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LANDINGS

News & Views from Maine's Lobstering Community

September 2017 | Vol. 25, No. 9

WHERE ARE THE HERRING?

By Melissa Waterman

Up and down the Maine coast one hears the same laments from lobstermen: "Herring! I need more herring!" followed by "The price of bait is killing me!"

It's been an unusual summer for herring fishermen and lobstermen alike. Last summer, the surge of herring catches in Area 1A (inshore Gulf of Maine) caused the Maine Department of Marine Resources (DMR) to take stringent measures to slow herring landings in July in order to make the second trimester quota last through September. The Atlantic States Marine Fisheries Commission (ASMFC) quickly followed suit. Herring supplies squeaked into September but the cost of the prized fish skyrocketed.

This year ASMFC set landings rules early in the season, restricting herring fishermen to landing only three days each week and no more than 400,000 pounds per week (10 truckloads). But instead of an overflow of fish, as in the previous year, landings were spotty. By the end of June, ASMFC relaxed its rules allowing four landing days and 600,000 pounds per week (15 truckloads). With landings continuing to trickle in, by the end of July, the rules were further loosened to landing five days a week and up to 680,000 pounds (17 truckloads). Furthermore, vessels could now transfer more of their catch to a carrier vessel, thus allowing the seiners to remain at sea longer. Small-mesh bottom-trawl boats operating in Area 1A could land herring throughout the week.

But still, landings remained low throughout August. Matt Cieri, a biologist at DMR, noted that landings by late August were significantly lower than in 2016. "We are about 3,000 metric tons less than last year," he said. "We are on target to complete the quota by the end of September."

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SMOKED LOBSTER MAY PUT VINALHAVEN ON GOURMET MAP

By Melissa Waterman

Smoked sardines, sure. Smoked alewives, why not? Smoked mussels, yum. And now, smoked lobster. Robert Young and his wife Kristie of Vinalhaven are busily smoking lobsters caught by Robert for sale to customers throughout the U.S. Young says smoked lobster has always been common on the island. His version

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Robert Young, left, his wife Kristie, and family are moving ahead with their new business, Vinalhaven Smoked Lobster.

Photo courtesy of R. Young.

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RIGHT WHALE DEATHS REVEAL DIFFERENCES IN CANADIAN, U.S. PROTECTION

By Melissa Waterman

Canada and the United States have different laws which apply to the endangered North Atlantic right whale. In the United States, the Endangered Species Act (ESA) and the Marine Mammal Protection Act (MMPA) govern activities related to the whales. In Canada, the governing law is the Species at Risk Act (SARA). Implementation of these laws in the two countries illustrates their differing approaches toward the long-term conservation of right whales.

The problem

Larger numbers of North Atlantic right whales began appearing in the Gulf of St. Lawrence beginning in 2010, according to whale researchers. By mid-August of this year, at least ten of those whales and possibly twelve were found dead in an area near the Magdalen Islands and along the western shore of Newfoundland.

According to Moira Brown, a whale scientist at the New England Aquarium in Boston, "right whales have been using the Gulf for a long time," though their numbers have increased recently. Brown has conducted surveys since 1985 of right whales off Grand Manan Island, where the animals typically gather in the late summer and early fall to eat and court. Between 2010 to 2015, the number of right whales found in that location dropped sharply. Brown was curious to learn if the whales had gone elsewhere so she set up her survey in the Gulf of St. Lawrence in 2015, when she recorded 45 individual

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COASTAL OUTLOOK *Thoughts from MLCA President Patrice McCarron*

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

The summer of 2017 has come and gone, full of the typical pleasures of the Maine coast. But it was also a summer of grim news: an unprecedented number of North Atlantic right whales died in the Gulf of St. Lawrence as well as in U.S. waters. The right whales, a highly endangered species, are believed to have died as the result of being struck by large ships passing through the Gulf of St. Lawrence or because of entanglement in snow crab fishing gear. Whatever the causes, the consequences for the whale population are not good. Many are worried about what this could mean for U.S. fishermen who have done so much since 1997 to ensure that their gear does not threaten the whales. In *Landings* this month, we look at the different federal laws in place in Canada and the U.S. for protecting the endangered right whales and how the actions in Canada can affect U.S. lobstermen.

Another topic of concern during the summer and into the fall has been the supply of bait available to lobstermen. In 2016, an unusual abundance of herring early in the summer threw regulatory agencies into overdrive in an effort to ensure that the quota for herring was not caught long before the fall lobster fishing season swung into full gear. This year, herring landings have been low throughout the summer. After limiting what could be caught at the start of the season, the Atlantic States Marine Fisheries Commission has expanded the number of days and amount of herring that can be landed. *Landings* talks to several herring fishermen and dealers to discover what's so different about this summer.

We also hear from Beth Casoni, executive director of the Massachusetts Lobstermen's Association, about the lobstering season in that state and the policy issues Massachusetts lobstermen are facing. Casoni's organization is part of a group suing the federal government to rescind or change the Northeast Canyons and Seamounts Marine National Monument, designated by President Obama last September. The monument is located on the southeastern edge of Georges Bank; all commercial lobster and crab fishing will be prohibited in the area within seven years.

The Maine Bureau of Marine Patrol has had a busy summer, as per usual. The combination of commercial fishermen, recreational boaters, search and rescue missions, and numerous other tasks made for a lively and intense several months for Marine Patrol Officers. Colonel Jon Cornish writes in this month's issue that there have been occasional incidents of confrontation between non-commercial fishermen and officers, confrontations that he points out are not the norm in Maine's fishing community.

Landings continues its series on Maine students who have benefited from the Maine Fishermen's Forum scholarship

program. This month Shelley Wigglesworth tells us about Emmanuel "Manny" Aretakis who grew up on a small farm in Pembroke, became a clam digger, and now, with help from a Forum scholarship, is studying mechanical and manufacturing engineering in Vermont. Alexis Poland grew up in Bremen and worked on her father's lobster boat as a girl. Now she's attending the University of Maine where she is studying psychology and anthropology and working at the University's library. "My education feels invaluable, impossible to have a price tag put on it," she explained.

Harvard University School of Public Health instructor Ann Backus provides another timely article on health and the Maine fisherman. This month she and colleague David Rainey explore the symptoms and treatment of depression. Depression is a common medical condition that many experience at some time in their lives. Even the change of seasons may trigger a feeling of depression in some people. Backus and Rainey note that men are often less likely to recognize a state of depression or acknowledge the symptoms, despite the fact that the condition can be treated successfully.

It's difficult to be in the public eye, as we know from reading the newspapers or watching the news. But John Bullard, administrator of NOAA's Greater Atlantic Regional Fisheries Office, seems to have the knack. Bullard has done many things in his life, from historic preservation to serving as mayor of New Bedford and head of the Office of Sustainable Development and Intergovernmental Affairs in the Clinton administration. This month's "People of the Coast" profile features Bullard, who will retire from his position in January next year. Much of his life's work has been tied to his desire to make his hometown of New Bedford a better place. In that effort, he also has made the fishing industry of New England and other areas of the country stronger as well.

Finally, we all know that lobster is a versatile food. Maine lobster can be made into a roll, bisque, pizza, you name it. But did you know it can be smoked? On Vinalhaven right now an enterprising lobsterman is producing a smoked lobster for customers around the U.S. Robert Young and his wife Kristie smoke the lobster he lands and then sell it, either as it is or as a dip. *Landings* looks at these entrepreneurs and the work that goes into making this gourmet delicacy.

Thanks for reading! Let us know what you think *Landings* should cover for our next issue.

Patrice



Summer may be coming to a close but the season is just picking up for Maine's lobstermen. MLMC photo.

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GUEST COLUMN: *Massachusetts lobster season in full gear*

By Beth Casoni

With the 2017 fishing season in full gear and lobsters being landed and the price holding around \$4.75-\$6.00lb, the Massachusetts Lobstermen's Association continues to be engaged in the numerous issues that the commercial fishing industry is facing. There never seems to be any downtime, as you in Maine know all too well. The Association is working on issues related to the National Marine Monument, North Atlantic right whales, advocating for more law enforcement, organizing the Annual Weekend and Trade Show for next January and much more.

As the Trump Administration has settled into Washington, D.C., and is reviewing 26 previous designations of National Marine Monuments and Sanctuaries, we are hopeful that the designation of 4,913 square miles of profitable, sustainable and historic fishing grounds in the North Atlantic will be rescinded or redefined to the smallest possible size.

The Association and several other fishing organizations are proud to be working with the Pacific Legal Foundation which filed a lawsuit in March challenging President Obama's use of the Antiquities Act when he declared 4,913 square miles a no-go zone for all commercial fishing while exempting recreational fishing. The lobster and crab fleets that will be displaced at the end of seven years from these fishing grounds are going to have to move over 11,000 lobster and crab pots somewhere else. We hope to have great news to share with you eventually as the Association and several other commercial fishing organizations are still working to have this designation rescinded or redefined.

Whales seem to be consuming more and more time, effort and resources. If you think back on how much time and effort has been spent to help bring back the population of North Atlantic right whales from 50 to 524 you could have dug the Panama Canal by hand! Now, you know I am kidding; who would dig the Panama Canal by hand? Well, on the other hand a lifelong commitment and personal quest to rebuild a population of whales is what the commercial fishing industry is up against on a daily basis. The need for more management or restrictions was clearly apparent after the Marine Mammal Commission and Atlantic Large Whale Take Reduction Team meetings earlier this year. This is where they discussed how horrible the overall condition of the North Atlantic right whale population was and the impact of interactions with fishing gear and vertical lines.

Some presenters talked about how interactions with vertical lines contributed to the declining birthing rates and said that more management was needed

to protect them. When there have been at least ten North Atlantic right whale deaths in Canada this summer attributed to ship strikes, snow crab gear and undetermined causes, look no further for the problem. Here in Massachusetts we have a three-month closure in order to protect the whales when they are in Massachusetts Bay, so how much more is needed? The Association will continue to advocate on behalf of our fishermen in hopes that they will gain some relief after these events to the north.

The number-one item on our agenda when meeting with elected officials is the need to increase the numbers of state Environmental Police Officers on the water, as we hear about the habitual offenders and their blatant actions that ultimately hurt everyone in whatever fishery. These offenders' actions today in the lobster fishery will have serious consequences in the future if they continue taking shorts, scrubbing eggers, fishing sunken trawls or fishing over the pot limits as each illegal lobster taken today reduces the number of future lobsters born into the stock. Congratulations to the State of Maine for standing behind your Marine Patrol and commercial lobster industry by passing LD 575.

I saved the best for last! Many of you have attended the Association's Annual Weekend and Trade Show in previous years; it is a must if you have not! The Association's Weekend is open to the public, with over 50 vendors, seminars, silent auction, comedian, casino night and the infamous hospitality suite where you will have a lot of laughs and great camaraderie.

The Annual Weekend Committee each year looks for new vendors with new products for your benefit. Each year the vendors have Show specials for those of you looking to buy what you need at sharply reduced rates. Cash and carry deals are ongoing throughout the weekend and if you have not experienced this, then it's time for you to come and make a deal!

Remember, we are all in this together, from Virginia to Maine, and collectively we can make a difference. What do you think? I'd like to hear from you (beth.casoni@lobstermen.com).




Beth Casoni is the executive director of the Massachusetts Lobstermen's Association.


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GUEST COLUMN: *Once again, the summer season has been busy*

By Col. Jon Cornish

As would be expected, Marine Patrol Officers have been very busy, with summer in full swing and lobster catches picking up. Officers in southern and mid-coast Maine have been involved with violations of the owner/operator law, individuals fishing without a lobster license, illegal dumping, molesting lobster gear and a charge of artificial removal of eggs. Artificial removal of eggs carries a four-year-minimum license suspension. In the case of dumping, the non-commercial fisherman faces a one-year suspension.

The Marine Patrol Bureau has always maintained mutual respect with the commercial fishing industry. On rare occasions this breaks down. I want to remind all fishermen that it is unacceptable to antagonize and/or harass Marine Patrol Officers as they are doing their jobs. If you have an issue with the way a Marine Patrol Officer conducts him or herself, there is a process to address this grievance. You should either contact the Marine Patrol Division office in the officer's region or call the Augusta office. We take personnel complaints very seriously.

There have been a couple of incidents during the past few months when officers were treated poorly for no reason other than a level of disrespect that has no place within the industry. In the most recent incident, the non-commercial fisherman went on a tirade, calling the officer derogatory terms and then refused to stand by and follow the officer's directions. The officer was forced to initiate back-up in order to bring the fisherman under control. Remember, any person licensed by the Department of Marine Resources (DMR) has a duty to submit to inspection by a Marine Patrol Officer. Failure to comply with this duty can put your license and livelihood in jeopardy. It is very disconcerting to see these types of incidents happen especially when they involve young officers.

It's the time of year when officers are out on the water, but if you don't see your local officer for a few days, don't assume he or she is on vacation. Our officers spend a good deal of time doing surveillance this time of year right through the fall. Most of this surveillance is complaint-based and involves an officer sitting on a point or island overlooking an area where trap molesting or some other violation is alleged to be taking place. Although officers do have limitations as to how long a period they can commit to a complaint, it is not unusual for them to sit for several days.

In eastern Maine, officers have documented several violations for undersized lobsters, trawl violations and trap tag violations. In addition, based on industry complaints, officers are spending additional time patrolling the disputed

boundary waters between Canada and Maine known as the Gray Zone.

Herring and menhaden (pogies) continue to take up a generous amount of Patrol's time. Pogies are back in the state in force in both southern and midcoast areas, bringing back memories of the late 1980s fish kills. We have received several calls with concerns that another kill could take place. DMR's Science Bureau and Patrol have been monitoring the situation with the Patrol plane playing a significant role. With oxygen levels solid and fewer predators pushing the fish we have fared quite well to date.

So why can't commercial fishermen continue to purse seine large quantities of menhaden, especially given the numbers we are seeing? Because Maine must follow a quota (which DMR was able to have supplemented earlier this summer). We have now exceeded that allowance, however. In late August, licensed fishermen can only harvest 6,000 pounds per day as a by-catch.

Herring seiners are now active. There have been some isolated complaints of gear loss; Patrol has been performing night details in order to make a presence. Officers are also busy with clam, marine worm and periwinkle harvests, not to mention striped bass and recreational boating. In addition, there have been two recent incidents involving gear entanglements with minke whales. Patrol responded to both and was successful in disentangling one whale. There was an attempted civilian effort made on the other whale. The public is reminded that Maine Marine Patrol has a well-trained disentanglement team working in conjunction with NOAA. This team has the best level of expertise and training to create the most positive outcome for entangled whales. Please allow these folks to respond and do their jobs.

We have had several boat accidents and searches in conjunction with the Coast Guard. Many searches have involved kayaks that came loose from shore and led to a response from both agencies. Please make sure that you secure your kayak and attach contact information to assist searches. When a vessel is found adrift the assumption is made that someone may have been in it. A great deal of time has been spent chasing down kayaks not properly secured.

Enjoy the last remaining weeks of summer.



Col. Cornish is the chief of Maine's Marine Patrol Bureau. DMR photo.



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DMR REMINDER ABOUT SECOND ZONE LOBSTER TRAP TAGS

The Department of Marine Resources (DMR) has noted some confusion about how the new second zone tagging requirement works. As a reminder, all lobstermen fishing any gear outside their declared zone (referred to as their home zone) will need to affix a second zone tag to those traps. This second tag will be in addition to the declared zone tag. This requirement for the use of a second zone tag has been in effect since June 1, 2017. The regulation is intended to improve enforcement of the "49%/51%" rule that limits the number of traps a lobsterman may fish outside his or her declared zone to 49% of the number of tags they purchase. The second zone tagging requirement applies to BOTH state and federal waters. All traps fished in a non-declared zone must have both trap tags attached to them. If you have any questions, contact your local Marine Patrol Officer or the Maine Marine Patrol Division Office nearest you. Division I Office – Boothbay Harbor, 633-9595; Division II Office – Lamoine, 667-3373.

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MAINE FISHERMEN'S FORUM SCHOLARSHIP RECIPIENTS CHOOSE DIVERSE PATHS

The Maine Fishermen's Forum has awarded a total of \$385,886 in scholarships since 1998 to students related to a person who is actively involved in the seafood industry. The awards given each year are based on the amount of money donated and raised through the annual Fishermen's Forum Scholarship Auction. Landings introduces you to some of the award recipients throughout the year.

by Shelley Wigglesworth

Emmanuel "Manny" Aretakis, 22, was born and raised on a small farm in Pembroke in Washington County. The oldest of three children, he grew up in a non-fishing family. He found his way, however, to the local clam flats during his high school years at Washington Academy. "Clamming was a way to earn money and a living alongside my friends," he said. "Now I have found employment that is more in my desired career path." Aretakis praised the independence that clamming gave him and the fact that he could make money when he wished. "Having spent many days clamming double tides, I learned to appreciate the fact that the harder you worked the more income you could earn," he said.

After graduating from high school in 2013, Aretakis went on to a mechanical



Manny Aretakis programming a Haas CNC mill at Vermont Technical College. Photo courtesy of M. Aretakis.

engineering program at Clarkson University for a year before transferring to Vermont Technical College in Randolph, Vermont, where he is studying mechanical and manufacturing engineering. "I've always had a fascination for machines and how they work. I knew I wanted to be able to design and build projects of my own and this program has really given me the skills to be able to pursue this goal. Plus I've learned business skills used in marketing and cost analysis of various products," Aretakis said. Furthermore, he's having fun. "I'm learning how to design complex parts and assemblies and then learning how to manufacture them with some of the best industry equipment, while at the same time learning about how to develop various business plans," he explained.

Although he is pleased with his college experience thus far, there are some things he does miss while at school. "The most challenging part about going to college for me has been being away from home," he admitted. "Being in Vermont, away from my family and the ocean I've grown up with is definitely the most difficult thing."

Aretakis credits his parents for motivating him along the way and keeping him steadfast in his education. "My mother, Ann Cannizzaro, has had a career teaching in elementary education for over 25 years and my father, Jonathan Aretakis, is an independent publishing professional. Their unwavering support has been the backbone of my entire college career."

Funding college has been challenging. "Since both my parents work my financial aid is right on par with most students who've grown up in the working middle class, which is to say it's quite poor. I have to give so much credit to my parents for supporting me in any way they can financially. I have taken out many loans myself necessary to cover my education and so far I've managed," Aretakis said. He works multiple jobs during the summer and the school year to cover books and general college expenses. "I have been fortunate enough to receive scholarship money from organizations such as the Maine Fishermen's Forum. I can't thank them enough for helping me achieve my goals. It is my hope to be able to give back in future years so that others may also be afforded the same opportunities I've been so fortunate to experience," he said.

Aretakis will graduate in the spring of 2018 with a dual degree in mechanical/manufacturing engineering with an additional minor in entrepreneurship. "My ultimate goal is to be able to start a manufacturing business of my own, possibly back home where I grew up. It would be awesome to be able to employ local people who are interested in engineering with an exceptional work ethic and

a wide array of technical skills," he said.

Alexis Poland, 19, grew up in a fishing family in Bremen. As a young girl she lobstered with her father, Fernald Poland, on his boat, which was also once his father's boat, named the *Laura P.* "My family has been fishing, primarily lobstering, for years, many more than I've been alive. Fishing isn't just a form of income, it's also a lifestyle for us," Poland explained.

Poland went to Lincoln Academy in Newcastle and graduated in 2015. She is now attending the University of Maine at Farmington. "I'm majoring in psychology with a minor in anthropology.

The former was something I've known I wanted to do for years, ever since I started considering college when I was in seventh and eighth grade," she said. "I want to be able to help children, adolescents, and families by becoming a psychiatrist one day, hopefully working in the same area I grew up in. I find that my minor, anthropology, gives me insight into people in terms of culture and society."

Poland reflected on the ups and downs of college life. "I'm enjoying the independence and ability to create my own schedule, both with classes and my on-campus job at the library. Most importantly, I love the learning-rich environment," she said. "Learning makes me incredibly happy and encourages me to do well. The most challenging part of my experience so far has been learning how to be easy on myself. I strive to do well, so when I don't do as well as I expected, I tend to be really hard on myself. I've learned to be easier on myself and take constructive steps following the bump in the road so that I can improve."

Poland's family encouraged her to follow her dreams and pursue a college education. "They have always assured me that I can do anything I set my mind to, that the sky's the limit," she said. "I know that they will always be there for me, no matter what. I'm beyond thankful for them and I don't know what I would do without them."

To fund her college education, Poland received scholarships, including one from the Maine Fishermen's Forum, and some grants. But, like most college students in this country, the majority of her college expenses are being covered through student loans.

"I refuse to let the fear of being in debt keep me from pursuing further education. My education feels invaluable, impossible to have a price tag put on. I'll pay my student loans off one day, but right now I want to focus on getting to where I want to be," she commented.

Getting help from the Forum really made an impression on Poland. "I'm incredibly lucky to have received a scholarship from the Fishermen's Forum and others and I won't soon forget the kindness of the people just like my family. I would like to say thank you so much! I want to be able to help make the world a better place in my own way, and you've all helped me get one step closer to that goal," she said.



Psychology and anthropology are Alexis Poland's two fields of study. Photo courtesy of A. Poland.

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PEOPLE OF THE COAST: *John Bullard of New Bedford*

By *Melissa Waterman*

No one would accuse John Bullard of lacking words. The Regional Administrator for NOAA's Greater Atlantic Regional Fisheries Office (GARFO) likes to talk and has a gift for storytelling. But he also has a gift for listening.

"When I got here in 2012, all the external relationships with this office were broken. We had bad relationships with Congress, with the press, the states, and the fishing industry. So after I met the staff I said, 'I'll see you in a couple of months' and went out to 22 listening sessions, from Maine to North Carolina. I started meeting and listening to the people we are serving," Bullard said.

Bullard will retire from GARFO in January 2018, capping a long career of public service, not only to the nation's fishing communities but also to his hometown of New Bedford, Massachusetts. That career began in a most unlikely way: by thumbing rides on sailboats.

Bullard attended Harvard University where he was deeply affected by a major student strike in the spring of 1969. The students were protesting the Vietnam War and the presence of ROTC on campus but also the possible eviction of low-income people from property the University wanted to develop. "I woke up," Bullard said. "I made up my mind that I was going to fight injustice in the world." And then he graduated. "I decided to hitchhike by sailboat around the world in order to find myself," Bullard continued. "I was in Spain when I read a book, *Rules for Radicals* by Saul Alinsky. I wanted to save the world but he argued that there were plenty of problems at home to tackle. So I decided to go home. I became a lifetime member of the NAACP and helped build low-income housing in New Bedford."

When Bullard returned he enrolled at MIT to study architecture and city planning, receiving degrees in both subjects in 1974. The topic of his master's thesis? New Bedford. "I specialized in a place and that place was my hometown. For the first 12 years [after graduating from MIT] I worked in historical preservation. One of my projects helped establish the Historic District designation in the area around the Whaling Museum which also supported the infrastructure of the fishing industry," he said.

During the 1970s, New Bedford was a booming fishing port. To the Cape Verdeans, Portuguese, and Newfoundlanders who had settled in the city during the 1800s were added new immigrants from around the world, who worked either in the city's textile factories or its robust scallop and groundfishing fleets. Eventually Bullard's desire, as he puts it, to "fix up my hometown" led him to run successfully for mayor. He served three terms, from 1986 to 1992.

"New Bedford is a diverse city. Its diversity comes from its heritage as a seaport. Whale ships connected it to the whole world. It's been a meritocracy from the beginning. People work hard here," Bullard said. He acknowledged that New Bedford then and to some extent today retains the reputation of a tough city rife with more than its share of problems. "It's a city that takes body blows and keeps coming back. But it's a seaport and that makes us different."

Bullard himself took some body blows while mayor. During his tenure, he introduced community policing, recycling, and AIDS prevention programs. He hired minorities and women to serve in his administration. He encouraged the University of Massachusetts to build the School for Marine Science and Technology, now known as SMAST, in New Bedford.

His most enduring legacy might be the city's sewage treatment plant. In the

face of a lawsuit from the Conservation Law Foundation and the prospect of punishing fines from the EPA, Bullard managed to bring New Bedford into compliance with the Clean Water Act by finding funding for and building a secondary wastewater treatment plant. But he ran afoul of NIMBY voters when he decided the treatment plant would be built in the south end of New Bedford. In 1992, he lost his reelection bid by 392 votes.

Afterward Bullard worked for a time for the New Bedford Seafood Cooperative. "My job was to organize fishermen. I got to meet fishermen from throughout New England and learn about fisheries management," Bullard recalled. President Bill Clinton had just been inaugurated and then Massachusetts Congressman Gerry Studds urged Bullard to lead the National Marine Fisheries Service (NMFS). Instead Bullard took a position as the first head of

NOAA's Office of Sustainable Development and Intergovernmental Affairs. There he created programs to assist fishing families throughout the United States and advised communities on sustainable development.

"We lived in D.C. for five years," Bullard recalled. "My value there was that I was a former mayor, focused on people. Ron Brown [Secretary of Commerce] and Jim Baker [NOAA Administrator] kept saying 'We have a mayor here. Go ask John' because I had experience managing people." Despite enjoying his job, Bullard was always aware of the peculiar character of Washington, D.C. "Washington is not reality. People there can be full of themselves. I remember the first meeting I had at the White House. I was feeling pretty superior as I entered the grounds. And then a bird in a tree crapped on my head. That brought me down to earth pretty quickly," he laughed.

At the end of five years, Bullard and his wife decided it was time to return to New Bedford. "I had a great job. I couldn't believe I was getting

paid to do the work, figuring out how fishing communities could be more sustainable. But you become less of a real person and more of a mask each month you are there," he said.

Back in Massachusetts, Bullard was hired to be the president of the Sea Education Association, based in Woods Hole. SEA, as it is known, takes college students to sea for a term to study science, history, and policy. "I was ten years with SEA and it was always on the edge financially. But we expanded its programming and enlarged its reach," he said. While at SEA Bullard noticed something peculiar about Woods Hole. The tiny village is home to six major federal and private oceanographic institutions and yet, practically everyone he encountered was white. "There were lots of international scientists and gender diversity, but most people were white," Bullard recalled.

Bullard started talking and listening to people. After discussions with the directors of the six research institutions, a Memorandum of Understanding was signed by the six that established the Woods Hole Diversity Initiative. Its goal is to provide pathways to opportunity in the sciences to underrepresented groups. One of the ways the Initiative does this is through its Partnership Education Program (PEP). Minority college students come to Woods Hole for the summer to work one-on-one with scientists on research projects. "The 17 students each get to connect with a scientist. It's not a large number but multiplied over the years, it will be. People are here at Woods Hole because of who they know. This is a way to change the complexion of Woods Hole over time," Bullard explained (he was awarded the first John K. Bullard award in 2012 by the Initiative

Continued on page 23



GARFO administrator John Bullard will retire in January, 2018. Bullard has had a long career engaged in fisheries both in New England and at the national level. Photo courtesy of J. Bullard.

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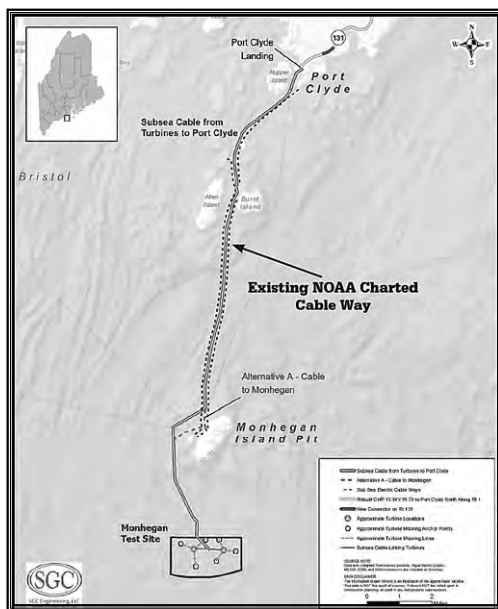
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SURVEY FOR UNDERWATER CABLE ROUTE PLANNED FOR FALL

By Melissa Waterman

This fall fishermen in the midcoast area likely will see a large vessel plying the waters between Monhegan Island and Port Clyde. The ship will be conducting underwater surveys to determine the appropriate route for an electricity cable from the University of Maine's two proposed wind turbines off the island to the mainland. The survey will be the next step in a long multi-year process to design and construct the Maine Aqua Ventus (MAV) floating wind turbines in a state-designated area three miles southwest of Monhegan.

The project began in 2009 when the State of Maine designated seven areas within state waters as sites for wind power demonstration projects. The University of Maine and partners Cianbro Corp. and Emera Power of Nova Scotia created DeepC Wind, a public-private entity, to create the nation's first floating offshore wind turbine, known as Maine Aqua Ventus. The distinction is crucial: most offshore wind turbines are built on the seafloor. The University of Maine proposed to create turbines that would be anchored to the ocean bottom but would float in the water column.



"Initially the University planned to put a 1/3-scale turbine to test temporarily at the Monhegan site," explained Nathan Johnson, director of business development at Ocean Renewable Power Company (ORPC) Solutions in Portland (ORPC conducts communications activities related to Maine Aqua Ventus). "The initial proposal to the Department of Energy ended up changing to a 1/8 scale model situated off Castine."

Called VoltturnUS, the 65-foot-tall floating turbine operated in 90 feet of water off Castine for 18 months. It was designed and built at the University, then assembled

by Cianbro Corp. in Brewer and towed down the Penobscot River into position. In June 2013, the turbine successfully began delivering electricity via underwa-



A one-eighth-scale model of Maine Aqua Ventus was tested off Castine. The two turbines planned for the area off Monhegan would be 576 feet tall. University of Maine photo.

ter cable. At that time the University also won a Department of Energy grant to begin commercial-scale testing.

"The Castine testing showed that the technology would perform as anticipated and that it held promise for success at full scale," Johnson said. VoltturnUS was made of advanced composite materials built on a floating hull of concrete, which has a longer lifespan in the ocean than steel.

Maine Aqua Ventus then proposed to design and build two full-scale 6-megawatt turbines in the Monhegan test area. The project suffered a setback in 2014, when it was named as an alternate demonstration project vying for \$47 million in Department of Energy development funds. However, that changed when one of the winning projects failed to meet certain milestones; in 2016 the DOE moved Maine Aqua Ventus from alternate to one of the three final contenders. In part that shift came because of the successful Castine test and the fact Maine Aqua Ventus had already been issued a term sheet by the Maine Public Utilities Commission to sell power from the full-scale project for 20 years.

The DOE will decide on awarding up to \$40 million in federal funds among the two applicants in 2018. Currently the Maine project is undergoing review

Continued on page 23

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

Allen Insurance & Financial	Island Fishermen's Wives	Nicholas H. Walsh, PA
Atwood Lobster	Island Seafood LLC	Northeast Marine Survey Inc.
Beals-Jonesport Coop Inc.	John's Bay Boat Co.	Novatec Braids LTD
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Gulf of Maine Lobster Foundation	McMillan Offshore Survival Training	Williams CPA Group LLC
Guy Cotten, Inc.	Midcoast Marine Supply	Winterport Boot Shop
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MAINE LOBSTERMEN'S ASSOCIATION UPDATE

Maine Lobstermen's Association

...

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

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Cutler, 259-3306

2nd VP: *John Williams*

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Sec/Treasurer: *Donald Young*

Cushing, 354-6404

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BOARD OF DIRECTORS' MEETING SCHEDULE

All meetings take place at Darby's Restaurant, Belfast, unless otherwise indicated.

September 6, 5 p.m.

October 4, 5 p.m.

STEAMING AHEAD

It's been quite a summer. The lobster season got off to a painfully slow start with the waters remaining cooler than in the past few years. Prices have stayed moderate but are well below last year, leaving lobstermen feeling angry and disappointed. And bait remains an issue. Herring has been in short supply and the price continues to go up. The slow pace of landings, sluggish price and skyrocketing bait prices have many lobstermen worried. Fortunately, we still have a lot of good fishing months left this year; hopefully things will turn around.

An even bigger issue this summer, however, has been the death of up to 13 North Atlantic right whales in the Gulf of St. Lawrence and off Cape Cod. The cause of these deaths has not been officially determined but several showed evidence of being hit by large vessels or having become entangled in snow crab fishing gear. Right whales are protected in the U.S. by the Marine Mammal Protection Act and the Endangered Species Act. While their numbers have increased since protection measures began to be put in place in the late 1990s, scientists have become increasingly worried because the number of right whale calves has taken a downturn since 2010. No one is sure why fewer right whales are being born but the combination of low reproduction and this summer's high mortality rate makes me worried about what might be coming down the pike in terms of future regulations.

And that is a major reason why the MLA remains as important as ever, and why we need you to join or renew your membership this summer. Since 1954 the MLA has been in the forefront of every issue affecting Maine's lobstermen. At the very beginning MLA president Les Dyer helped members get health and boat insurance plans that they could afford. Ossie Beal then led the fight against construction of oil refineries in Downeast Maine and landing lobsters caught by dragnets in Maine, a fight that comes up again in Augusta on a regular basis, and the MLA continues to lead the fight.

By the 1970s Ed Blackmore had stepped up to battle with no less than the Internal Revenue Service on behalf of commercial lobstermen. The issue was whether or not lobstermen would have to pay costly payroll taxes on their sternmen — an expense that most simply could not afford. Ed was not a man to let go of a fight once he was in it. After a contentious few years, he, and the MLA, proved successful in actually changing the U.S. tax code to classify sternmen as self-employed contractors.

When it became apparent that the New England Fisheries Management Council was not the right entity to manage

There was no MLA board of directors meeting in August

ASMFC SUMMER MEETING ROUNDUP

Increase Resiliency of Gulf of Maine Lobster Stock

The Commission's American Lobster Management Board initiated creation of Draft Addendum XXVII to Amendment 3 to the Interstate Fishery Management Plan for American Lobster. The Draft Addendum seeks to increase the resiliency of the Gulf of Maine/Georges Bank (GOM/GBK) stock by possibly standardizing management measures across Lobster Conservation Management Areas (LCMAs). This management action is in response to signs of reduced

Maine's largely state-based lobster fishery, MLA executive director Pat White and president David Cousens joined forces with our Congressional delegation to get management authority moved to the Atlantic States Marine Fisheries Commission. It was through this process that Maine was able to expand its lobster conservation measures to New Hampshire and Massachusetts, and out to 40 miles from shore, and keep Shafmaster boats from sitting on the 3-mile line and catching Maine's larger lobsters.

This is just to show that the MLA is not afraid of taking on whatever could harm Maine's lobstermen or the lobster resource. We might not always win, but we are always at the table making sure our members' voices are heard.



MLA director Ossie Beal, left, led the fight against building an oil refinery in Downeast Maine, just one of the many battles the MLA has successfully waged over the years. Photo courtesy of East Side Boat Shop.

Surely one of our biggest challenges, among many since I've been director, has been dealing with North Atlantic right whales. Starting in 1997, federal agencies have been coming up with different ways to protect the whales to make sure the species doesn't go extinct. Many of those proposals were pretty off-base, if not downright dangerous to fishermen. But as a member of the Large Whale Take Reduction Team, the MLA has been able over the years to influence this process to get some of the more destructive protection ideas off the table. Yes, sinking line is bad and trawling up is a

pain. But the MLA has worked tirelessly to make sure that much of our state waters are exempt from the whale plan and measures such as closures, or crazy ideas such as ropeless fishing have not taken hold on our fishery. Yes, it could be much worse — just ask Massachusetts!

What's important to remember is that the MLA's voice is only as strong as its members' voices. The board of directors is composed of your fellow lobstermen, from all along the coast, from harbors large and small. If you belong to the MLA, you have a say. If you don't belong, then don't come crying to us about what comes down from Washington, D.C., or Augusta.

Long ago, when the Declaration of Independence was being debated in Philadelphia, Ben Franklin said, "We must all indeed hang together or most assuredly we will all hang separately." Given the ominous state of the right whale population right now and the many other environmental and regulatory issues looming out there, I would say now is definitely the right time to become a member of the Maine Lobstermen's Association.

Thank you for your support. And as always, stay safe on the water.

Patrice

settlement. Initiating an addendum charges the Plan Development Team (PDT) with developing management alternatives for consideration in the Draft Addendum.

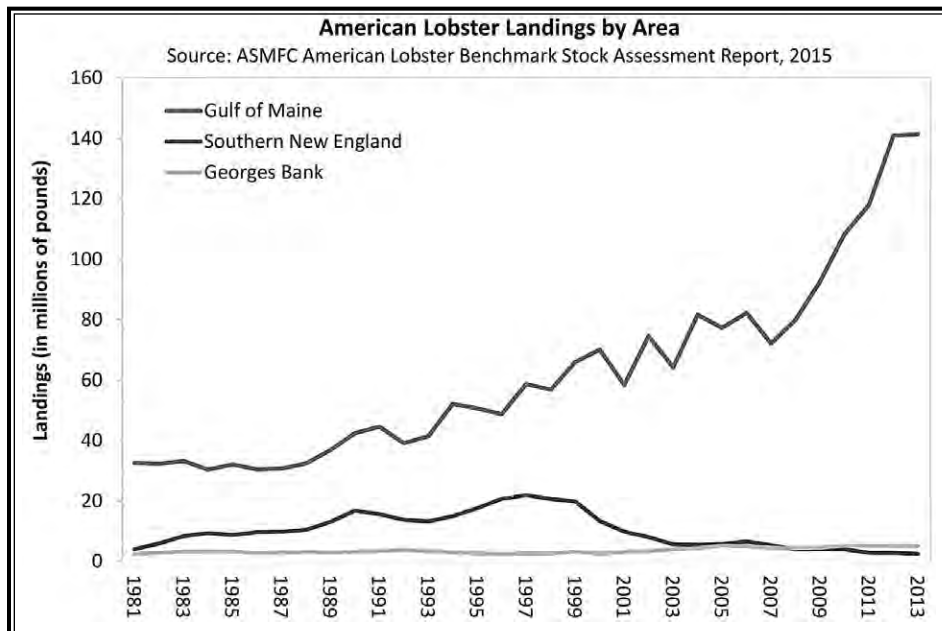
The American lobster fishery is one of the largest and most valuable fisheries along the Atlantic coast. In 2016, over 158 million pounds were landed coast-wide, totaling \$666 million in ex-vessel value. The vast majority of harvest occurs within the GOM/GBK stock area, with over 130 million pounds landed in Maine alone. Since 2012, settlement surveys for the GOM/GBK stock have indicated a consistent decreasing trend in young-of-year lobster. This decrease could foreshadow a decline in recruitment and landings. Given the high value of the fishery and the economic im-



MAINE LOBSTERMEN'S ASSOCIATION UPDATE

importance of the fishery to coastal communities throughout New England, the Board initiated Draft Addendum XXVII as a proactive response.

The Draft Addendum will consider, to the extent possible, the development of consistent management measures for the GOM/GBK stock, including gauge size and v-notch definitions. Currently, disparate regulations allow lobsters protected in one LCMA to be harvested in another. A uniform set of regulations would add an additional biological buffer by protecting spawning stock biomass across LCMA's. In addition, this action may address enforcement concerns, particularly regarding the sale and transfer of lobsters across state lines which are subject to different minimum gauge sizes. The PDT will provide an update on the development of Draft Addendum XXVII at the Commission's annual meeting in October.



Regarding the Southern New England stock, the Board decided to not move forward with Addendum XXV at the current time. After considering the proposals put forth by the Lobster Conservation Management Teams (LCMTs) and Technical Committee input, the Board was divided in its support of the Draft Addendum. Some members felt the proposed measures did not go far enough to protect the stock, while others were concerned the majority of LCMT proposals would not achieve the required 5% increase in egg production. Others believed significant reductions have already occurred in the fishery and no further action was needed. Ultimately, the Board decided to establish a Workgroup to discuss ways to manage SNE lobster.

River Herring Remain Depleted

The Commission's Shad and River Herring Management Board reviewed the results of the 2017 River Herring Assessment Update, which indicates river herring remain depleted and at near historic lows on a coast-wide basis. The "depleted" determination was used instead of "overfished" and "overfishing" because many factors, not just directed and incidental fishing, are contributing to the low abundance of river herring.

Alewife and blueback herring (collectively referred to as river herring) are anadromous species, spending the majority of their life at sea and returning to their natal streams to spawn. While at sea, mixing is believed to occur among multiple river-specific stocks; the incidental catch of river herring in non-targeted ocean fisheries is known to include both immature and mature fish.

The stock assessment update applied the same approaches used in the previous benchmark stock assessment with the incorporation of additional years of data (2011-2015). Of the 54 river herring stocks for which data were available, 16 experienced increasing abundance trends, two experienced decreasing abundance trends, eight experienced stable abundance, 10 experienced no discernible trends in abundance due to high variability, and 18 did not have enough data to assess recent abundance trends.

While river herring status on a coast-wide basis remains unchanged, some river systems show some positive signs of improvement, with increasing abundance in a number of rivers in the Mid-Atlantic throughout New England region. While abundance in these river systems is still at low levels, dam removals and improvements to fish passage have had a positive impact on run returns.

River herring are managed through Amendment 2 to the Interstate Fishery Management Plan for Shad and River Herring, with the goal of conserving and protecting river herring along the coast. The Amendment prohibited commercial and recreational fisheries in state waters beginning January 1, 2012, unless a state or jurisdiction had a Sustainable Fishery Management Plan (SFMP) approved by the Board. SFMPs must clearly demonstrate that the river herring fisheries meet sustainability targets which must be achieved and maintained. Amendment 2 also required states to implement fisheries-dependent and independent monitoring programs, and contains recommendations to conserve, restore, and protect critical river herring habitat. As of June 1, 2017, the Shad and River Herring Management Board approved sustainable fishery manage-

ment plans for Maine, New Hampshire, Massachusetts, New York, and South Carolina. Upon receiving the results of the Stock Assessment Update, the Board did not take any management action at this time.

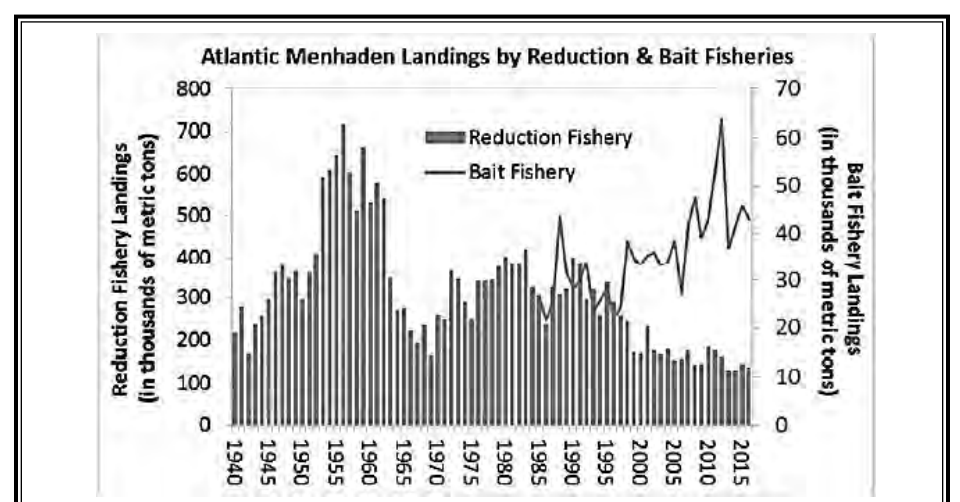
Atlantic Menhaden Stock Remains Healthy

The Commission's Atlantic Menhaden Management Board reviewed the results of the 2017 Atlantic Menhaden Stock Assessment Update, which indicates the resource remains healthy; it is not overfished nor experiencing overfishing relative to the current biological reference points. In 2016, population fecundity, a measure of reproductive capacity, is estimated to be 83,486 billion eggs, well above the threshold (57,295 billion eggs) but below the target (99,467 billion eggs). Additionally, total fishing mortality is estimated to be 0.51, below both the fishing mortality threshold (1.85) and target (0.80). The stock assessment update uses the same modeling approach as the 2015 Atlantic Menhaden Benchmark Stock Assessment but added additional years of data from 2014-2016.

While the stock status was assessed in the same way as the 2015 benchmark report, the reference point values have changed. Adding additional years of data to the model resulted in generally higher fishing mortality values throughout the time series, which changed the scale of the reference points. Although the scale is different and the trend differs in some years, the stock status for both fishing mortality rate and fecundity has been similar over the past decade.

Atlantic menhaden is harvested by commercial reduction and bait fisheries. In 2013, Amendment 2 to the Fishery Management Plan implemented a total allowable catch (TAC) of 170,800 metric tons (mt). The coast-wide TAC was increased by 10% to 187,880 mt for the 2015-2016 fishing years and by another 6.45% to 200,000 mt for the 2017 fishing year. In 2016, reduction landings were 137,400 mt and accounted for approximately 76% of coast-wide landings; bait landings were 43,100 mt and comprised 24% of coast-wide landings.

The Commission's Atlantic Menhaden Management Board approved Draft Amendment 3 to the Interstate Fishery Management Plan (FMP) for Atlantic Menhaden for public comment. The Draft Amendment seeks to manage the menhaden resource in a way that balances menhaden's ecological role as a prey species with the needs of all user groups. To this end, the Draft Amendment considers the use of ecosystem reference points (ERPs) and changes to the allocation method. In addition, it presents a suite of management options for quota transfers, quota rollovers, incidental catch, the episodic events set-aside program, and the Chesapeake Bay reduction fishery cap.



The 2015 Benchmark Stock Assessment Report identified the development of ERPs as a high priority for Atlantic menhaden management. Menhaden serve an important role in the marine ecosystem as prey for a variety of species including larger fish, birds, and marine mammals. As a result, changes in the abundance of menhaden may impact the abundance and diversity of predator populations, particularly if the availability of other prey is limited. ERPs provide a method to assess the status of menhaden within the broad ecosystem context. Draft Amendment 3 provides a variety of reference point options, including the continued development of menhaden-specific ERPs as well as the application of precautionary guidelines for forage fish species.

Draft Amendment 3 also considers changes to the allocation method based on concerns that the current approach may not strike an appropriate balance between gear types and jurisdictions. Specifically, under the current allocation method, increases in the total allowable catch (TAC) result in limited benefits to small-scale fisheries and to several states. Furthermore, the current method may not provide a balance between the present needs of the fishery and future growth opportunities. Draft Amendment 3 considers a range of allocation alternatives, including a dispositional quota (bait vs. reduction), fleet-capacity quota (quota divided by gear type), jurisdictional quota including a fixed minimum quota for each state, and an allocation method based on the TAC. In addition, the document considers five allocation timeframes including 2009-2011, 2012-2016, 1985-2016, 1985-1995, and a weighted approach which considers both historic and recent landings.

Continued on page 10



MAINE LOBSTERMEN'S ASSOCIATION UPDATE

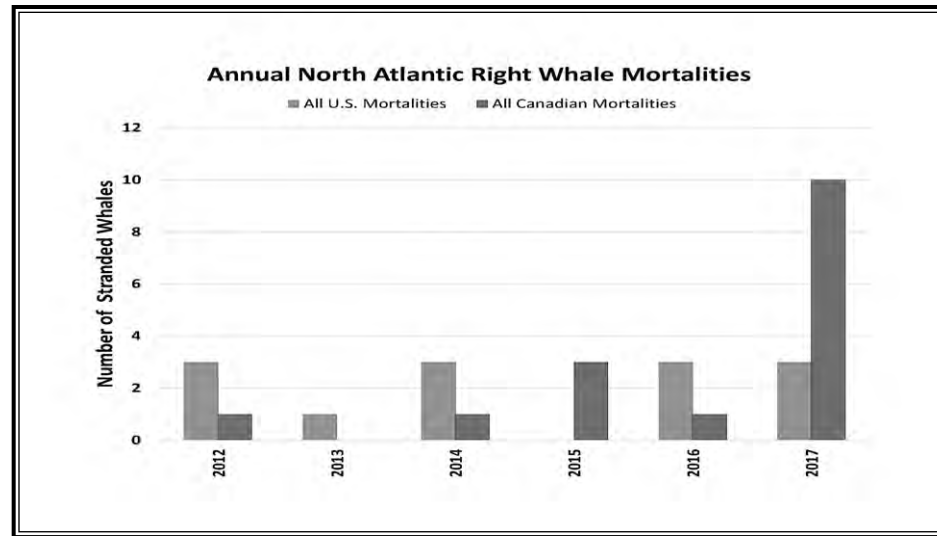
MLA continued from page 9

A public hearing will be held on the draft Amendment on October 5 at the Yarmouth Town Hall at 6 p.m. and on October 3 at 7 p.m. at the Urban Forestry Center in Portsmouth, NH. Public comment will be accepted until 5 p.m. (EST) on October 20. The Atlantic Menhaden Management Board will meet November 13-14 in Maryland to consider approval of Amendment 3 and set specifications for the 2018 fishing season.

ATLANTIC LARGE WHALE TRT MEETING

NMFS held a webinar in August to update TRT members on the status of recent whale mortalities in Canada's Gulf of St Lawrence. Several members of Canada's Department of Fisheries and Oceans spoke on the recent whale deaths and the government's response. As many as nine whales have been found dead in Canada. Six necropsies were conducted and tissue samples were taken from all but one of the whales. Ship strikes were implicated in four of the whale deaths and snow crab gear entanglement for one. In addition, there have been four right whale entanglements; two were disentangled, one was re-sighted gear-free and one is believed to still be entangled. In response, Canada closed its snow crab fishery early and has made adjustments to and increased surveillance of other fisheries in the area. Speed restrictions have been implemented for ship traffic until the whales leave the area.

UNUSUAL MORTALITY EVENT DECLARED FOR RIGHT WHALES



NOAA Fisheries declared an Unusual Mortality Event (UME) for North Atlantic right whales throughout their range based on the number of recent strandings along the Atlantic coast, predominantly in the Gulf of St. Lawrence region. This event began in June yet strandings remain high, with the most recent one occurring off Cape Cod in August. As part of the UME investigation process, an independent team of scientists is being assembled to coordinate with NOAA's Working Group for Marine Mammal Unusual Mortality Events and the Department of Fisheries Oceans Canada to review the data collected and to determine potential next steps.

HERRING UPDATE

Atlantic Herring Landings				
For Data through August 24, 2017				
Area	Cumulative Catch YTD	2016 Catch YTD (8/26)	Total Annual Quota	2016 % of Quota
1A*	12,297	15,857	30,820	40%
1B	1,140	910	4,825	24%
2	3,399	9,793	31,227	11%
3	8,222	8,484	43,873	19%
Total	38,430	35,045	111,745	35%

*Quota June 1 thru Sept 30 = 21,910; Oct 1 thru Dec 31 = 8,192

The Eastern Maine Spawning Area closure went into effect August 28 through September 24, 2016. The closure could be extended if samples show that fish are still spawning. During the closure, it is unlawful to fish for, take, possess, transfer, or land in any State of Maine port or facility, or to transfer at sea from any Maine registered vessel, any catch of herring harvested in the closed area.

MLA LETTER TO MAINE'S CONGRESSIONAL DELEGATION

Dear Senators Collins and King; Representatives Pingree and Poliquin:

On behalf of the Maine Lobstermen's Association (MLA) Board, I am writing to share the association's concerns on several federal issues. The MLA remains extremely grateful for the strong bipartisan support from the Maine delegation for our fishermen and fishing communities, particularly during this time of political discord and change. With Maine's coastal economy so dependent upon the success of the lobster industry, it is important for the MLA to communicate our priority federal issues to you so we can work together to keep our fishery, our fishermen and our communities strong.

Lobster has long been a Maine icon and lobstering an integral part of our culture, traditions and economy. The significance of Maine's lobster industry to the state's coastal economy cannot be overstated. As you know, local, good-paying jobs are difficult to come by in many parts of the coast. The strict conservation measures supported by Maine lobstermen for decades have yielded a sustainable and profitable fishery for our 5,000 license holders.

Maine lobster now represents 44% of Maine's commercial fisheries landings and more than 80% of value. Landings and value of this magnitude are unprecedented for the fishery. Looking back just 20 years ago, Maine lobstermen landed less than 50 million pounds valued at \$138 million. Last year the fishery landed over 130 million pounds worth more than \$550 million.

We owe the success of the lobster industry to a number of factors. Certainly, Maine lobster's conservation program and mindful stewardship by lobstermen have been critical, but we've also been helped by favorable environmental conditions and a reduction in lobster predators. Although the fishery is strong today, one thing is certain: the Gulf of Maine is changing rapidly and we will face many unknowns moving forward.

That is why I write to you today. The MLA is concerned about the following issues and would like to ensure that you are aware of them and ask for your help in addressing them.

Dedicated funding for lobster science

The Maine lobster fishery historically landed approximately 25 million pounds until the early 1990's. Landings then doubled from 1990 to 2000, jumping from 28 million to 57 million pounds. From 2000 to 2010 landings nearly doubled again, rising to 96 million pounds. And just six years later, we've increased again by a third, to 130 million pounds. Lobster scientists cannot explain this increase. Likewise, they don't know when or if the lobster population might decline. Given our coastal communities' dependence on the lobster industry, it is imperative that we conduct research to gain insight into these questions.

Maine has done a tremendous job improving its lobster science. In 2000, the state had only a small lobster sea sampling program. Maine now has a statewide sea sampling program, settlement survey, ventless trap survey and trawl survey, providing data throughout the life stages of the lobster. Yet, we have many important questions that cannot be answered, such as how to age a lobster, how to determine the impact of expanded fishing pressure on the offshore fishery, and importantly, how to predict lobster landings. Dedicated funding for homarus americanus research would enable scientists to answer these questions.

Federal Budget

Like many in the fishing community, the MLA has been extremely concerned with the President's proposed budget. Significant cuts to NOAA Fisheries, Sea Grant programs, the U.S. Coast Guard, Environmental Protection Agency, or ocean monitoring and research programs will negatively impact lobstermen. The MLA was pleased that the Senate Appropriations Committee protected NOAA Fisheries and other programs from drastic cuts, keeping important management and research programs in place. Our fisheries cannot operate without adequate federal funding for fisheries and oceans research and management programs.

Affordable Health Insurance

Access to affordable health insurance has been a long-standing issue for Maine lobstermen. Keep in mind that Maine lobstermen are self-employed business owners. They generate their own source of income and own their boat and gear. Their income depends solely on how hard they themselves work, and most work very hard. Fishing remains one of our nation's most dangerous fisheries and lobstermen are prone to overuse injuries. Lobstermen need access to affordable health insurance to ensure that they receive proper medical care and that their businesses are protected in the case of a serious or catastrophic medical event.

While many lobstermen were able to purchase affordable health insurance during the first few years of the Affordable Care Act (ACA), we are finding more lobstermen are being priced out of that market. The combination of stronger earnings, smaller household sizes, increasing age (the average age of a Maine lobsterman is 50 years old) and residence in rural communities makes it common for lobstermen to find premiums too costly. We have heard from couples

Continued on page 19

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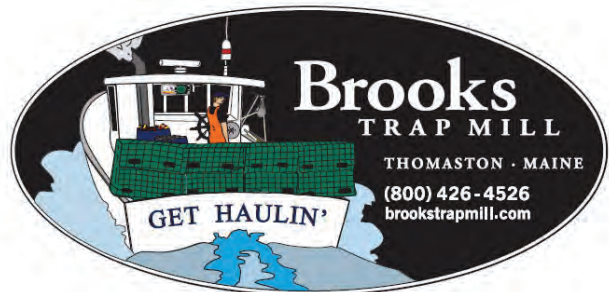
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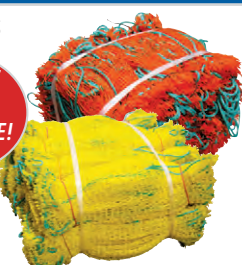
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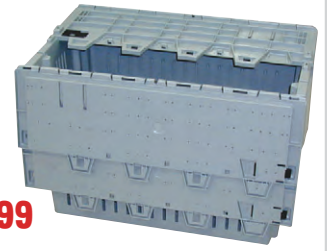
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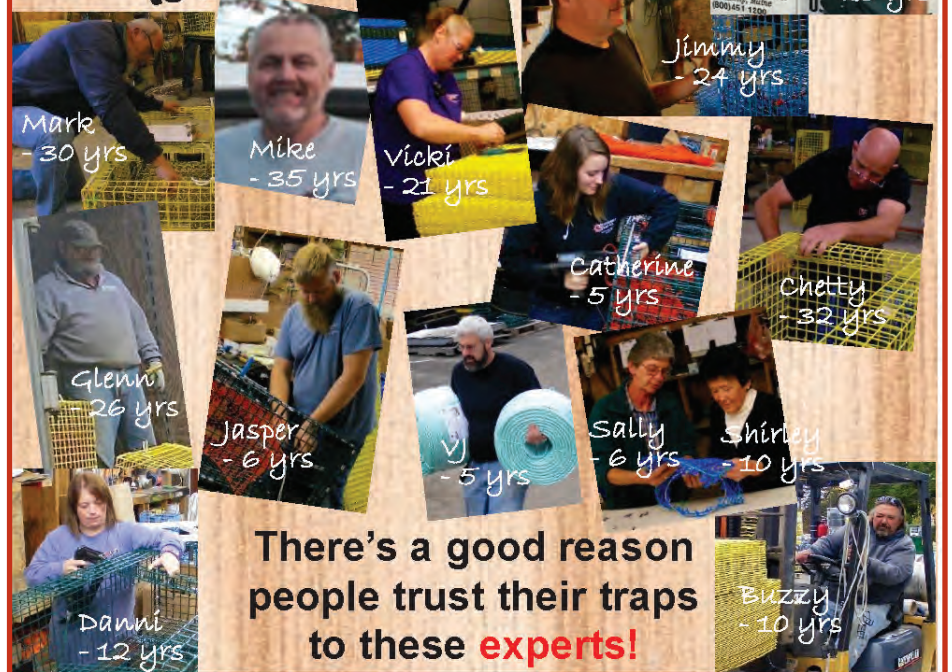
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The MLMC hosts Maine After Midnight events and celebrates National Lobster Day Sept. 25

The MLMC has continued its Maine After Midnight chef industry night events, recently wrapping overwhelmingly successful events in Chicago and San Francisco. Chicago, named America's Best Restaurant City this year by Bon Appetit, brought 127 culinary minds together at GT Fish & Oyster at the event co-hosted by Chef Giuseppe Tentori, a previous Food & Wine Best New Chef. The MLMC and lobstermen also visited five additional restaurants, offering personalized trainings about the Maine Lobster industry to 80 food professionals.

Maine After Midnight in San Francisco, hosted at The Progress by James Beard Award-winning Chef Stuart Brioza, saw the largest attendance to-date: 197 chefs, culinary tastemakers and media attended the event and learned about Maine New Shell Lobster and the Maine Lobster industry; visiting lobstermen also educated more than 120 chefs and food service professionals at eight restaurants and culinary schools. Additionally, the MLMC met with local purveyors to teach them about Maine Lobster to help continue growth in the region.

Maine After Midnight 2017 will conclude in New York City on September 18, ahead of National Lobster Day on September 25. The MLMC recently worked with Maine Senators Angus King and Susan Collins to introduce a bill decreeing National Lobster Day, which was unanimously passed for the third year in a row.



National Lobster Day September 25
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MEDICARE OPEN ENROLLMENT PERIOD IS RIGHT AROUND THE CORNER

By Alisha Keezer

Each year, Medicare's open enrollment period is **October 15 - December 7**.

What is the Medicare Open Enrollment Period?

Medicare health and drug plans can make changes each year, things like the cost and coverage, and the providers and pharmacies in their networks. Between October 15 and December 7 Medicare recipients can change their Medicare Advantage plans or drug plans for the following year to better meet their needs.

Medicare currently provides health insurance coverage for 54 million U.S. citizens. That's approximately 1 in every 6 Americans. Medicare covers many types of services. You have options for your Medicare coverage. Medicare has four parts:

- Part A (Hospital Insurance) helps pay for inpatient hospital stays, skilled nursing facility care, home health care, and hospice care.
- Part B (Medical Insurance) helps cover medically necessary services like doctor's visits and outpatient care. Part B also covers many preventive services (including screening tests and shots), diagnostic tests, some therapies, and durable medical equipment like wheelchairs and walkers. Together, Part A and Part B are referred to as "Original Medicare."
- Part C (Medicare Advantage [MA]) is another way to get your Medicare benefits. It combines Part A and Part B, and sometimes Part D (prescription drug coverage). MA Plans are managed by private insurance companies approved by Medicare. These plans must cover medically necessary services. However, the plans can charge different co-payments, co-insurance, or deductibles for these services than does Original Medicare.
- Part D (Medicare Prescription Drug Coverage) helps pay for outpatient prescription drugs. Part D may help lower your prescription drug costs and protect you against higher costs in the future.

What are Medicare Advantage plans?

Medicare Part C (MA) Plans are health plans that are approved by Medicare and run by private companies. MA Plans are offered in many areas of the country by private companies that sign a contract with Medicare. Medicare pays these private companies for their members' expected health care.

MA Plans provide Medicare-covered benefits to members through the plan, and may offer extra benefits that Original Medicare doesn't cover, such as vi-

sion or dental services or allowances. The plans may have special rules that members need to follow, however.

Part C Eligibility Requirements:

- You must be enrolled in Medicare Part A (Hospital Insurance)
- You must be enrolled in Medicare Part B (Medical Insurance)
- You must live in the plan's service area
- You can't be incarcerated
- You can only belong to one plan at a time

How Medicare Advantage Plans Work in Maine

In Medicare Advantage (MA) Plans, you receive all Medicare-covered Part A (hospital insurance) and Part B (medical insurance) services through that plan. Many plans also include Medicare prescription drug coverage (Part D).

In some plans, like Medicare Health Maintenance Organizations (HMOs), you may only be able to see certain doctors or go to certain hospitals. You pay the least money out-of-pocket when you obtain services through the plan's network. Benefits and cost-sharing in an MA Plan may differ from Original Medicare.

Types of Medicare Advantage Plans

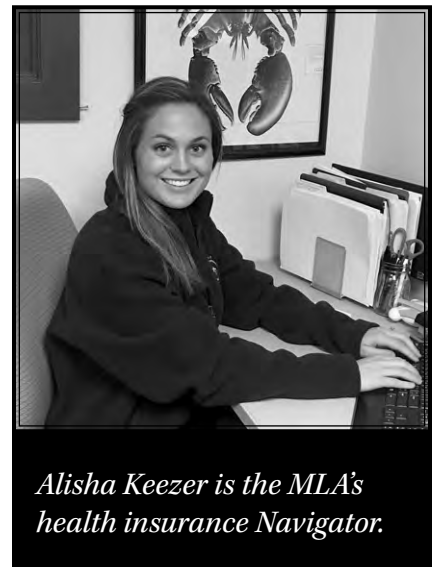
All Medicare Advantage Plans are similar to Original Medicare with a Supplement Plan. There are four different types of plans:

- Health Maintenance Organization (HMO)
- Preferred Provider Organization (PPO)
- Private Fee for Service (PFFS)
- Special Needs Plan

You may need to choose a Primary Care Physician and you may need referrals to see other doctors. Coverage may not extend to other areas of state or country

What You Pay in 2018 for Medicare Part C

Each plan has a different cost structure for deductibles, copays, coinsurance and maximum out-of-pocket costs.



Alisha Keezer is the MLA's health insurance Navigator.



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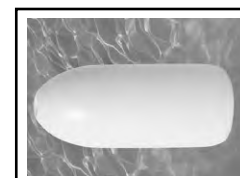
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DMR SUMMONSES FOR LOBSTER VIOLATIONS, JUNE 1 - AUGUST 15, 2017

Last	First	middle	offense_date	statute_desc	offense_city
GRAYBILL	WARREN	D	05-Jun-17	VIOLATION OF REGULATION - UNTAGGED LOBSTER TRAPS	Portland
THURSTON	FREDERICK	L	07-Jun-17	POSSESSING LOBSTER BEYOND MINIMUM OR MAXIMUM	Tremont
HUPPER	WHITNEY	L	07-Jun-17	POSSESSING LOBSTER BEYOND MINIMUM OR MAXIMUM	Port Clyde
GIGER	CHARLES	K	12-Jun-17	POSSESSING LOBSTER BEYOND MINIMUM OR MAXIMUM	Addison
HEANSSLER	CALEB	A.	16-Jun-17	VIOLATION OF REGULATION - UNTAGGED LOBSTER TRAPS	Corea
JONES	CHANNON		22-Jun-17	POSSESSING LOBSTER BEYOND MINIMUM OR MAXIMUM	Lubec
RONFELDT	ALEXANDER		28-Jun-17	VIOLATION OF NONCOMMERCIAL LICENSE REQUIREMENTS	South Portland
GRIFFIN	MICHAEL	W	30-Jun-17	VIOLATION OF REGULATION - CHAPTER 25 - LOBSTER TRAWL LIMITS	Eastport
JENKINS	JACOB	E	02-Jul-17	VIOLATION OF REGULATION - UNTAGGED LOBSTER TRAPS	Blue Hill
FINK	ETHAN	K	03-Jul-17	REMOVING EXTRUDED EGGS FROM FEMALE LOBSTER	Bristol
FINK	ETHAN	K	03-Jul-17	FAIL TO DISPLAY BUOY COLOR DESIGN	Bristol
ABBOTT	VINCENT	ANDREW	06-Jul-17	NONCOMM LOBSTER AND CRAB FISHING W/OUT LICENSE	Mount Desert
SIMMONS	DONALD	W	09-Jul-17	VIOLATION OF REGULATION - UNTAGGED LOBSTER TRAPS	Friendship
HOLMES	JEREMY		10-Jul-17	VIOLATION OF REGULATION - CHAPTER 25 - LOBSTER TRAWL LIMITS	Winter Harbor
WAKEMAN	WREN		11-Jul-17	TAKE, TRANSPORT, SELL, POSSESS V-NOTCHED LOBSTER	Addison
CATES	STEPHEN	C	13-Jul-17	POSSESSING LOBSTER BEYOND MINIMUM OR MAXIMUM	Cutler
NORWOOD	SCOTT	WILLIAM	15-Jul-17	RAISING OR HAULING TRAPS DURING CLOSED PERIOD	Boothbay Harbor
BEAL	MICHAEL	P	18-Jul-17	CLASS III LOBSTER AND CRAB FISHING WITHOUT LICENSE	Cushing
DOUGHTY	TRAVIS	M	18-Jul-17	NON OWNER OPERATION VESSEL	Cushing
SMITH	WILLIAM	J	19-Jul-17	VIOLATION OF REGULATION - CHAPTER 25 - LOBSTER - TRAWL LIMITS	Swans Island
ROSS	MICHAEL		19-Jul-17	VIOLATION OF REGULATION - CHAPTER 25 - LOBSTER - TRAWL LIMITS	Swans Island
TAYLOR	JARED		21-Jul-17	POSSESSING LOBSTER BEYOND MINIMUM OR MAXIMUM	Cutler
PINKHAM	VERIL	W	22-Jul-17	POSSESSING LOBSTER BEYOND MINIMUM OR MAXIMUM	Jonesport
JONES	DONALD	J	23-Jul-17	VIOLATION OF REGULATION - CHAPTER 25 - LOBSTER - TRAWL LIMITS	Swans Island
ROBINSON	RICHARD	C.	23-Jul-17	VIOLATION OF REGULATION - CHAPTER 25 - LOBSTER - TRAWL LIMITS	Swans Island
PHIPPEN	ALEC		26-Jul-17	VIOLATION OF REGULATION - CHAPTER 25 - LOBSTER - TRAWL LIMITS	Frenchboro
FYFE-BENOIT	RICHARD		26-Jul-17	MOLESTING OR DISTURBING LOBSTER GEAR	Owls Head
FYFE-BENOIT	RICHARD		27-Jul-17	VIOLATION OF REGULATION - UNTAGGED LOBSTER TRAPS	Rockland
HAYES	THOMAS	P	28-Jul-17	TAKE, TRANSPORT, SELL, POSSESS EGG-BEARING LOBSTER	Kittery
BARIBEAU	ROBERT	S	31-Jul-17	MOLESTING OR DISTURBING LOBSTER GEAR	North Haven
BEAL	SPENCER	B	04-Aug-17	POSSESSING LOBSTER BEYOND MINIMUM OR MAXIMUM	Addison
KELLEY	BRYAN	R	05-Aug-17	VIOLATION OF REGULATION - CHAPTER 25 - LOBSTER	Georgetown
HEANSSLER	TYLER		06-Aug-17	VIOLATION OF REGULATION - CHAPTER 25 - LOBSTER - TRAWL LIMITS	Frenchboro
SCOTT	AVERY	A	07-Aug-17	POSSESSING LOBSTER BEYOND MINIMUM OR MAXIMUM	Gouldsboro
HARMON	RANDY	J	09-Aug-17	CLASS I LOBSTER AND CRAB FISHING WITHOUT LICENSE	Roque Bluffs
MULLEN	RONALD	H	10-Aug-17	VIOLATION OF REGULATION - UNTAGGED LOBSTER TRAPS	York

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TO YOUR HEALTH: *Depression common among adults, but treatment available*

by David Rainey, MD, and Ann Backus, MS

Fishing — and lobstering in particular — is physically demanding. To lobster means an early start to the workday, exposure to variables related to the weather and the ocean, long hours standing plus hauling, lifting, and repetitive fine-motor actions such as baiting and banding. These activities common to fishing can contribute to tiredness and lack of energy.

But if you're feeling persistently tired, down, or angry, have difficulty concentrating, or don't find enjoyment in hobbies and activities you used to enjoy, you may be experiencing symptoms of depression.

Studies have shown that men are less likely than women to be recognized as suffering from depression. They are also less likely to seek help.

Everyone feels sad, anxious or down from time to time and this is normal. However, if these feelings don't let up for several weeks and start to interfere with your ability to enjoy what's important to you, it could be a sign of something more serious.

Depression is a real medical illness that afflicts many people. It affects both men and women, although they may experience it in different ways. Women, for example, tend more often than men to identify deep feelings of sadness, while some men who suffer from depression may not think they feel sad. Instead, many men who are depressed have symptoms of constant fatigue, being unusually irritable or feeling a lack of motivation to do anything. Men and women can experience depression in all of these ways, however, regardless of gender. Other symptoms can include sleep problems, headaches, feeling "empty," changes in appetite, and thoughts of hopelessness or even of suicide.

Many different factors can lead to depression. For certain individuals, there may be a genetic predisposition, as people with a family history of depression can be more likely to experience it themselves. Those with chronic illnesses like diabetes can also have an increased risk of depression. For some, a variant of depression, called seasonal affective disorder, may be triggered by changes in the season, usually occurring in the fall and winter months. These factors, combined with stressful events or situations, may trigger an episode of clinical depression.

Studies have shown that men are less likely than women to be recognized as suffering from depression. They are also less likely to seek help. Left untreated, depression can be debilitating and even career-ending. However, the good news is that once identified, there are effective options for treating and overcoming depression in both men and women.

The January 2017 bulletin *HealthConnect*, published by the Naval Medical Center in Portsmouth, Virginia, carried a short and helpful article called "Food and Your Mood." The article pointed out that mood and food are closely related. What we eat influences the ability of our bodies to manufacture neurotransmitters that influence mood.

Late summer and fall is the perfect time to take advantage of the densely nutritious foods the article recommends, namely fruits and vegetables, lean proteins and 100% whole grains.

Right now it is easy to eat fresh foods and to avoid processed foods. In fact, cutting back on processed food all year-round is a good first step to reducing the risk of depression.

Successful treatment of persistent depression starts with finding the right healthcare professional. Your local healthcare provider or community health clinic likely will be able to offer counseling, behavioral therapy, and antidepressant medication if necessary. A healthcare provider can work with you to customize a treatment plan to fit your needs and preferences and help you get out of the depression rut.

If you or someone you know is experiencing the symptoms of depression, don't be afraid to reach out for help. With the right treatment, episodes of depression can be overcome, getting you back to active, productive, and healthy living.



Ann Backus is an instructor in Occupational Safety and Director of Outreach and David Rainey is a resident physician at the Harvard School of Public Health.

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MLA letter continued from page 10

in their late 50s and early 60s facing premiums of \$20,000 to \$30,000. Prior to the ACA, lobstermen at least had the option to purchase high deductible, lower premium plans. These options no longer exist.

With double-digit premium increases in store for the 2018 health insurance year in Maine, health insurance will become even less affordable for many. The MLA recognizes how difficult it is to solve this problem, and we appreciate the delegation fighting hard to protect the interests of Maine fishermen as this complex debate continues.

Safety Regulations and Training

The MLA takes the safety of lobstermen working at sea very seriously. Fishing is an extremely dangerous profession and safety regulations are necessary. The Coast Guard is moving toward implementing regulations to require all fishermen fishing outside 3 miles to carry a life raft. Currently, this is only required for vessels fishing outside of 12 miles.

The MLA has long been concerned that the Coast Guard requires life rafts to be repacked on an annual basis. Many of the life rafts now being sold and used on boats recommend a longer repacking standard of 3 to 5 years. Canada has recently reviewed repacking standards and recommends extending the repacking intervals to two to four years depending on the age of the life raft.

Since many more vessels soon will be required to carry life rafts, the MLA believes that it is time to change the repacking requirement. Repacking is very expensive and repacking businesses are limited in Maine. Many also worry that repacking each year increased the wear and tear on the raft. The current standard is outdated and creates an economic burden that does not keep fishermen safer.

The MLA also strongly supports funding the Fishing Safety Grants and Research program through the Department of Homeland Security to offer a competitive grants program that allows organizations to compete for funding to bring valuable life-saving safety training to Maine's thousands of fishermen.

Impacts of Trade Agreements

The MLA remains concerned about the future of U.S. trade agreements and the impacts these agreements will have on Maine's growing seafood exports. Lobster is Maine's top export, generating well over \$1.5 billion in total economic benefits for the state in 2016.

The MLA appreciates the delegation's efforts to elevate the lobster industry's concerns to U.S. trade officials as the provisions of the Canada-European Union Comprehensive Economic and Trade Agreement (CETA) are implemented. The CETA tariff reductions on Canadian lobster, without equivalent agreements on the U.S. side, will negatively impact Maine's lobster export trade with Europe and the flow of lobster between the U.S. and Canada. We urge you to continue to push to ensure that the Maine lobster industry is not disadvantaged in these and other export markets.

U.S.-Canadian cooperation on whale rules

The MLA has been very concerned for some time about the disparity between the whale conservation program in place for U.S. fixed gear fishermen and the limited whale protection measures in place for Canadian fishermen. With approximately 500 in the population, the recent spate of North Atlantic right whale deaths in the Gulf of St. Lawrence certainly elevates this issue to a critical level. As a transboundary species, the only way for right whales truly to be protected is to have meaningful whale protection measures in place in both the U.S. and Canada. With only a U.S. plan in place, currently, these whales are not fully protected. Furthermore, it is difficult to gauge the success of the U.S. plan when there are no corresponding protections in place in Canada.

U.S. fishermen (since 1997) and shipping firms (since 2008) have made dramatic changes in their respective businesses in order to protect right whales from injury or death. In the years since Maine lobstermen implemented these changes, the right whale population has rebounded significantly from only 295 in the 1990's, to 526 whales, a 78% increase. It seems that the U.S. whale protection measures have had a positive impact on right whale population. Unfortunately, the MLA fears that the right whale deaths in Canada this summer will only put more pressure to increase the stringency of these measures on regulated industries, causing great harm to Maine lobstermen.

While there has been some progress in Canada, it is not enough. Under the Species at Risk Act, Canada published a proposed action plan in 2016 to address fishery interactions with right whales, but the plan was void of any mandatory mitigation measures. Instead, it focused on having discussions with the fishing industry, conducting gear studies and understanding interactions between fishing gear and whales.

The National Marine Fisheries Service (NMFS) has initiated a process to ban seafood imports 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 right whale protection between Canada and the U.S., but does not address the current crisis.

Because of the right whale deaths in the Gulf of St. Lawrence and a recent downturn in reproduction rates, Maine lobstermen will remain vigilant in adhering to our whale protection measures. And the MLA will continue to work with the Department of Marine Resources on research efforts to inform future manage-

ment options. But the MLA is worried that any additional mortalities or severe entanglements in the U.S. could lead to heavy pressure for New England fishermen to do more. Before that happens, it is important that additional pressure be put on Canada to put comparable whale protection measures in place as soon as possible. The MLA will not support any new whale protection measures for our fishermen until Canada has an equivalent plan in place.

NOAA federal lobster regulations regarding boat operations

Maine's owner-operator law is an important cornerstone of Maine's lobster conservation program. Every Maine lobsterman must own and operate his or her own vessel; there is no corporate ownership in the fishery, allowing lobstermen's profits to remain local.

While this regulation is strictly enforced, Maine has long allowed for flexibility in the event that a lobsterman is temporarily not able to operate his own vessel due to an illness, disability, vessel accident or mechanical failure. In these cases, a lobsterman may request permission from the Department of Marine Resources' (DMR) Commissioner for another lobsterman to operate his vessel or to borrow another's vessel to haul traps. While very few requests are made each year, the flexibility allowed to those in need has been critical to keep these businesses viable during temporary periods of hardship.

It has always been understood that this flexibility would follow Maine lobstermen regardless of whether they also held a federal lobster permit, or they were fishing in state or federal waters. However, recently, Maine lobstermen have been informed by federal fisheries enforcement officials that this flexibility is not allowed in federal waters.

The MLA has raised our concern with Maine's Chief of Marine Patrol, who in turned reached out to federal counterparts at NOAA's Office of Law Enforcement (OLE) seeking cooperation on this issue. To keep things simple, DMR offered to continue to manage and monitor the requests on behalf of Maine's federal lobster permit holders and keep NOAA OLE informed of the vessels utilizing this flexibility. Unfortunately, OLE has not agreed to allow this flexibility for Maine's federally-permitted lobstermen.

The MLA hopes that the delegation can elevate this issue with NOAA OLE and encourage it to work with Maine's Marine Patrol Bureau to allow Maine's federal permit holders the flexibility they need to safely operate their lobster business during times of illness or when they experience vessel problems.

EPA Tier 4 Engine Requirements

The MLA is concerned about EPA's strict new emissions requirements for Tier 4 marine engines due to go into effect in October 2017. The EPA will require any new boats or new engines above 800 horse power to meet Tier 4 standards and reduce emissions significantly. Under the EPA's rules, recreational boats are exempt from these provisions.

While the MLA shares the EPA's goal to reduce emissions, the Association finds these regulations to be unfair and burdensome to the lobster industry. Less than one-quarter of 1 percent of diesel engines are put into marine service. Meeting these requirements will be expensive and operationally unfeasible for lobstermen offering a minimal overall reduction in emissions.

The lobster fishery has changed significantly in recent years, with more of the fishery taking place offshore. To meet the demands of this evolving offshore fishery, many lobstermen now require horsepower above 800. Based on our conversations with marine diesel engine manufacturers at Mack Boring, the MLA is very concerned that the technology to reduce emissions to the extent proposed by the EPA is simply not ready to be implemented in the lobster industry. Their boats are not physically large enough to accept the size of the emissions equipment necessary to meet the new standards in a safe way.

Since lobstering is a commercial business, the EPA has grouped our small boat fleet in with the larger commercial working boat category. The EPA's commercial standards are intended to focus on commercial vessels such as tugs, push and ferry boats where the fleet uses 80% or more power on average with high annual engine hours. Emissions reductions for this fleet will yield real benefits. In contrast, the work cycle of a lobster boat is more similar to that of a recreational boat; the lobsterman steams to a position and then works at idle for long periods of time. By contrast to the working boats targeted by EPA, the average load factor for a lobster engine is 35% for the life time of the engine at an average of only 1500 hours per year of use.

The MLA asks the delegation to exempt the lobster industry from these regulations as the recreational fleet has been, until the technology necessary to implement this requirement has been demonstrated and proven for the small boat fleet. Alternatively, our industry could simply continue to operate with Commercial Tier 3 EPA certified engines as we do now.

The MLA would welcome the opportunity to meet with you any time you are travelling to Maine, and I am always available to discuss these issues in more detail with you or your staff.

Thank you for your time and for your consideration of these topics which are of great importance to the MLA and our members, and the continued success of our fishery.

Best regards,

Patrice McCarron, Executive Director

Smoked lobster continued from page 1

can be found at two farmer's markets in the mid-coast and is available on-line. "I had a friend who smoked lobster. I tried it and I liked it," Young, 41, said. His wife bought him a home smoker one year for Christmas and Young dove right in. He made smoked lobster products for friends and for his family when they went camping and then thought, "Hmmm, why don't I try selling this stuff?"



The company's expanding array of smoked lobster products. R. Young photo.

Young, who fishes on his boat the MacKenzie Hannah, decided to ramp up production in 2016. He headed a room to his processing space and consulted with Jason Bolton, a University of Maine food safety specialist, and the Island Institute in Rockland.

"We supported Robert through our Island and Coastal Business Launchpad program, which provides one-on-one business support and financial and digital literacy classes. Robert also received a

Microgrant for Entrepreneurship and Community Impact Grant," explained Briana Warner, the Economic Development Director at the Island Institute. "We are so thrilled about his business. It has been a pleasure to work with Robert and his family."

The couple started bringing their products to the Camden Farmer's Market in 2016. "Last year was a learning year for us," Young admitted.

The process of smoking lobster is fairly simple. Young lands his lobsters, steams and picks them one day, then settles them in a brine solution overnight. The brine adds to the product's shelf life and, says Young, gives the lobster a little sweeter taste. The next day the meat is smoked over hickory or cherry wood chips, then packed in oil or combined with cream cheese as an hors d'oeuvre dip.

To ship, Young packs the smoked lobster in an insulated shipping container with gel packs. "You want it the freshest possible. We know what we sell at the farmer's markets so we just make enough for that," Young explained. He makes his own dry ice for use in the containers and buys his shipping materials on trips to Portland. "You don't want anything to freeze," he cautioned.

Robert and Kristie combine a Mainer's inventiveness with contemporary savvy in their new business venture. And who knows? Perhaps smoked lobster from Vinalhaven will be the new gourmet item for discerning diners. "If I can make enough money doing this I'd say good-bye to lobstering," Young said with a laugh.



The smoker hard at work on a fresh batch of brined lobster. R. Young photo.

Herring continued from page 1

A herring boat captain operating in Area 1A, who asked that his name not be used, expressed his frustration. "The fish are staying on the bottom in shoal water," he said. "They are not coming up. So when your seine goes down to 40 fathom and they are at 60, well, you see. We are way behind on what the catch should be. I landed nothing last night."

Tony Hooper, resource manager for Connor Brothers in New Brunswick, also was troubled by the behavior of herring in the Bay of Fundy. "We're doing OK, there's lots of fish around but they are staying deeper and not coming up at night as they normally do," he said. Surveys of spawning areas by the Canadian Department of Fisheries and Oceans (DFO) indicate that there are plenty of fish on the spawning grounds so it's not a question of the herring population's strength, Hooper said. "It's not a resource problem, it's a behavioral problem," he said. "Even the weir fishermen are having a hard time. The darn things won't come in."

Landings from offshore (Area 3) are also extremely low again this summer, with less than 20% of the quota landed through August. The larger trawl vessels are finding the fish scarce. An industry representative reported that two Gloucester herring boats, *Challenger* and *Endeavor*, have fished on Georges Bank several times. After a late August trip they reported continuing to see lots of haddock while the herring were not schooling up. Herring captains think that a strong weather system in September bringing steady winds will help mix the water and cause the herring to school.

If supply of a prized object is tight, you can guess what happens to its price. Herring prices have remained around \$155 to \$180 a barrel throughout the summer, according to reports compiled by the Maine Lobstermen's Association. In some areas, supply has grown so tight that wharves have limited the number of trays of bait lobstermen can buy. "The price is up because there are restrictions on flow," Cieri said. "But there have been a lot of menhaden in the market this year."

You can't be a fisherman without having a fair amount of patience. The herring captain in Area 1A has been in the business forty years. "This happened before in 2012 and I think in 2007. You can't make the fish do anything different. But it is frustrating and it is expensive," he said.

Jennie Bichrest, president of Purseline Bait in Harpswell, says that for her business, the late summer has not been good. "It's been spotty. It was good for a while. Now the fish just aren't bunching up. They [herring captains] are seeing the fish but they're not catching them." She has a large amount of frozen herring stored in her facility because she limited the amount her customers could purchase earlier in the summer. Now those customers are using menhaden, leaving her with ten truckloads in the freezer.









Hooper thinks that the weather has something to do with the herring staying deep in the water. "It's been calm and warm this summer. We need a strong wind to mix things up, stir up the food. The catch is going to turn on, but the question is when," he said.

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Whales continued from page 1

whales in July and early August. In 2016 that number was 40; that number is likely to be much higher for 2017 when the final count is tallied. “Typically, the whales will leave in early October, although some individuals may stay until November,” Brown said in a recent interview with the CBC.

The increased numbers of whales in the Gulf of St. Lawrence may be due to the presence of fat-rich copepods. *Calanus finmarchicus*, their preferred food, is found throughout the cold waters of the North Atlantic and once was found in vast schools in the Gulf of Maine. But, as the Gulf of Maine has warmed, researchers have found that the density of *Calanus finmarchicus* has decreased in areas such as Wilkinson Basin, an area of the Gulf of Maine once frequented by right whales. Researchers have also found decreasing density of this copepod in the Gulf of St. Lawrence. Furthermore, the phytoplankton blooms which provide the food for *Calanus finmarchicus* are occurring earlier, further disrupting seasonal patterns [see sidebar on research by Jeffrey Runge].

The Gulf of St. Lawrence is a major shipping route, used by huge vessels sailing to the ports of Quebec City and Montreal and into the Great Lakes. It is also a biologically rich area with numerous fisheries underway throughout the year. The Canadian Department of Fisheries and Oceans (DFO) notes that snow crab populations are strong in the northern and southwestern areas around the Magdalen Islands, and that lobster is an important fishery in that region. So with the increased numbers of right whales, which sleep on the surface of the ocean, and have broad backs and no dorsal fin, making them hard to see, it seems likely that strikes by large vessels or entanglement in fishing gear would also increase.

The law in Canada

This summer, in response to the high number of dead right whales, the Canadian Department of Transportation issued a requirement that vessels 20 meters or more reduce speed to a maximum of 10 knots when travelling in the western Gulf of St. Lawrence from the Quebec north shore to just north of Prince Edward Island. The requirement is temporary and will likely be lifted when the whales leave the area.

The DFO closed Snow Crab Fishing Area 12 in the southern Gulf of St. Lawrence two days earlier than in years past and restricted other fixed-gear fisheries, such as rock crab, to shallow water or instituted a delayed opening date.

DFO also kicked in \$56,000 towards the Whales Habitat and Listening Experiment (WHaLE) to support the development of a real-time whale-alert system for mariners, which could help reduce whale and ship collisions in Canadian waters. In August, the agency introduced a new web site called LetsTalkWhales.ca, to elicit input from Canadians about proposed recovery measures for the right whale and two other whale species.

Under its law to protect endangered species (SARA), Canada has declared two areas — Roseway Basin, approximately thirty nautical miles south of Sable Island off Nova Scotia, and the Grand Manan Basin, at the mouth of the Bay of Fundy — as critical habitat for right whales, recognizing that the animals travel to these areas at specific times each year. In 2003, prior to SARA, the Canadian government altered the width and location of the shipping lanes in the Bay of Fundy through a proposal to the International Maritime Organization (IMO). This reduced the possibility of right whales being struck by ships that were moving to or from St. John, New Brunswick. In 2008, the IMO approved a seasonal (June – December) closure area in Roseway Basin for ships of 300 gross tonnage and greater.

As required under SARA, the DFO prepared a Recovery Strategy for North Atlantic right whales, released in 2009. That document stated that the two most important threats to the right whale population were vessel strikes and entanglement in fishing gear. Just last fall the department made available for public comment an Action Plan to implement that Recovery Strategy. The Action Plan places particular emphasis on reducing “mortality and injury as a result of fishing gear inter-

actions.” It offers two approaches to achieving this goal: prevention (reduce the probability of right whales interacting with fishing gear) and response (reduce the severity of entanglements by responding to reported incidents).

Unfortunately, at least for the whales, the Action Plan does not call explicitly for any regulatory measures. It states, “The action plan is designed to provide guidance to managers and partners seeking to identify and implement specific risk-reduction measures that are most effective for whales while ensuring the safety of fishers and supporting sustainable fisheries.” In fact, the Action Plan explains that “Some of the measures in the action plan are not prescriptive or highly specific because the different fisheries that present the highest risk to right whales operate under a wide variety of conditions, seasons and gear configurations. In many cases the solutions are not yet well known...”

The law in the U.S.

In contrast, through the MMPA, the U.S. National Oceanic and Atmospheric Administration (NOAA) has taken very specific action to reduce the possibility of injury or mortality to right whales from fishing gear. In 1997 the agency released the Atlantic Large Whale Take Reduction Plan (ALWTRP), a plan developed by a team of 60 scientists, environmentalists, fishing industry representatives, and state and federal agency staff. The plan called for restrictions on how fixed-gear fishermen from Maine to Florida operate. The plan required northeast lobstermen to choose one gear modification beginning in 1999 and imposed mandatory gear marking and weak links in 2001, sinking groundline requirements in 2009 and trawling up and expanded gear marking rules in 2014.

“The U.S. and Canada try to be similar,” explained Kate Swails, coordinator of the Take Reduction Plan team and marine mammal policy analyst at the Greater Atlantic Regional Fisheries Office (GARFO). “They [Canada] are pursuing voluntary measures, avoidance and reporting measures. We differ in that they do not have a Take Reduction Team (TRT).” Canadian officials do attend meetings of the U.S. group, however. Seven staff from DFO took part in the TRT’s meeting last April and, said Swails, when not physically present, Canadian officials often participate through conference call.

Under the ESA, in 2008 NOAA put in place rules designed to reduce injury to right whales through ship strikes. The regulations require vessels greater than 65 feet to reduce speed to no more than 10 knots in certain locations and at certain times of the year along the entire East Coast.

Data on right whale deaths indicate that many of the whales killed by ship strikes have been female. Of the 22 vessel-related deaths prior to 2008 for which the sex and size of the animals were known, 80% were females. Researchers hypothesize that pregnant females and females with nursing calves spend more time at the surface where they are vulnerable to being struck. In the southeast Atlantic coast, speed reductions are in place from November 15 to April 15, when the whales are calving and nursing in that area. When the whales are migrating northward in the winter, speed reductions are in place along the mid-Atlantic coast from November 1 through April 30. In New England speed reductions apply at different times, in different areas, from January 1 through July 30 each year.

Furthermore, the federal government petitioned the IMO to reduce the size of the shipping lanes entering Boston Harbor in order to reduce the possibility of ship strikes. Narrowing the north-south lanes would provide at least a mile additional separation between the 1,000 ships that enter Boston Harbor each year and the whales. At the same time, NOAA established a specific “Area to Be Avoided” at the Great South Channel, between Nantucket Shoals and Georges Bank. Ships are not allowed in the area between April 1 and July 30. A recent review of the U.S. ship strike rule has determined it to be very effective in reducing right whale deaths due to ship strikes.

Currently, U.S. and Canadian scientists coordinate research efforts on right whale populations in the North Atlantic. That coordination is important be-

Continued on page 22

Copepod abundance down in Gulf of Maine, Gulf of St. Lawrence

Jeffrey Runge, a biological oceanographer at the University of Maine and the Gulf of Maine Research Institute, and his colleagues have been sampling for a small copepod in Wilkinson Basin and off the mouth of the Damariscotta River for fifteen years. *Calanus finmarchicus* is a flea-sized animal found throughout the sub-Arctic oceans which draws its nourishment from many phytoplankton species in the ocean. Since 2010, Runge has seen a 30% decline in the volume of *Calanus finmarchicus* found in both sites during the summer.

The decline matters because North Atlantic right whales prefer the fat-rich *Calanus finmarchicus* species as their prey. And, like any diner given successively smaller amounts of food, the whales will move to where they can get a good mouthful of their favorite meal.

Right whales have been turning up in greater numbers in the Gulf of St. Lawrence since 2010, according to whale researchers. While that would imply that more *Calanus* have made the Gulf their home as well, it is not so. “We have seen a similar decline in abundance in the Gulf of St. Lawrence [as in the Gulf of Maine sites],” Runge said.

So why are the whales heading north? Runge thinks it may have to do with

other species of copepod that live in the deep, cold waters of the Gulf of St. Lawrence. “*Calanus hyperboreus* and other species not abundant in the Gulf of Maine are found there providing food for the whales,” he explained.

The cause of the decline in *Calanus finmarchicus* in the Gulf of Maine in the summertime is unclear to Runge. “It’s hard to say whether it is due to long-term climate change or if it is a local event,” he said. The springtime abundance of *Calanus finmarchicus*, on the other hand, is off the charts, five times what it was in 2010. Cape Cod Bay has seen record numbers of right whales during late winter months in recent years. The earlier blooms may be due to warmer winter temperatures, allowing *Calanus finmarchicus* to reproduce earlier in the year. “Lots of the young [copepods] are conveyed by the current into southern New England and Massachusetts Bay,” he said. *Calanus finmarchicus* are also brought into the Gulf on the Eastern Maine current, which remains a steadfast 45° throughout the year.

The word for the future, according to Runge, is variability when it comes to *Calanus finmarchicus*. “There will be good years and bad years. It will be more difficult for animals higher in the food web because there will be less fat available and so less energy. Some will move out to find more food where they can.”

In the NEWS

EAVESDROPPING IN THE SEA

Jasco Applied Sciences is analyzing two years-worth of acoustic data taken off the east coast of Canada for sounds created by marine life, shipping and industry, which is expected to provide a useful baseline for researchers studying the ocean. The company placed 20 listening devices on the ocean floor last year, then retrieved them to download the data collected. It then put out 20 more, and just brought those back to shore earlier this summer. The wide-area sensors can distinguish between distant or local shipping, seismic exploration activities, natural phenomena and marine life. Preliminary data from the first year shows some humpback and beaked whales stayed in Atlantic Canadian waters year-round, rather than migrating south in winter. Some areas were found to contain no large marine mammals, but dolphins were detected everywhere, and North Atlantic right whales were heard in summer and fall in the Gulf of St. Lawrence.

NOAA DECLARES STURGEON CRITICAL HABITAT

In August, the National Oceanic and Atmospheric Administration designated the Gulf of Maine as a critical habitat for Atlantic sturgeon. The designation includes approximately 152 miles of water in the Merrimack River in Massachusetts, the Penobscot, Kennebec, Androscoggin and Piscataqua rivers of Maine, and the Cocheco and Salmon Falls rivers of New Hampshire. The ruling mandates that when a federal agency constructs or develops a project near the river or when a project receives federal money, such as a highway or bridge project where there could be significant water runoff, that agency must contact NOAA to ensure proper measures are taken so as not to upset the fish's natural habitat. Dams, pollution and over-fishing are considered the greatest threats to the Atlantic sturgeon, and the species' diverse needs over the course of its life — they are anadromous fish, meaning they are born in freshwater and then migrate into coastal waters — can exacerbate those threats.

A LOBSTER EMOJI?

Luke Holden, president of Luke's Lobster, a lobster restaurant company based in New York City, has begun a petition to add a lobster emoji to the roster of official emojis. Holden started a Change.org petition to collect signatures from others who agree. Within two days the online petition had collected more than 2,300 signatures on its way to its goal of 2,500. This month, the Unicode Consortium, the governing body that gets to choose emojis, announced that the lobster is one of 70 contenders that could be officially added in 2018.



RIGHT WHALE DEATHS PROMPT AGENCIES' COOPERATION

Representatives of the National Oceanic and Atmospheric Administration (NOAA) and Fisheries and Oceans Canada said they will marshal resources to try to find out what's behind a string of deaths of endangered North Atlantic right whales. The goal of the countries is to find out more about why 13 of the whales have been found dead this year and respond with solutions. This year, 10 dead whales have been found off of Canada's coast and three off the coast of Massachusetts, prompting NOAA to declare the deaths an "unusual mortality event." That designation triggers a "focused, expert investigation" into the cause of the deaths. The report will take months to assemble, and a budget for the investigation has not been developed, officials said. The effort will involve collecting data on each whale that died and considering factors such as changes to the environment and habitat. Agency representatives said strategies to protect the whales could include fishing gear modifications, ship speed restrictions and changes to shipping traffic patterns.

NEW DIRECTOR OF SEA RUN FISHERIES

The Department of Marine Resources hired Sean Ledwin in August as the new Sea Run Fisheries and Habitat Division Director. Ledwin will supervise DMR's Sea Run staff who are responsible for data collection and analysis, research, management and restoration of Maine's sea run species, such as alewives, rainbow smelt, Atlantic Salmon, sturgeon, and eels. Prior to joining DMR, Ledwin served four five years as the Habitat Division Lead for the Hoopa Valley Tribal Fisheries program in Hoopa, California. He received a BS in Environmental Science and Policy from the University of Maryland in 2003, and an MS in Fisheries and Natural Resource Management from the University of Michigan in 2009.

Whales continued from page 21

cause under the MMPA, any deaths of right whales, whether in the United States or in Canada, are counted when preparing the yearly stock assessment. Under the law, only one right whale can be seriously injured or killed each year from human activities. Between 2011 and 2016, there were 22 entanglements; an average of 4.65 each year. However, only 0.4% were confirmed to U.S. fishing gear. This year that number will be much, much greater.

What the future holds

Countries that export seafood to the United States will have to start protecting right whales and other marine mammals if they want to continue to sell their products in the U.S. under a new rule instituted by NOAA in 2016. The MMPA requires that all countries that export fish and fish products to the U.S. be held to the same standards as U.S. commercial fishing operations in terms of actions to reduce bycatch of marine mammals. Environmental organizations, including the Center for Biological Diversity, successfully brought suit in 2015 in the U.S. Court of International Trade to make the federal government implement the provisions.

The 2016 rule establishes the criteria for evaluating a harvesting nation's regulatory program for reducing marine mammal bycatch and the procedures required for nation's to receive authorization to export fish and fish products into the United States. Countries have a five-year grace period (to 2021) to develop or strengthen their bycatch laws to be comparable in effectiveness to U.S. standards.

NOAA published a draft list of all the countries that export seafood to the U.S. late in August. It noted those fisheries that, due to limited or no interaction with marine mammals, would be considered exempt from the MMPA provision and those fisheries that do interact. In Canada, the Maritime Provinces' snow crab, Jonah crab, whelk, and lobster fisheries were specifically noted to interact with large whales, among them the North Atlantic right whale.

"We stand by ready to help Canada work out how to strengthen and develop laws comparable to what we have here in the US. We have a lot of experience both good and bad that they could learn from -- and they seem willing and ready to do so," Swails said.



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Events Calendar

*Don't forget to check out our expanded calendar at mainelobstermen.org.
You can find more information, links, and photos.
And let us know if you have upcoming events!*

September 6

MLA Board of Directors meeting, 5 p.m., Darby's restaurant, Belfast. FMI: 967-4555.

September 7

Shellfish Advisory Council meeting, 10 a.m.-1 p.m., Ellsworth City Hall.

September 10

Maine Lobstermen's Community Alliance Lobstermen's Relief Fund fundraiser, 4-8 p.m., Cook's Lobster and Ale House, Bailey's Island. 10% of all food sold goes to the relief fund. FMI: 967-4555.

September 14

NEFMC Herring Committee, 9 a.m.-3 p.m., Four Points Sheraton, Wakefield, MA.

NOAA Office of Coast Survey stakeholder meetings concerning Penobscot Bay Survey, 1 and 7 p.m., Hutchinson Center, Belfast. FMI: david.vejar@noaa.gov.

River Herring, Restoration Efforts and Progress. Jeff's Catering, 9 a.m.-3 p.m., Brewer. FMI: sa-rah@mainesalmonrivers.org.

September 18

Maine After Midnight event, Barbuto restaurant, New York City, NY.

September 25

National Lobster Day!

September 26

Maine Lobster Marketing Collaborative meeting, 1 p.m., Island Institute, Rockland.

September 26-28

New England Fishery Management Council meeting, Gloucester, MA.

UPCOMING

October 4

MLA Board of Directors meeting, 5 p.m., Darby's restaurant, Belfast. FMI: 967-4555.

October 5

ASMFC Atlantic Menhaden Draft Amendment 3 public hearing, 6 p.m., Yarmouth Town Hall.

October 12

"Climate Myths and Legends: Heroes, Oracles, and Climate Change," talk by Andy Pershing, 7 p.m., Gulf of Maine Research Institute, Portland.

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Aqua Ventus continued from page 7

through the National Environmental Protection Act (NEPA) process. The draft Environmental Assessment document will be available for public comment in 2018.

"MAV first proposed locating the electricity cable on the Bristol peninsula but due to multiple factors, including the identification of historic shrimping areas, alternatives were considered," Johnson said. "Now the cable is proposed to run into Port Clyde via an existing charted cable way. The intent is to minimize new regulated areas that would impact mobile gear fishermen."

The project as now envisioned will create two 576-foot-tall turbines. A group of Monhegan residents organized Protect Monhegan in 2016 to voice their opposition to the larger-scale, 20-year project. The group wrote a bill (LD 1262) introduced to the state Legislature this spring, to ensure that the project was not located within ten nautical miles of the Monhegan Lobster Conservation Zone, itself 30 square miles in extent. In 2009, when the state was first identifying possible sites for wind power testing, Monhegan lobstermen were asked where they fished the least in the Conservation Zone. They identified a section in the zone's southwest corner, near the state's three-mile boundary, as least fished; that turned into the Monhegan test site.

The bill was opposed by the Monhegan Fishermen's Alliance, which represents the entire active fleet of lobstermen on Monhegan. The group testified, "the MAV project will undoubtedly have a direct impact on the fleet. It is estimated that the wind turbines and the associated mooring system will impact 10% of the historical fishing area for up to 20 years, though it is still unclear what fishing restrictions will be required." They continued, "The University of Maine staff has been actively communicating with the fishing fleet about the project and we have been discussing ways to accommodate our fishing tradition in this area and support the Monhegan fishing community."

The Protect Monhegan bill did not pass in the Legislature. The University of Maine has since stated that it will not allow use of its technology in any grid-scale offshore wind project within 10 miles of any inhabited location.

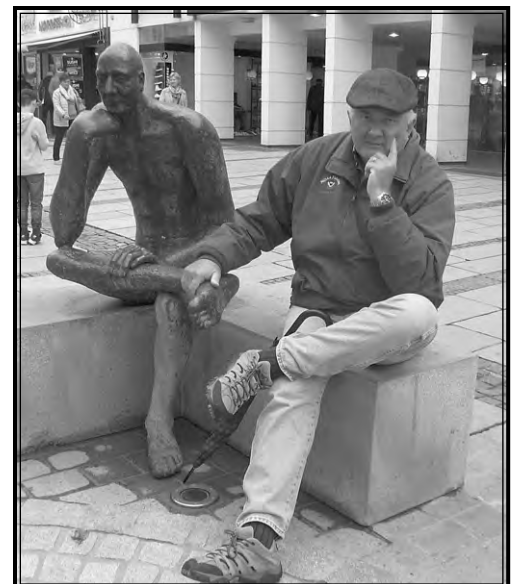
"We've been working really hard to get everyone on Monhegan on the same page and understanding the project in full detail," Johnson said. "There is mistrust because this project has evolved over a number of years. It's nothing nefarious but it has created some concerns." MAV holds weekly conference calls with island representatives to keep them abreast of the project, and has conducted on-island and coastal presentations. Project organizers will continue to discuss measures to maximize benefits for both island residents and the state.

Bullard continued from page 6

for his leadership, vision, and commitment to diversity in the Woods Hole science community).

Bullard retired from SEA in June 2012, and within the year was hired as head of GARFO. "I was a known quantity," Bullard explained. "I had been around the block and everyone knew who I was." Coming to GARFO at a time when NOAA, and particularly the NMFS Enforcement Office, was held in extremely low regard didn't bother Bullard. He knew that he could make tough decisions. "I didn't care if I got fired, I had already retired!" he said. Bit by bit he rebuilt the stature of the office, remade its ties to fishing communities, and improved morale among the staff. "This is the best bunch I've ever worked with," he said with characteristic energy. "I've never been surrounded by such whip-smart, mission-driven people."

Bullard retains a high opinion of the fishermen he's met over the years, including Maine Lobstermen's Association board members Gerry Cushman of Port Clyde and David Cousens of South Thomaston. "A good fisherman has inquisitiveness, resilience, toughness and the ability to be able to do everything," he said. The same might be said of John Bullard of New Bedford.

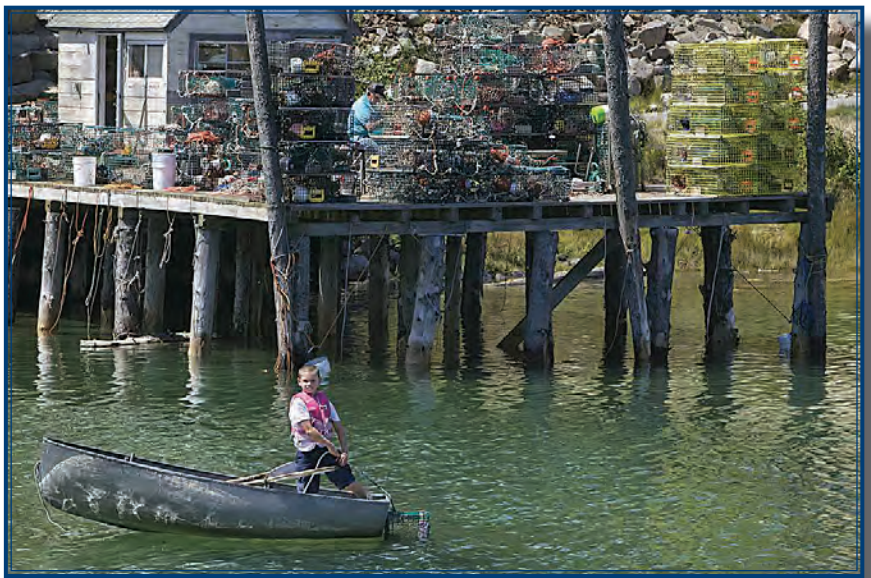


John Bullard has listened to any number of constituents over the years. Photo courtesy of J. Bullard.

SCENES OF QUIET BEAUTY IN RALSTON PHOTOGRAPHS



Peter Ralston has been photographing the coast of Maine since 1978. One of the two co-founders of the Island Institute in Rockland, Ralston has found his way over the decades to the small villages and harbors that make up the Maine lobstering world. His photographs capture beauty but even more importantly, they reflect the day-to-day workings of the men and women who make their living from the sea. We thank Peter for the opportunity to feature three of his photographs here.



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