine, chair of the Transportation, Housing and Urban Development Appropriations Subcommittee, who helped to secure a $6-million federal Transportation Investment Generating Economic Recovery grant for the breakwater, said the pier is essential for commercial and recreational fishing, cruise ships and national security. The natural port is deep enough for the largest container ships. Even in the depths of a Maine winter, the port itself remains active because the 25-foot tides keep water from standing too long to freeze.

REGIONAL HEAD OF NMFS RETIRING

John Bullard, NOAA Fisheries’ Greater Atlantic regional administrator for the past five years, announced in July that he will retire effective January 5, 2018. Bullard took the top job in the National Oceanic and Atmospheric Administration’s Gloucester, Mass.-based office in 2012. As regional administrator, he has been responsible for leading the agency’s approach to fisheries, habitat, sea turtle, and marine mammal issues from Maine to North Carolina as well as throughout the Great Lakes region. A native of New Bedford, he joined NOAA after retiring as president of the Woods Hole-based Sea Education Association. Prior to that, Bullard served on the executive staff of University of Massachusetts-Dartmouth Chancellor Jean MacCormack and in the administration of President Bill Clinton, where he was in charge of NOAA’s first federal Office of Sustainable Development and Intergovernmental Affairs. From 1986 to 1992, Bullard served as mayor of New Bedford.

MAINE LOBSTER SNEAKING INTO CHINA

A new study carried out by scientists from the University of Maine indicates that indirect and back-door routes bring almost twice as much Maine lobster to China as previously thought. These researchers believe that there is even more North American lobster being traded along indirect and sometimes shadowy routes through other places in Asia, like Hong Kong and Vietnam, that eventually end up as luxury eats for China’s growing middle class, the Press Herald reported. According to University of Maine research professor Joshua Stoll, a Downeast native who has spent a few seasons lobstering himself, the implications could be significant for Maine’s lobster industry.

THE QUEST TO CREATE TASTY FROZEN LOBSTER

A professor at St. Francis Xavier University in Nova Scotia is searching for a way to keep Maritime lobster fresher longer. Dr. Shah Razul recently began a yearlong study to try to find a new way to preserve the flavor of frozen seafood, making it taste as fresh as the day it was caught. Typically, Canadian lobster is frozen in a brine solution. He is using chemical compounds called cryoprotectants, substances that protect biological tissue from damage caused by ice formation. Using compounds already used in other food products, Razul and his team are trying to create a cryoprotectant specifically for cooked lobster meat. The ultimate test will take place in six months, when up to 100 members of the public will be invited to take part in a taste test to see how well his frozen lobster has fared.

HYDROGRAPHIC SURVEY UNDERWAY

NOAA’s hydrographic survey of eastern Penobscot Bay began in July and will continue through the fall. The purpose of this project is to provide contemporary surveys to update National Ocean Service (NOS) nautical charting products. This project area is located in the highly trafficked areas of Penobscot and Jericho Bays and covers approximately 89 square nautical miles of “navigationally significant” area as identified in the 2012 NOAA Hydrographic Survey Priorities. Fugro Pelagos Inc. is surveying the area with a combination of single-beam and multibeam echo sounders. In addition, they are performing Lidar acquisition using aircraft. The survey started in eastern Penobscot Bay and will move to Jericho Bay and up into Eggemoggin Reach as the summer progresses.
On July 17, the Maine Lobster Marketing Collaborative (MLMC) headed to the Midwest to host another Maine After Midnight event in Chicago. The late-night gathering took place at GT Fish & Oyster, a thriving seafood restaurant that opened in 2011. The Maine After Midnight event gives a taste of Maine lobster to chefs and culinary influencers in Chicago after they close their own restaurants for the night. The MLMC hosted the event to educate and inspire local chefs and industry leaders in one of the largest and most influential food hubs in the country.

Chef Giuseppe Tentori presented his own interpretations of Maine’s iconic seafood to the city’s top chefs and media. The event highlighted the culinary versatility of Maine lobster, and included a taste test of hard-shell and new-shell lobster. Maine lobstermen were there to talk to attendees about the state’s sustainable fishing practices which have kept the lobster fishery healthy.

“I recently visited Maine and saw first-hand the fishery in action,” said Chef Giuseppe Tentori. “As a chef, I take great pride in the ingredients I feature and serve to my guests. I was able to meet the fishermen who harvest Maine lobster and saw the pride that they have for the product and the passion they have for ensuring the future of the fishery.”

“Lobstering for us isn’t just a job, it’s a way of life,” said Chris Welch, a young Kennebunk lobsterman. “We are so excited to be able to share our stories with these chefs and educate them about what goes into harvesting Maine lobster and the pride we take in working hard to maintain the fishery.”

The next Maine After Midnight event will take place on August 7 in San Francisco CA with host Chefs Stuart Brioza and Nicole Krasinski at their restaurant, The Progress. Followed by a final event in New York City on September 18 with host Chef Jonathan Waxman at his restaurant Barbuto.
It's the height of the Maine summer and lobstermen are racing along the coast, not to haul traps but to compete with each other in the annual Lobster Boat Races. The races are a traditional part of the summer season and to judge by the competition thus far, it’s been as lively as ever.

In August races will take place in Winter Harbor, Pemaquid, Long Island, and Portland, culminating in a banquet in October. Photos by J. Johanson.

Above, right: Randy Durkee of Isleboro in Black Diamond at the Bass Harbor races.

Above, left: Diesel Class H finishers in Jonesport — Mitchell Beal’s Bukie & Tukie, Oscar Beal’s Papa’s Pride, and Derrick Beal’s Miss Badonkadonk.

Left: Todd Ritchie’s Seacock and Dana Beal’s Right Stuff race in Boothbay Harbor.

Garbo depends on the hard work and stewardship of Maine lobstermen.

Thank you!

127 Pound Rd • PO Box 334 • Hancock, Maine 04640
207-422-3217 • peted@garbolobster.com