ARE YOU READY FOR THE 2019 BAIT CRISIS?

Imagine that a barrel of herring bait costs $500. Your bait is rationed to only a few trays per day. Several days each week there is no bait at all. On days when you can get bait, it is not your bait of choice. It hardly seems possible, yet this is exactly what fishery managers are anticipating lobstermen will face next year when nearly 60 million pounds of fish are removed from the bait supply.

Federal fisheries managers are awaiting the scientific peer review of the Atlantic herring stock assessment to confirm the finding that the herring stock is at an all-time low. The low stock figure is due to fewer young fish entering the population each year since 2013. The population now has more 6-year-old herring than first- and second-year herring combined. Though the report concludes that this is not a result of overfishing, the commercial herring fishery will face a massive cut in the overall quota in 2019 in order to help the stock rebound.

In preparation for the 2019 quota reductions, the New England Fishery Management Council voted to cap 2018 herring landings at 55,000 metric tons, which is what the herring fishery landed in 2017. Based on the findings of the draft stock assessment, the overall 2019 quota will not exceed 28,900 metric tons. This is a reduction of 26,100 metric tons (57.5 million pounds) or a 47% reduction compared to 2017 and 2018 landings.

According to Patrice McCarron, executive director of the Maine Lobstermen’s Association, a similar decline in herring landings occurred from 2013 to 2017, during which time herring landings decreased by nearly 50% and bait prices jumped as much as 75% in many harbors along the coast. Now herring landings will be ratcheted down by another 47%. “The MLA is worried about what this is going to mean for lobstermen and our industry as a whole. Taking 57.5 million pounds of bait out of the bait supply all at once will mean that too many lobstermen will not have the bait to fish and others will struggle to remain profitable given the anticipated price increases,” she said.

O’Hara Bait Company manager Wyatt Anderson predicts that a barrel of bait will cost $500 next year. O’Hara is one of Maine’s largest bait suppliers with capacity to store four million pounds of frozen product. “O’Hara has been working to identify alternate sources to make up for next year’s losses but it will not be enough to meet the shortfall,” Anderson said.

According to McCarron, the number one priority is getting the word out to the lobster industry so that lobstermen, lobster buyers and bait suppliers will have...
The Maine lobster fishery is the mainstay of the coast. Since 2008, Maine lobstermen have landed more than 1 billion pounds of lobster (1,097,686,000), pumping a huge amount of money into the state’s coastal towns and cities. In Hancock County, lobster produced $145 million of revenue for that Downeast region just in 2017.

That is why the predicted drop in herring that will be available for harvest in 2019 has sent a deep chill throughout the coast. Herring has historically been the preferred bait of Maine lobstermen. Due to a drop in the number of young fish being born, fishery managers are required to drastically cut commercial landings to allow the stock to rebuild. Thus next year the herring quota will drop by 47%, from 55,000 metric tons allowed in 2018 to 28,900 metric tons.

What happens when something desired by all, whether that is gas or herring, becomes scarce? The price goes up, rationing of the scarce item takes place, and people become frantic. Landings looks at what the future may hold for lobstermen and bait dealers and how lobstermen can prepare. On another front, the issue of how best to protect endangered North Atlantic right whales continues to be the focus of attention at the federal and regional levels. Thus far this year four right whales have been found entangled in fishing gear, significantly less than the 18 found dead in Canadian and U.S. waters in 2018. Maine lobster gear has only been found on one whale in the past two decades. This month we hear from several young lobstermen who have grown up in a fishery dominated by the whale issue. They are concerned, however, that potential future regulations will add further time and expense constraints to a difficult business.

Finding bait and avoiding right whales are two major problems for lobstermen. Another is actually having space on working waterfronts. Thorne points out, accessing that coverage is an intricate, difficult business.

A recent spate of proposed hotel and office development projects along Commercial Street threatens the city’s fishermen with even more sharply reduced access to the parking and gear storage areas vital to their businesses. Right now it’s difficult for people to link as easily to a fisherman as they do to their farmers at the local farmers’ market. The stories told about fishermen often focus on the management or ecological aspects of the fishery, not the personal aspects of the person’s daily activities. Coombs argues that making the link between the consumer and the fisherman is one way to concentrate attention on the necessity of vital working waterfronts.

While lobstermen may appear to be formidable creatures, armed with a hard shell and crushing claws, they are in fact vulnerable to an invisible threat: ocean acidification. Increased carbon dioxide gas in the atmosphere has caused a chemical reaction in seawater that has made the oceans more acidic over time. That acidity has had devastating effects on shellfish aquaculture on both the East and West coasts. A recent conference held at Bowdoin College looked at the impact increased acidity may be having on lobsters, which we revisit in this issue of Landings.

Bridge Thornton, the MLA health insurance Navigator, continues her review of Medicare and Medicaid this month. Medicaid came into being in 1965 and is designed to provide health coverage for low-income people. But, as Thornton points out, accessing that coverage is an intricate process, and one that varies by state. We hope you enjoy this issue of Landings and look forward to your suggestions for future stories.
By Monique Coombs

In early 2012, the US Department of Agriculture (USDA) unveiled the “Know Your Farmer, Know Your Food” Compass. This digital report includes maps, data, photos, videos, stories, and case studies, and details USDA support for local and regional food projects. Here farmers can also find grants, business loans, and resources to help them develop their businesses. Lucky for them, the USDA also makes grants available to new farmers and beginning ranchers.

There are a few organizations which have attempted to copy this campaign, receive funding and resources that will help them buy a farm, or a truck, or farming equipment. "Know Your Fisherman" is a difficult campaign to promote. Because all that’s talked about is gear, science, and management, that’s all consumers know about. Do consumers know enough about stock assessments to use that as a deciding factor in making a seafood purchase? What difference does it make to ask how something was caught? Farmers’ market customers likely do not ask the farmer what kind of tractor they used or whether they practice no-till farming, so why are seafood customers bombarded with science and management and told to ask questions when it’s likely they won’t understand the answer (that is if whoever is answering even knows the answer.)

Fishermen, fishing communities and the complexities of working waterfronts need more attention, promotion, and consumer advocates. More stories need to be shared about fishermen who volunteer on the local fire department, coach kids’ little league games, or plow their neighbors’ driveways. Fishing is a fundamental part of most fishermen’s identities, but it is not their whole identity. Boats, gear, and buoys decorate the streets of a fishing town, but those items are not what makes that town a fishing community. A working waterfront may be salty, grimy, and messy, but it is also the entry point to a way of life and livelihood. Finding a way to connect fishermen to a consumer’s seafood and to lessen the incoherency that is the fishing industry is a great start to preserving the working waterfront and sustaining Maine’s fishing communities.

A fisherman’s role in the food system is still under-valued, and it makes it difficult for consumers to connect seafood to fishermen...

The creation of this campaign elevated the farmers’ role in the food system; it humanized farmers in a way that allowed consumers to connect their food — carrots or steak — to a person who works hard, has dirt under his or her nails, has a family, and provides food to the world.

There are a few organizations which have attempted to copy this campaign, asking consumers to “Know Your Fisherman.” It hasn’t really worked out in the same way. A fisherman’s role in the food system is still under-valued, and it makes it difficult for consumers to connect seafood to fishermen, and to understand that fishermen also work hard, have dirt under his or her nails, have a family, and provide food to the world. If consumers are unable to connect seafood to fishermen, it also becomes difficult to express the value of a working waterfront as more than just space on the water.

The fishing industry is disjointed, and that fragmentation is hard to comprehend let alone clearly articulate. Take, for example, fishwatch.gov, the “Nation’s Database on Sustainable Seafood.” The “Know Your Farmer” report has pictures of people smiling and sharing vegetables, recipes with photos, stories about farmers’ successes, and quotes from consumers about how important local food is to them. FishWatch, by contrast, has fraud reports, fisheries management facts, and not one image or story of a fisherman to be found. It’s also sterile, overprioritizes health, and fails to mention anything about taste. Overall it’s unappetizing and unenticing. While overexplaining fisheries management, the web site omits the role that fishermen and fisheries play in putting good food on America’s tables and in fact vilifies fishermen by expounding on enforcement techniques, science, and management.

“Know Your Fisherman” is a difficult campaign to promote. Because all that’s talked about is gear, science, and management, that’s all consumers know about. Do consumers know enough about stock assessments to use that as a deciding factor in making a seafood purchase? What difference does it make to a consumer to ask how something was caught? Farmers’ market customers likely do not ask the farmer what kind of tractor they used or whether they practice no-till farming, so why are seafood customers bombarded with science and management and told to ask questions when it’s likely they won’t understand the answer (that is if whoever is answering even knows the answer.)

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Monique Coombs lives on Orr’s Island with her husband, a lobsterman. She is the Director of Marine Programs for the Maine Coast Fishermen’s Association.
time to plan. “The MLA Board is worried that many in the industry do not know about the pending bait crisis. The industry needs time to prepare, to figure out how to use less bait and to identify alternate supplies,” explained McCarron.

Many wharfs and lobster cooperatives along the coast have acquired bait freezers in recent years in order to keep their bait fresh during the increasingly hot summer months. But those freezers might be empty when 2019 rolls around. “Having a freezer will not guarantee a bait supply for next year since there is only a limited supply of frozen bait available, which might be able to be increased somewhat, but not near enough to make up the much lower herring quota for next year,” said Bob Baines, president of the Spruce Head Fishermen’s Co-op, which does not have a bait freezer. “If we built a cooler or freezer, we might not be able to find enough affordable bait to put in it.”

The change in quota will mean different things for different lobstermen, depending on where they fish and where they are homeported along the coast. Some lobstermen might decide to use less herring in each trap, use a finer mesh bait bag or add a small amount of new bait to the old, rather than dumping it. Other lobstermen might move to hard bait or pogies, although a herring shortage is likely to cause the price for other baits to jump.

A long-time bait dealer, who asked to remain anonymous, is alarmed by what 2019 might bring not only to lobstermen, but to Maine’s bait companies. “We are struggling to keep this together,” the dealer wrote in an email. “I am sure the lobstermen will survive. They are not the only ones in crisis.”

**Maine Bait Lists (July 2018)**

**Freshwater Approved**
- Carp, Maine
- Pickerel, Central Canada
- Suckerfish, Maine, Canadian provinces of Manitoba & Saskatchewan
- Any freshwater species that was legally harvested in Maine
- All Carp from any region caught outside of Maine including Asia, U.S., Canada due to exotic pathogens. NOTE: Carp caught in Maine are approved.
- Catfish from Asia due to exotic pathogens
- Mudshad from Central US and Virginia
- Northern Pike from Central Canada due to exotic pathogens
- Sheepshead (Freshwater Drum) from U.S. & Canada due to exotic pathogens
- Farming or Wild Tilapia from Africa, Asia, Florida, Latin America and Vietnam due to exotic pathogens

**Marine Approved**
- Any NEFMC Groundfish from the Gulf of Maine or Georges Bank
- Atlantic Cod from the U.S. East Coast & Canada East Coast
- Atlantic Herring from the U.S. East Coast & Canada East Coast
- Croaker from the U.S. East Coast
- Halibut from the Atlantic & Pacific Ocean
- Jamaican Weakfish from Suriname (wild caught, frozen, racks only)
- King Weakfish from Suriname (Wild caught, frozen, racks only)
- Kinky (aka rockfish, long/short spinyhead, idiotfish) from U.S. West Coast & Canada West Coast (must be frozen)
- Lingcod from Atlantic & Pacific Ocean
- Mackerel from U.S. East Coast, Japan, Portugal and China (must be frozen if from China)
- Mullet from U.S. & Canada
- Orange Roughy from Australia & New Zealand
- Menhaden from U.S. East Coast
- Patagonian toothfish from Australia and Argentina (must be frozen)
- Pollock from Atlantic Ocean only
- Redfish from N. Atlantic & Pacific Ocean
- Red Alphonsino from NE Atlantic Ocean
- Roundnose Grenadier from NE Atlantic Ocean
- River herring (alewife, blueback) from Maine
- Rockfish from U.S. & Canada/West Coast (must be frozen)
- Sablefish from Alaska & Western Canada
- Skate from U.S. Northeast Coast
- Shad from Maine
- Sole from US West Coast
- Southern Kingfish from Suriname (Wild caught, frozen, racks only)
- Tuna from North Pacific Ocean
- Any species that was legally caught in Maine coastal waters

**Marine Prohibited**
- Any salmonid fish species
- Alphonsino from New Zealand
- Bonito from Panama West Coast due to exotic pathogens
- Cobia from South Atlantic Ocean, Caribbean Sea due to unknown pathogen status
- Cod from U.S. & Canada West Coast due to possibility of exotic agent
- Flatfish from Pacific Ocean due to possibility of exotic agent
- Hake from U.S. West Coast due to exotic pathogens
- Horseshoe Crab from Asia due to possibility of invasives
- Pollock from Pacific Ocean due exotic pathogens
- Pacific Sardine from U.S. West Coast & Canada West Coast due to exotic pathogens
- Snapper from Panama West Coast due to exotic pathogens
- Tilapia from Panama West Coast due to exotic pathogens

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The fact that the Gulf of Maine is warming more quickly than the majority of the world’s ocean regions is alarming enough. But with that warming comes an equally threatening change to the Gulf’s waters, increasing acidity. The effect of a more acidic Gulf on lobsters was the subject of a conference at Bowdoin College in June, organized by the Friends of Casco Bay and the University of Maine.

The cause of increased acidity is increased carbon dioxide (CO₂) in the atmosphere. The world’s oceans naturally absorb atmospheric carbon dioxide; in fact, oceans have absorbed between one third and one half of the carbon dioxide emitted by human activities since the start of the Industrial Age in the mid-1800s. In seawater, CO₂ reacts with H₂O to form carbonic acid. Carbonic acid then breaks down into hydrogen ions and bicarbonate ions. Those hydrogen ions reduce seawater’s pH, thus making the water more acidic. The chemical process also reduces the amount of calcium carbonate available in seawater, a factor that has affected the shell-building abilities of shellfish.

But what effect does all this chemistry have on Maine lobster?

The Maine Legislature created a panel to review the impact of ocean acidification on Maine marine resources. The panel’s 2015 report stated that the number one goal was to evaluate the impact of ocean acidification on commercially important species such as lobster, clams, oysters, and sea urchins. Rick Wahlé of the University of Maine reviewed his research in concert with University of Prince Edward Island scientist Spencer Greenwood and colleagues on changes in the the Gulf’s lobster populations.

Juvenile settlement has declined throughout the Gulf of Maine for the past four years, according to Wahlé, while lobster landings continued to rise, particularly in eastern Maine. Wahlé and other researchers are puzzled that there are fewer young lobsters settling to the bottom at a time when the number of eggs entering the system from the fact of more eggs entering the system from a greater number of fertile female lobsters is at an all time high.

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Could it be because of a warming Gulf of Maine has driven the young lobsters food, such as copepods, away? Or could an acidifying ocean have had harmful fourth stage lobster larvae? Wahlé and colleagues are examining lobsters taken from three areas of the Gulf — Rhode Island, mid-coast Maine and the Bay of Fundy — to look at the animals’ genes. They want to see if increased water temperatures and ocean acidity have affected how those genes work and if those changes follow through multiple generations. While crustaceans as a group are largely resistant to ocean acidification, the long-term effects are not known, Wahlé said.

David Field, a senior research scientist at Bigelow Laboratory, noted that the body of an adult Calanus finmarchicus will be 60% fat when it is in colder water. Raise the temperature of the water, and the the copepod will have less body fat and will also be smaller in size.

Fields conducted experiments to see what happened to lobsters when subject- ed to warmer water and higher levels of dissolved CO₂, corresponding to a more acidic environment. He found that in warmer, more acidic water, lobsters breathed more and ate a good deal more. To do so, the animals must curtail expenditure of energy on other things, like reproduction or growth.

“Lobster are solving these problems in evolutionary ways. It’s mysterious,” Fields said. He also noted that as Calanus finmarchicus has shifted in distribution another copepod species, C. glacialis, has moved in, however, that species seasonal behavior is different from finmarchicus.

Is there any direct impact on a young lobster’s health from more acidic seawater? Amalia Harrington, a PhD student at the University of Maine, conducted an experiment to look at what effect warmer water and increased acidity have on a lobsters’ blood and tissue. Harrington held 48 adult female lobsters in normal seawater and some in more acidified water. She then raised the water temperature from 12.5°C to 29°C in 2.5 hours and measured the heart rate of each lobster. Typically, a lobster’s heart rate will go up in a steady line as the temperature increases then drop as the stressed animal begins to conserve its energy in the face of a mortal threat. But what Harrington found is that the heart rate of lobsters held in acidified water began to decrease at a lower temperature than those kept in normal seawater.

The presenters emphasized that the impact of ocean acidification on lobster— links to the question of how such changes are affecting the larger Gulf of Maine ecosystem. Lobsters are not the only commercial species feeling the heat, so to speak. “Adaptation doesn’t come for free,” Fields said, “There are costs to any sort of stress.”
tions impact them in the future? Landings sat down with three young offshore Maine lobstermen and a few from the older generation to find out what the regulations have meant to them and to discuss their ideas on finding a reasonable solution to the whale dilemma.

Jonathan Nunan, 30, who fishes the F/V Foolish Pride homeported in Kennebunkport, Welch believes that sinking rope has had a major impact on the industry. "I think the major change that has impacted lobstermen has been the no floating groundline. The older fishermen were able to fish harder bottom with less worry about chaffing gear off because the rope didn't lay on the bottom," he noted. "It was likely more significant for them to learn how the roped worked than it's been for us growing up with it. The whale rules have been a way of doing business for me. I haven't really known any different since I've been fishing, I just know it's what we have to do to operate each day, and the alternative, to not fish, is worse."

The problem, he added, is that each regulation costs lobstermen time as well as money. "Even though I grew up with the rules, they still affect me and other lobstermen. I have done work with the MLA board and served on committees to find ways to live with the current regulations and look for new ways to protect whales that won't hurt fishermen. I do this because we need to make a living and the changes impact our livelihood more than people probably realize." The other lobstermen in the room nodded in agreement.

Zuke, Welch and Nunan are very concerned with the talk of ropeless lobster fishing as a possible way to keep whales from becoming entangled in the future. "That would be the end for a lot of fishermen everywhere," Zuke said. "We take these whale regulations very seriously. We are doing what we are supposed to. We need to find a way to co-exist with a reasonable solution for all involved. More regulation is not the answer."

Welch agreed and added, "We take these whale regulations very seriously. We are doing what we are supposed to. We need to find a way to co-exist with a reasonable solution for all involved. More regulation is not the answer." Nunan asked a question that weighs on many lobstermen's minds, "We are doing our best to try to follow the rules to save the whales, but who is going to save us when we can no longer fish?"
The Maine lobster industry would certainly benefit from Ben Franklin's advice, "We must all indeed hang together or most assuredly we will all hang separately." As the Maine Lobstermen's Association launches its summer membership campaign, the significance of the issues makes clear the importance of lobstermen coming together in a strong MLA. After 64 years, the MLA fathoms the world of lobstering well. As the oldest, largest and most experienced fishing industry organization in Maine, the MLA understands and respects the survival-of-the-fittest ethic that pervades our industry. But we also understand the need to maintain a vibrant and profitable lobster fishery in order to keep our coastal communities alive and preserve economic opportunity for our children. It is not the MLA's job to tell lobstermen how to run their businesses or to have any part in micro-managing how they fish. Rather, the MLA's job is to fulfill its mission to advocate for a sustain-able lobster resource and the fishermen and communities that depend on it. Given the scope and depth of today's issues facing the Maine lobster industry, fulfilling our mission is more impor-tant than ever.

Lobstermen have come to rely on the MLA's knowledge and expertise to deal with important issues such as the potential for new whale regulations, the looming bait crisis and uncertainty in the global market. I spend many hours on the road attending meetings, monitoring a wide array of issues and submitting feedback to regulators. I assure you that there is no other Maine lobster industry group that comes close to doing what the MLA does. None cover the breadth of issues that we cover. And none have the experience, level of knowledge or connections to work as effectively as the MLA.

The MLA's track record is impressive. Since 1954, the MLA has been in the forefront of every issue affecting Maine's fishing industry. From day one, MLA President Les Dyer fought for fair pricing and 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. The MLA was able to expand its lobster conservation measures to the 3-mile line and catching Maine's oversized and V-notched lobster.

The MLA has never been afraid to tackle any issue that could harm Maine's lobstermen or the lobster resource. We might not always win, but we are always at the forefront, making sure our members' voices and the interests of Maine's lobstering communities are heard. Under the leadership of MLA's new President, Kristian Porter, Maine's lobster industry may face its biggest challenges to date. Porter has strong support from the MLA staff, and our young and diverse board of directors. As Porter was transitioning in, the MLA successfully fought to stop coral closures in Downeast Maine. Under Porter's leadership, the MLA has said "No" to ropeless fishing and held a series of outreach meetings with lobstermen to develop strategies to keep lobstermen fishing as the new whale rules evolve. The MLA has intervened in the court case brought against NMFS by environmental groups pushing for more stringent whale protection measures and has also opposed the development of offshore energy.

The MLA will continue to fight for the future of our industry, but our voice is only as strong as our members' voices. The board of directors is composed of your fellow lobstermen from all along the coast, from harbors large and small. When you are a member of the MLA, you have a say in all that the board and this organization does. Our way of life is under constant threat. As the issues get more complex, so do the consequences for the lobster industry. The MLA needs your support to continue the fight.

Thank you for your support. And as always, stay safe on the water.
MAINE LOBSTERMEN'S ASSOCIATION UPDATE

**MLA BOARD MEETING SUMMARY**

The MLA Board met on July 11 in Belfast. President Kristan Porter opened the meeting and welcomed Wyatt Anderson from O'Hara Bait. Wyatt was invited to share his perspective with the MLA Board on the bait shortage facing the lobster industry in 2019.

**2019 Bait Crisis** — Anderson provided his perspective on what the slated bait reductions for 2019 could mean for the Maine lobster industry. To prevent even deeper quota cuts in 2019, the New England Council voted to cap 2018 landings at 50,000 metric tons, which is what the herring fishery landed in 2017. Based on the findings of the draft stock assessment, the overall 2019 quota will not exceed 28,900 metric tons. This is a reduction of 26,100 metric tons (57.5 million pounds) or a 47% reduction compared to 2017 and 2018 landings. In addition to the cuts resulting from the stock assessment, the quota could be further reduced depending on actions the Council may take on changes to the herring management plan (Amendment 8) in September.

Anderson expects prices for all bait products to skyrocket in 2019. He predicts that the price for a barrel of herring could increase from the current price of $175 up to $500 in 2019. O'Hara currently sources a variety of frozen baits including redfish, pogies, rockfish and tuna. They buy everything they can get their hands on but do not currently buy product from Canada due to pricing. O'Hara has been working to identify alternate sources of frozen bait to make up for the increase in costs. They will not be able to go up to the 57.5 million pound shortfall. O'Hara can store 4 million pounds of bait and will put up bait this winter to prepare. Winter landings in 2019 will be important to freeze and store bait. They also have frozen storage on the west coast.

Maine does not have adequate freezer space to hold product. Anderson believes that many lobstermen will face acute bait shortages and high prices and there is likely to be rationing of product from those who get it. Independents and dealers may find themselves without a reliable supply of bait. Andersen urged MLA Directors to consider how the Maine lobster industry can use less bait. Demand for bait is much slower in May and June. Demand starts to pick up in July but the peak months are typically August and September.

Board discussed its worry that a bait crisis will lead to increased conflict among harvesters and crimes such as hauling other's traps will go up. The need for enforcement will be high.

There are many fears about how hard the industry will be hit by this. It is likely that many lobstermen working with small independent dealers and docks will not have bait and will not be able to fish. Lobstermen with larger payments and overhead will be challenged to stay profitable if bait hits $500/barrel. Established lobstermen with lower payments and overhead will likely be able to bump through for a few years with low profits. What will the fallout be after one year of these bait conditions? What will the lobster fleet look like?

There was agreement that the lobster industry must dramatically cut down on bait use. The board discussed the need for better management of strategies that individual lobstermen could consider to lower bait consumption as well as discussion of industry-wide strategies that would cut bait use.

Lobstermen will need to plan ahead to find individual strategies to identify where they will get bait, cut down on bait use and lower overhead costs. Brainstorming strategies included: don’t buy new traps and rebuild old traps; use less bait by putting only a few baits in each trap; bait cup, bait savers may help; don’t dump more baits than necessary at trip fishing in the fall and winter to save on fuel and overhead costs; diversify bait sources and be willing to use whatever is available; look at when your business is profitable and reconsider your fishing strategy during the months that your business is not profitable.

There were several ideas on strategies that could reduce bait use industry wide. Ideas included lobstering seasons, seasonal trap limits or trap reductions. There are many concerns with these approaches including how to design a program that is fair and equitable, dealing with latent effort and how to ensure adequate enforcement. Many worried that it is a fine line to determine when action should be taken to benefit the industry as a whole versus micromanaging individual lobstering businesses. These ideas would require much input from the industry.

The board stressed that the first step is to educate lobstermen on what the Maine industry will face in 2019 and to get feedback from the industry. Many lobstermen are still not aware of the situation.

**NMFS Proposed Rulemaking on Mandatory Reporting for Federal Lobster Permit Holders** — NMFS published an Advance Notice of Proposed Rulemaking in June to consider including ASMFC’s mandatory lobster harvester reporting requirement for federal lobster permit holders as part of a rulemaking that is currently under development. NMFS is looking specifically at the expansion of the harvester reporting requirements to all federal lobster permit holders through the existing Federal Vessel Trip Report (VTR) program, and then to address the biological sampling, fixed gear reporting form, and other measures from Addendum XXVI in a separate future action.

The MLA board does not support the immediate implementation of harvester reporting for all federal lobster permit holders through the existing VTR because that form is not well-suited to collect lobster data and does not include all of the data elements required by ASMFC. Rather the MLA supports NMFS first developing a fixed-gear VTR that includes all of the required data elements before implementing this program for federal lobster permit holders. MLA will submit comments by the July 16 deadline.

**MLA Navigator Program to End** — MLA learned that funding to support Maine’s health insurance navigators has been dramatically cut. As a result, the MLA will not be able to offer lobstermen support in finding health insurance plans and enrolling in health insurance through the Health Insurance Marketplace. MLA’s Navigator support will end on August 31.

**Congressional Delegation** — The MLA remains in close contact with the Maine delegation on right whales, bait and Magnuson reauthorization.

**Right Whales** — Max Strahan sent a notice of intent to sue the state of Maine and NOAA Fisheries over right whale protections on June 21. The letter did not name the MLA. The notice stated that Strahan’s organization will seek an order from the court enjoining the Maine DMR to stop requiring the use of vertical buoy ropes in fishing gear in Maine’s coastal waters. It also states that he has filed a claim for one billion dollars in damages with the State of Massachusetts under the Massachusetts Tort Claims Act for its negligently allowing the killing and injuring of endangered whales and sea turtles since 1973 in the lobster pot gear and gill nets that it licenses and regulates.

**MLA Business** — MLA membership renewals are underway. Business renewals should be complete in July and harvester renewals will start in August. MLA will be seeking additional MLA Legal Fund support as part of this membership renewal to pay the costs of intervening in the whale lawsuit.

The MLA is holding a Relief Fund Benefit on September 14 at Cooks Lobster and Ale House on Bailey Island. Proceeds will support the MLA Relief Fund. The MLA Board will not meet in August. The next meeting will be September 5.

**ASMFC HERRING DAYS OUT MEETING**

The ASMFC Herring Section met on July 17 to discuss management of the Area 1A herring fishery. In order to provide more access for the fleet to land herring before the fish spawn, the Section approved the following changes, effective July 22 in Maine:

- Increase landing days to five (up from four), with one landing per 24 hours.
- Increase weekly landing limit to 16 trucks (640,000 lbs), up from 12 trucks/week.
- 4 trucks (160,000 lbs) of the 16 trucks each week can be transferred to a carrier vessel.
- Carrier vessels can only receive at sea transfers from one catcher vessel each week and are limited to one trip per 24 hours.

Other regulations remain in place. Those with category C and D permits that use small mesh bottom trawl may land 7 consecutive days/week. The small mesh bottom trawl sector account for only 2% of herring landings. Caster vessels may transfer to other catcher vessels to avoid dumping or wasting fish.

Maine DMR reported that seven vessels are currently active in the Area 1A herring fishery. DMR scientists projected that the Area 1A quota would be fully utilized by August 20th if all seven vessels fished to full capacity under the previous restrictions of 4 landing days with a 12 truck weekly limit, which were in place from early June until July 21.

**2018 Atlantic Herring Landings For Data through July 20, 2018**

<table>
<thead>
<tr>
<th>Area</th>
<th>Cumulative Catch YTD</th>
<th>Original Quota 2018</th>
<th>REVISED Quota 2018</th>
<th>% Revised Quota 2018</th>
<th>2017 landings as of 7/27</th>
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<tr>
<td>1A</td>
<td>8,185</td>
<td>31,789</td>
<td>29,164</td>
<td>28%</td>
<td>7,051</td>
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<tr>
<td>1B</td>
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<td>3,552</td>
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<td>2</td>
<td>6,678</td>
<td>31,137</td>
<td>8,200</td>
<td>84%</td>
<td>3,709</td>
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<tr>
<td>3</td>
<td>1,176</td>
<td>43,763</td>
<td>14,053</td>
<td>8%</td>
<td>8,340</td>
</tr>
<tr>
<td>Total</td>
<td>16,039</td>
<td>100,843</td>
<td>54,051</td>
<td>30%</td>
<td>20,258</td>
</tr>
</tbody>
</table>

*Quota June 1 thru Sept 30 = ~21,000; Oct 1 thru Dec 31 = ~8,164*

**DRAFT HERRING BENCHMARK ASSESSMENT**

The draft stock assessment report for herring was released in June and confirms news of a sharp drop in the herring quota for 2019.
The report states that if the Allowable Biological Catch (ABC) is fully utilized in 2018 (i.e., 111,000 mt), then the commercial catch for 2019 would be reduced to 13,700 mt, 31,000 mt in 2020 and 55,700 mt in 2021. If only half the quota is utilized in 2018 (i.e., 55,000 mt), which is the cap that the New England Fisheries Management Council has recommended for the 2018 fishing season, then the then the commercial for 2019 would be 28,900 mt, 38,000 mt in 2020, and 59,400 mt in 2021.

The assessment points to poor recruiting conditions to determine what line strength is needed to fish safely and efficiently under different conditions; and 4) model vertical line use, strength, and hauling loads to determine the need, impact, and conservation benefit of any proposed management measures. Lobstermen interested in participating should contact Erin Summers at Maine DMR at (207) 633-9956 or erin.summers@maine.gov.

**Lawsuits:** On June 18, Max Strahan sent a notice of intent to sue the state of Maine and NMFS over failure to adequately protect right whales under the Endangered Species Act.

The DC District court granted the MLA intervenor status in the Endangered Species Act lawsuit brought forward by five conservation groups (formerly 2 separate lawsuits). Initial briefs are expected in July. Intervenor status gives the MLA and Maine's lobster industry a voice in any court decisions or mitigation measures resulting from this case. The state of Maine is expected to file an Amicus brief to become part of this case.

The suit filed by Max Strahan in Massachusetts is still a separate case, but federal bodies are no longer named as defendants leaving the state of Massachusetts, Atlantic States Marine Fisheries Commission, and the MA Lobstermen’s Association as defendants.

### 2018 Right Whale Entanglements
Four right whale entanglement issues have been reported thus far in 2018.

- **Right Whale 3893** was found dead off the coast of Virginia in January and was confirmed entangled in Canadian snow crab gear.
- **Right whale 4091** was sighted in April entangled in an area around the Great South Channel with at least one wrap of line around right flipper and a minimum of 50 feet of line in tow and a multi-colored buoy bunched pinned close to the flipper.
- **Right Whale 1142**, Kleenex, was spotted entangled in April off the coast of Massachusetts. There was an effort to disentangle this whale, but it was not successful. Kleenex has since been sighted with this entanglement in Canada. Kleenex has been entangled since 2014 and is considered seriously injured by NOAA.

**Right whale 3312** was sighted entangled in the Gulf of St. Lawrence in July. He has line wrapped around the flipper and at least a few body lengths of towing line. The whale also has raw rope burns on its back and peduncle. Efforts to re-sight this whale have not been successful, so no disentanglement attempts have yet been made.

In just over three years, there have been 13 confirmed right whale entanglements in Canadian snow crab gear, resulting in 5 mortalities, 2 serious injuries and 6 disentanglements. By comparison, over the past 17 years, confirmed lobster gear has been found on 7 right whales (5 US, 2 CN) resulting in only 1 death in which the source of the gear could not be identified. There has been only one confirmed right whale entanglement in Maine lobster gear which occurred in 2002 and that whale is currently alive and gear-free.

### HEALTH INSURANCE NAVIGATOR FUNDING

In mid-July, the Trump administration announced deep cuts to grants issued to states to assist consumers in understanding the health insurance marketplace and enrolling in health insurance plans. As a result, the MLA will no longer have a health insurance Navigator on staff, effective September 1.

### MAGNUSON ACT REAUTHORIZATION PASSES THE HOUSE

The House passed its version of the Magnuson reauthorization in July which seeks to add flexibility to the law. This bill eliminates the 10-year requirement for rebuilding fisheries and replaces it with biologically based time frames to allow regional Councils the flexibility to determine the optimal rebuilding schedule. The bill modifies requirements to Annual Catch Limits (ACLs) to allow regional Councils to consider ecosystem changes and the needs of fishing communities when establishing ACLs. It replaces the term “overfished” with “depleted” to allow stocks to be characterized on factors other than just fishing mortality. Rep Poliquin successfully put forward an amendment to review all of the fees NOAA charges to the lobster industry in an attempt to lower some of the seafood inspection fees that dealers pay when exporting lobster. There has not been action on the Senate version of the bill.

Lobster is not managed under the Magnuson Act, rather, it is managed under the Atlantic Coastal Fisheries Cooperative Management Act. The lobster management plan is administered through the Atlantic States Marine Fisheries Commission (ASMF) rather than the Councils.

### IT’S MEMBERSHIP TIME!

If you care about whales, bait or the future of the Maine lobster industry, please support the MLA. The MLA summer membership campaign is on, and we need your support more than ever to keep ahead of the serious issues that threaten our industry. The MLA is the only industry organization with the knowledge and experience to effectively advocate for Maine lobstermen on these important issues. Call the office at 967-4555 or join online at www.mainelobstermen.org. Don’t wait — join the MLA today!

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- Guy Cotten, Inc.
- Inland Seafood
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- Island Fishing Gear & Auto Parts
- Island Fisherman’s Wife
- Island Seafood LLC
- John’s Bay Boat Co.
- Jonesport Shipyard
- Journey’s End Marina
- Karpzak Insurance
- Kaps Seafood Co.
- Klenda Seafood
- Lobshillton
- Linnott’s Hydraulic Inc.
- Maine Center for Coastal Fisheries
- Maine Financial Group
- Maine Lobstermen’s Community Alliance
- Maine Port Authority
- Maine Sea Grant
- Marine Hydraulic Engineering Co. Inc.
- Midcoast Marine Supply
- Mount Desert Oceanarium
- New England Marine & Industrial Inc.
- Nicholas H. Walsh, PA
- Northeast Marine Survey Inc.
- Novacert Braids LTD
- Penobscot Bay & River Pilots Assn.
- Pete’s Marine Electronics
- Polyform US
- Port Clyde Fisherman’s Co-op
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- Richard Stanley
- Custom Boats
- Riverside Mills
- Scawich Lobster Co.
- Slochter Chiropractic
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- Superior Marine Products Inc.
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- Vinalhaven Fishermen’s Coop
- William Coffin & Sons
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- Winterport Boot Shop
- Winzers Lobster Bait
A project in Maine, boosted by a new grant, would establish the first semi-automated commercial scallop aquaculture operations outside Japan. The $300,000 grant to CEI, a Brunswick business development organization, from the Foundation for Food and Agricultural Research of Washington, D.C., will help fund efforts to test the economic viability of cultivating scallops on ropes at aquaculture sites in Maine’s coastal waters.

As part of that effort, Bangs Island Mussel in Portland and Pine Point Oyster in Scarborough are testing out machinery made in Japan that should help automate much of the labor-intensive process of attaching and growing scallops on ropes vertically suspended in the water.

Testing and possibly modifying the machinery is just one of multiple angles in trying to develop a market for farmed scallops from Maine, according to Hugh Cowperthwaite of Brunswick-based Coastal Enterprises Inc.

CEI, which is administering the three-year grant, also plans to conduct market research to gauge the potential demand for scallops grown in such a manner, and to write a “how-to” manual for interested aquaculturists, Cowperthwaite added. Rope-grown scallops likely would have to serve a specialty market, to be economically viable, he said, because they cannot match the high volume and relatively low production expense of the Northeast’s wild scallop fishery.

“Could scallop farming be a sustainable new job-creating industry for Maine? We think so and we’re setting out to prove it,” Cowperthwaite said in a prepared statement, adding that the pilot program will help identify the economics and diversification strategy” for Maine’s existing scallop industry, he added.

Demand for scallops has increased substantially over the past decade, pushing up market prices as Maine has revamped its management scheme for its wild scallop fishery in order to make it more sustainable. The biggest change has been the establishment of a rotating closure system, in which areas along the coast are closed for two years and then open for one, in order to allow fish to recover.

Market demand for scallops far exceeds what Maine can supply, with the vast majority of scallops caught in federal waters off Massachusetts and New Jersey.

Maine fishermen on average were paid $8 per pound for scallop meat in 2010, but over the past six years the price has averaged close to $11.50. Maine’s 2017 scallop harvest value of $9.3 million was the state’s highest in 24 years. Maine’s scallop fishing season runs each year from December through mid-April.

Bangs Island Mussel and Pine Point Oyster hope the popularity of wild-caught scallops will translate to a farmed product. The firms are using machinery developed and produced by Japanese firm Mutsu Kaden Tokki, which CEI paid for with the help of $137,500 in grant funds from Maine Technology Institute, in an attempt to streamline some of the labor involved in farming scallops. But the firms first have to determine if the machinery, which was developed to handle Japanese scallops, can be modified to process those native to the East Coast, which are smaller and more fragile than their Japanese counterparts.

One machine sorts the scallops by size and another drills a hole into each scallop’s “ear,” or hinge. Workers then have to manually insert plastic pins into the holes, evenly space them out along the aquaculture lines and then attach them. A third type of machine is used later in the process to clean the scallops of organic material that accumulates on their shells while they are growing at lease sites in the ocean.

Matt Moretti, president of Bangs Island Mussels, said Thursday that the method of growing scallops on ropes has been proven in Japan to be better than growing them in cages resting on the ocean floor. Individual scallops need more room than other bivalve species such as oysters or clams, he said, and can damage each other if they are clumped together in high concentrations.

Continued on page 18
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**Whale Rules:** The MLA is leading Maine’s efforts to protect whales and keep lobstersmen fishing.

- MLA said “NO” to ropeless fishing.
- MLA has intervened in the environmentalist’s court case against NMFS.
- MLA has conducted industry meetings to develop strategies to keep you fishing.

**MLA sets the record straight**
Since 1997 lobstersmen have been protecting whales through measures such as weak links, sinking rope, vertical line reductions and gear marking. It’s no coincidence that the right whale numbers increased from 295 up to 458 during this time.

Since 2000, confirmed lobster gear has been found on 7 right whales (5US, 2CN) resulting in only one death. By comparison, since 2015, confirmed CN snow crab gear has been found on 12 whales resulting in 5 deaths. The right whale population began to decline in 2015.

**Herring:** Lobstersmen can’t fish without bait! Maine lobstersmen have adapted to a rapidly changing bait market and rising bait prices over the last 5 years. MLA continues to stress the need for affordable bait as managers consider massive quota cuts and other changes to herring management.

**Coral Closures:** MLA successfully fought a proposal from environmental groups to close important lobstering grounds in Downeast Maine to protect coral.

**Join or renew today.**

**MLA Merchandise**

<table>
<thead>
<tr>
<th>Product</th>
<th>Description</th>
<th>Color</th>
<th>Size</th>
<th>Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>2019 MLA Hoodie</td>
<td>Large logo on back of a 9 oz sweatshirt, with a small logo on front chest</td>
<td>light grey</td>
<td>M/L/XL/2XL</td>
<td>$30.00</td>
</tr>
<tr>
<td>2019 MLA T-shirt</td>
<td>Large logo on back of 100% cotton tee and a small logo on front chest</td>
<td>navy</td>
<td>M/L/XL/2XL</td>
<td>$15.00</td>
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<tr>
<td>Fish Smarter Long sleeved T-shirt</td>
<td>Large logo on back (shown left), small logo on front chest</td>
<td>black</td>
<td>L/XL/2XL</td>
<td>$20.00</td>
</tr>
<tr>
<td>Classic MLA T-shirt</td>
<td>REVISED 100% cotton</td>
<td>Navy</td>
<td>M/L/XL/2XL</td>
<td>$15.00</td>
</tr>
<tr>
<td>2018 MLA Hoodie</td>
<td>Large logo on the back of 7.8 oz sweatshirt with a small logo on the front chest</td>
<td>slate blue</td>
<td>M/L/XL/2XL</td>
<td>$30.00</td>
</tr>
</tbody>
</table>

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- MLA hat & marine businesses
- MLA hat & bumper sticker
- Health Insurance Assistance
- Special events including trainings and trips that benefit you.
- Voting privileges to elect the MLA Board of Directors.
- A voice on lobster issues that affect you.

Legal Defense Fund
The MLA has intervened in the court case brought against NMFS by environmental groups pushing for more stringent whale protection measures. MLA's intervention ensures Maine lobstermen have a voice in any court decisions that affect our fishery. MLA cannot fight this battle without your support. Please consider a donation to MLA's Legal Defense Fund. No amount is too small. Thank you.

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Mail with payments to: MLA, 2 Storer St, Ste 203, Kennebunk, ME 04043

Choose one:
Harvester Membership Levels:
☐ Highliner $350
☐ Harvester $250
☐ Harvester Family* $325
☐ Junior Harvester (under 18) $125
☐ Senior Harvester (over 65) $125
☐ First-time Member $200

Individual Membership Levels:
(no commercial license)
☐ Sternman $50
☐ Lobster Friend $100
☐ Lobster Lover $250
☐ Retired Harvester $50

Additional Contributions:
☐ Donation $__________
☐ Legal Defense Fund $__________
(Please include to receive weekly e-news updates and lobster, bait, & fuel prices)

Please Print:
Name:________________________________________________________________________________
Address:_____________________________________________________________________________
City/State/Zip:______________________________________________________________________
Phone:________________________ Cell:_________________________ D.O.B:_________________
Email:________________________________________________________________________________

(Lobster License #:______________________ Zone & District:_________________________)

*Family Members:__________________________________________________________________
Yes, I want to add my sternman for $50.
Name:_________________________________________ DOB:____________________
E-mail:_________________________________________ Phone:____________________
Address:__________________________________________________________________________
City/State/Zip:____________________________________________________________________
Lobster license # (if applicable):__________________________________________________

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Questions? Comments? 207-967-4555, andi@mainelobstermen.org

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Name:________________________________________________________________________________
Address:_____________________________________________________________________________
City/State/Zip:______________________________________________________________________
Phone:________________________ Cell:_________________________ D.O.B:_________________
Email:________________________________________________________________________________

(Lobster License #:______________________ Zone & District:_________________________)

*Family Members:__________________________________________________________________
Yes, I want to add my sternman for $50.
Name:_________________________________________ DOB:____________________
E-mail:_________________________________________ Phone:____________________
Address:__________________________________________________________________________
City/State/Zip:____________________________________________________________________
Lobster license # (if applicable):__________________________________________________

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Please Print:
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Email:________________________________________________________________________________

(Lobster License #:______________________ Zone & District:_________________________)

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Lobster license # (if applicable):__________________________________________________

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<table>
<thead>
<tr>
<th>DISCOUNT DIRECTORY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Show your MLA card and save!</td>
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</tbody>
</table>

### Automotive

**Newcastle Chrysler-Dodge-Jeep**
Newcastle, ME – 3 years of oil changes (total of 12) for all vehicles, cars and trucks, when you purchase a new or used vehicle. 207-563-5959

**Weirs Buick - GMC**
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**SW Boatworks**
Lamoni, ME – $1000 discount for hull or top on a 38’ CB or 44’ CB. 207-667-7427

### Chiropractic

**Slocum Chiropractic: a Maine Vitality Center**
Brunswick, ME – $25 initial visit and nervous system scan. Value $125. 207-725-4222

### Electronic Equipment

**Midcoast Marine Electronics**
Rockland, ME – 10% off list price on all marine electronic products excluding MRP products. 207-691-3993

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### Financial & Investment

**Back River Financial Group**
Farmingdale, ME – Free initial consultation and review of previous tax returns. 207-622-3772

### Fuel

**Atlantic Edge Lobster**
Boothbay Harbor, ME – Fuel discount for MLA members. 207-633-2300

### Fishing, Marine & Industrial

**Alliance Rubber**
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**Hamilton Marine**
Seaport, Rockland, Portland, Southwest Harbor, Jonesport, ME – Discounts available to commercial fishermen.

**North Atlantic Power Products**
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**Winterport Boot Shop**
Brewer, ME – 10% discount on all Muck, Baffin, Servus, and TUFF safety toe and non-safety toe boots. Show MLA card or order online with discount code available from MLA office. 800-248-2668

### Gifts

**Maine Camp Outfitters**
Sunset, ME – 10% off all apparel and promotional product orders. 800-560-6090

### Hydraulics

**Coastal Hydraulics**
Seabrook, NH – 10% discount on all in stock items for MLA members. 603-474-1914

### Legal Services

**Nicholas H Walsh PA, Maritime Law**
Portland, ME – 20% off legal services 207-772-2191

### Museums & Entertainment

**Penobscot Marine Museum**
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### Lobster & Seafood

**Crazy Lobster and Shellfish**
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**Get Maine Lobster.com**
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### Newspapers

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### Refrigeration Services

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Windham, ME – $250 off new installations. 207-893-0145

### Safety Training & Equipment

**Chase Leavitt Co.**
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### Trap Builders, Stock & Supplies

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In Maine, we refer to our Medicaid program as Mainecare. Many states refer to their Medicaid programs as something other than Medicaid. To qualify for Medicaid, but who can’t afford private coverage. All states have CHIP programs, with

CHIP was signed into law in 1997 and provides federal matching funds to states to provide health coverage to children in families with incomes too high to qualify for Medicaid, but who can’t afford private coverage. All states have expanded children’s coverage significantly through their CHIP programs, with

Many states refer to their Medicaid programs as something other than Medicaid. In Maine, we refer to our Medicaid program as Mainecare. As mentioned be-

CHIP was signed into law in 1997 and provides federal matching funds to states to provide health coverage to children in families with incomes too high to qualify for Medicaid, but who can’t afford private coverage. All states have expanded children’s coverage significantly through their CHIP programs, with nearly every state providing coverage for children up to at least 200 percent of the Federal Poverty Level ($49,200 a year for a family of four in 2018).

Without expansion, the only groups of people eligible for Mainecare are children, parents and

If the equipment proves effective for Atlantic sea scallops, it could provide a key boost in ensuring the firms can consistently produce enough farmed scallops to interest buyers, Moretti said. “It makes a huge difference, especially with the machines to assist,” he said of growing scallops on ropes. “We’re super excited about this project. It could be a huge boost to the Maine economy.”

Cowperthwaite said the volume of scallops farmed in Maine likely would remain well below the hundreds of thousands of pounds of wild scallop meat harvested in Maine each year, which itself is but a fraction of the tens of millions of pounds of scallops harvested annually further offshore along the East Coast.

Already there are marketing efforts to differentiate scallops caught close to the Maine coast from those harvested further offshore. Togue Brown, a scallop dealer who has developed a small market for selling wild-caught Maine scallops in the shell, will advise CEI and the aquaculture firms on how to try to create similar niche demand for farmed scallops, according to Cowperthwaite. Because scallop farmers aren’t held to the same conservation measures as fishermen, he said, they could feasibly sell scallops smaller than the 4-inch minimum size limit for wild scallops. Farmers also may be able to produce different varieties, as oyster farmers do, and to develop different kinds of products in-the-shell, he said. Fisherme

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Cowperthwaite said if viable growing methods for scallops can be developed, he is confident that Maine scallop farmers will find a niche for their product. “The stars will eventually align here,” he said.
It’s not hard to spot Willis Spear in a crowd. A weathered man with broad shoulders and rugged hands, Spear, 67, exudes a quiet authority in any situation. For more than 30 years he has lent his voice to the longstanding struggle of Portland’s fishermen to maintain a toehold on the waterfront of Maine’s most populous city. That struggle has become even more pointed in the last few years as yet another round of major waterfront development proposals has erupted in the city.

“Back in 1983 the city lifted its regulations so that the condos could be built on Chandlers Wharf. We fought against that. In 1987 there was the people’s referendum that declared there would be no non-marine development along this three-mile area,” Spear explained.

The resulting Waterfront Central Zone provided guidance to Portland city officials at a time when the city was at the tail end of a modest real estate boom. Regulations in the zone precluded residential development along the waterfront and any non-marine uses on buildings’ first floor. Groundfishing was still the mainstay of Portland’s waterfront and the Portland Fish Exchange was thriving. The small and compact working waterfront was home to multiple businesses all linked to the fish trade. The wharves, however, were largely owned by private interests. Some, like Widgery’s Wharf, had been in the same family for generations. The expense of maintaining these wharves caused some wharf owners in later years to advocate for relaxing the Waterfront Central Zone regulations to permit a certain percentage of non-water dependent uses to locate on the water.

“When they built on Fishermen’s Wharf, they said that fishermen could stay forever,” Spear said. “But bit by bit access went away. Of the 15 fishermen that started out there, there are none. “Fishermen rely on the water. The wharves were large groundfishing vessels in Portland, lobster boats now dominate. The waterfront is evident. He came to fishing as a young man, “fooling around with traps” at Willard Beach in South Portland. Willard Beach had been the city’s first fishing port because it was closer to the open ocean and provided deep water at any tide. Fishing families from Long Island came in from the island to stay ashore during the school year so that their children could attend local schools. “I got hooked at nine and got my lobster license at 12,” Spear said with a smile. “I rowed at first and then got an outboard. Those Long Island fishermen taught me. They were good people.”

Spear has done many things on the water during his lifetime. He groundfished for 30 years as well as worked on seismic vessels, which took him around the globe. In his early days, Portland harbor was redolent with the smells of its fishing industry. “Willitt and Daggett had a number of smokehouses for haddock and hake. The harbor was filthy. You could smell it early on coming in from sea. “Thé lot over there,” Spear said, gesturing toward a tract of land next to the Portland Coast Guard Station, “it was used by seiners to dry their nets in the field. Now Marrott is using it for the valet parking. They block any trucks getting in or out.”

PEOPLE OF THE COAST: Willis Spear, Yarmouth

“Their Long Island fishermen taught me. They were good people.”

WILLIS SPEAR
Back in 1983 the city lifted its regulations so that the condos could be built on Chandlers Wharf. We fought against that. In 1987 there was the people’s referendum that declared there would be no non-marine development along this three-mile area,” Spear explained.

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<th>Open/Closed</th>
<th>disposition date</th>
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<td>Desmond F</td>
<td>Ashmond</td>
<td>01-Mar-18</td>
<td>closed</td>
<td>08-May-18</td>
<td>JUL</td>
<td>wet storage of lobster gear over 30 days</td>
<td>$250</td>
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<td>Mark K</td>
<td>Bemis</td>
<td>27-Feb-18</td>
<td>closed</td>
<td>09-Apr-18</td>
<td>ADJU</td>
<td>fishing without a class I lobster license</td>
<td>$500</td>
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<td>Josiah M</td>
<td>Beringer</td>
<td>11-Jan-18</td>
<td>open</td>
<td></td>
<td></td>
<td>landing 4 crates of lobsters in Maine without a permit</td>
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<td>Maurice A</td>
<td>Bickford</td>
<td>09-Dec-17</td>
<td>closed</td>
<td>22-Feb-18</td>
<td></td>
<td>1 untagged lobster trap</td>
<td>$300</td>
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<td>Randall F</td>
<td>Blasius</td>
<td>09-May-18</td>
<td>open</td>
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<td>no class II lobster and crab fishing license</td>
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<td>Eric</td>
<td>Brazer</td>
<td>03-Apr-18</td>
<td>open</td>
<td></td>
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<td>wet storage of lobster gear over 30 days</td>
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<tr>
<td>Jeremy A</td>
<td>Brochu</td>
<td>24-Nov-17</td>
<td>closed</td>
<td>05-Jan-18</td>
<td>ADJU</td>
<td>lobster fishing without a class I license</td>
<td>$100</td>
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<tr>
<td>Ami L</td>
<td>Carver</td>
<td>19-Feb-18</td>
<td>open</td>
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<td>Charles</td>
<td>Cochrane</td>
<td>14-Jan-18</td>
<td>open</td>
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<td>Charlie Hs</td>
<td>Colwell</td>
<td>28-Nov-17</td>
<td>closed</td>
<td>02-Jan-18</td>
<td>JUL</td>
<td>possession of (2) v-notched/ mutilated lobsters</td>
<td>$700</td>
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<td>James W</td>
<td>Davenport</td>
<td>23-Oct-17</td>
<td>closed</td>
<td>25-Jan-18</td>
<td>ADJU</td>
<td>fishing 10 untagged lobster traps</td>
<td>$750</td>
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<td>Daniel S</td>
<td>Dodge</td>
<td>24-Feb-18</td>
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<td>Philip</td>
<td>Donovan</td>
<td>10-Mar-18</td>
<td>open</td>
<td></td>
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<tr>
<td>Christopher</td>
<td>Eager</td>
<td>17-Oct-16</td>
<td>closed</td>
<td>16-Jan-18</td>
<td>ADJU</td>
<td>fishing 60 untagged lobster traps</td>
<td>$1,210</td>
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<td>Christopher</td>
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<td>fishing 60 untagged lobster traps</td>
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<td>Tyler A</td>
<td>Emerson</td>
<td>28-Mar-18</td>
<td>open</td>
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<td>no class I lobster and crab fishing license</td>
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<tr>
<td>Delwin R</td>
<td>Faulkingham</td>
<td>10-Mar-18</td>
<td>open</td>
<td></td>
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<td>wet storage of lobster gear over 30 days</td>
<td></td>
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<tr>
<td>William J</td>
<td>Feltner Jr</td>
<td>04-Feb-18</td>
<td>open</td>
<td></td>
<td></td>
<td>wet storage of lobster gear over 30 days</td>
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<tr>
<td>Rodney R</td>
<td>Genther II</td>
<td>12-Nov-17</td>
<td>closed</td>
<td>12-Feb-18</td>
<td>ADJU</td>
<td>exceeding class II lobster license restrictions</td>
<td>$500</td>
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<td>Rodney R</td>
<td>Gentleman II</td>
<td>24-Mar-18</td>
<td>open</td>
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<td></td>
<td>fishing 11 untagged lobster traps</td>
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<td>Steven L</td>
<td>Grant</td>
<td>12-Oct-17</td>
<td>closed</td>
<td>05-Jan-18</td>
<td>ADJU</td>
<td>trap tags not issued to license holder</td>
<td>$810</td>
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<td>Nathaniel S</td>
<td>Grant</td>
<td>30-Jan-18</td>
<td>open</td>
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<td>wet storage of lobster gear over 30 days</td>
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<tr>
<td>William F</td>
<td>Haass</td>
<td>12-Sep-17</td>
<td>closed</td>
<td>15-Feb-18</td>
<td>JUL</td>
<td>exceeding zone B trap boat limit</td>
<td>$250</td>
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<td>William F</td>
<td>Haass</td>
<td>12-Sep-17</td>
<td>closed</td>
<td>15-Feb-18</td>
<td>ADJU</td>
<td>Hancock County trawl limit violation</td>
<td>$250</td>
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<td>William F</td>
<td>Haass</td>
<td>12-Sep-17</td>
<td>closed</td>
<td>15-Feb-18</td>
<td>JUL</td>
<td>64 untagged lobster traps</td>
<td>$1,000, end admin suspension on 12/4/2022</td>
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<tr>
<td>Kenneth J</td>
<td>Hardy</td>
<td>22-Dec-17</td>
<td>closed</td>
<td>08-Jan-18</td>
<td>JUL</td>
<td>possession of 14 short lobsters</td>
<td>$3,380</td>
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<tr>
<td>James A</td>
<td>Hayward</td>
<td>03-Jan-18</td>
<td>open</td>
<td></td>
<td></td>
<td>transporting lobster traps not registered to vessel</td>
<td></td>
</tr>
<tr>
<td>Caleb A</td>
<td>Heanssler</td>
<td>16-Jun-17</td>
<td>closed</td>
<td>13-Apr-18</td>
<td>ADJU</td>
<td>fishing 15 untagged lobster traps</td>
<td>$100</td>
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<tr>
<td>Jeremy</td>
<td>Holmes</td>
<td>05-Jan-18</td>
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<td>Raymond L</td>
<td>Huckins</td>
<td>18-Nov-17</td>
<td>closed</td>
<td>02-Jan-18</td>
<td>JUL</td>
<td>possession of 3 short lobsters</td>
<td>$800</td>
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<tr>
<td>Lukas G</td>
<td>Johnson</td>
<td>02-Sep-17</td>
<td>closed</td>
<td>16-Jan-18</td>
<td>JUL</td>
<td>possession of 2 short lobsters</td>
<td>$700</td>
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<tr>
<td>Russell H</td>
<td>Johnson</td>
<td>03-Apr-18</td>
<td>open</td>
<td></td>
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<td>wet storage of lobster gear over 30 days</td>
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<tr>
<td>Grant</td>
<td>Joyce</td>
<td>10-Mar-18</td>
<td>open</td>
<td></td>
<td></td>
<td>wet storage of lobster gear over 30 days</td>
<td></td>
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<tr>
<td>Samuel R</td>
<td>Lash</td>
<td>10-Apr-18</td>
<td>open</td>
<td></td>
<td></td>
<td>vessel operation, hauling from undeclared fishing vessel</td>
<td></td>
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<tr>
<td>Walter</td>
<td>Leeman IV</td>
<td>01-Nov-17</td>
<td>closed</td>
<td>30-Jan-18</td>
<td>DEFE</td>
<td>molesting lobster gear, no contact with barry catlin, if in compliance after 9 months, court case will be dismissed</td>
<td>$8,159 through courts, 2 year admin suspension, 2/9/2018 - 2/9/2020</td>
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<tr>
<td>First Name</td>
<td>Last Name</td>
<td>Offense Date</td>
<td>Open/Closed</td>
<td>Disposition Date</td>
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<tr>
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<td>---------</td>
</tr>
<tr>
<td>Eric W</td>
<td>Levangie</td>
<td>18-Mar-18</td>
<td>Open</td>
<td></td>
<td></td>
<td>Wet storage of lobster gear for more than 30 days</td>
<td></td>
</tr>
<tr>
<td>Justin P</td>
<td>Limeburner</td>
<td>29-Jan-18</td>
<td>Closed</td>
<td>06-Mar-18</td>
<td>ADJU</td>
<td>Wet storage of lobster gear over 30 days</td>
<td>$250</td>
</tr>
<tr>
<td>Maine Coast</td>
<td>Shellfish</td>
<td>30-May-18</td>
<td>Open</td>
<td></td>
<td></td>
<td>Violation of lobster - import/export permit</td>
<td></td>
</tr>
<tr>
<td>Randall S</td>
<td>Maloney Jr</td>
<td>09-Nov-17</td>
<td>Closed</td>
<td>29-Mar-18</td>
<td>GUIL</td>
<td>Possession of 26 short lobsters; plead to possession of 20 short lobsters</td>
<td>$4,000</td>
</tr>
<tr>
<td>Wilbur D</td>
<td>Mccaul</td>
<td>28-Sep-17</td>
<td>Closed</td>
<td>21-Feb-18</td>
<td>DISM</td>
<td>Processing lobster meat without a processor license</td>
<td>Plead to a criminal charge</td>
</tr>
<tr>
<td>Mitchell</td>
<td>Mcconnell</td>
<td>23-Apr-18</td>
<td>Open</td>
<td></td>
<td></td>
<td>Wet storage of lobster gear over 30 days</td>
<td></td>
</tr>
<tr>
<td>Adam</td>
<td>Olearcek</td>
<td>27-Feb-18</td>
<td>Open</td>
<td></td>
<td></td>
<td>Wet storage of lobster gear over 30 days</td>
<td></td>
</tr>
<tr>
<td>Johnathan</td>
<td>Oliver</td>
<td>28-Feb-18</td>
<td>Open</td>
<td></td>
<td></td>
<td>Possession of 3 v-notch lobsters</td>
<td></td>
</tr>
<tr>
<td>Elliott E</td>
<td>Peabody</td>
<td>09-Feb-18</td>
<td>Open</td>
<td></td>
<td></td>
<td>Wet storage of lobster gear over 30 days</td>
<td></td>
</tr>
<tr>
<td>Thomas N</td>
<td>Pearson</td>
<td>30-May-18</td>
<td>Open</td>
<td></td>
<td></td>
<td>Violation of lobster - import/export permit</td>
<td></td>
</tr>
<tr>
<td>Mickey R</td>
<td>Phippen</td>
<td>19-Apr-18</td>
<td>Open</td>
<td></td>
<td></td>
<td>Wet storage of gear over 30 days</td>
<td></td>
</tr>
<tr>
<td>James H</td>
<td>Poole</td>
<td>15-Nov-17</td>
<td>Closed</td>
<td>08-Jan-18</td>
<td>GUIL</td>
<td>Possession of 1 oversized lobster</td>
<td>$600</td>
</tr>
<tr>
<td>Michael L</td>
<td>Remkiewicz</td>
<td>18-Nov-17</td>
<td>Closed</td>
<td>13-Feb-18</td>
<td>GUIL</td>
<td>Possession of 14 short lobsters</td>
<td>$2,800</td>
</tr>
<tr>
<td>Stephen H</td>
<td>Robbins III</td>
<td>18-Feb-17</td>
<td>Closed</td>
<td>17-May-18</td>
<td>GUIL</td>
<td>Possession of 6 short lobsters</td>
<td>$1,200</td>
</tr>
<tr>
<td>Joseph E</td>
<td>Snow</td>
<td>28-May-18</td>
<td>Open</td>
<td></td>
<td></td>
<td>Possession of 14 short lobsters</td>
<td></td>
</tr>
<tr>
<td>Dale W</td>
<td>Stockbridge Sr</td>
<td>10-Mar-18</td>
<td>Open</td>
<td></td>
<td></td>
<td>Wet storage of lobster gear over 30 days</td>
<td></td>
</tr>
<tr>
<td>Frederick L</td>
<td>Thurston</td>
<td>10-Mar-18</td>
<td>Open</td>
<td></td>
<td></td>
<td>Wet storage of lobster gear over 30 days</td>
<td></td>
</tr>
<tr>
<td>Kevin G</td>
<td>Touzier</td>
<td></td>
<td>Closed</td>
<td></td>
<td>ADMIN SUSPENSION</td>
<td>Lobster measurement-describe # of short or oversized</td>
<td>5 month suspension, 1/1/2018-6/1/2018</td>
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<tr>
<td>Allan</td>
<td>Walls</td>
<td>29-Dec-17</td>
<td>Closed</td>
<td>08-Feb-18</td>
<td>GUIL</td>
<td>Possession of 1 lobster claw on drag-ger</td>
<td>$740</td>
</tr>
<tr>
<td>Hillard W</td>
<td>Walls Jr</td>
<td>09-Mar-18</td>
<td>Open</td>
<td></td>
<td></td>
<td>Wet storage of lobster gear over 30 days</td>
<td></td>
</tr>
<tr>
<td>Timothy W</td>
<td>Wiggins</td>
<td>11-May-18</td>
<td>Open</td>
<td></td>
<td></td>
<td>Possession of 20 undersized cooked tails</td>
<td></td>
</tr>
<tr>
<td>Timothy W</td>
<td>Wiggins</td>
<td>11-May-18</td>
<td>Open</td>
<td></td>
<td></td>
<td>Lobster and crab fishing without a license</td>
<td></td>
</tr>
</tbody>
</table>

Information published here was provided by the Department of Marine Resources Marine Patrol Bureau. Any errors are the responsibility of DMR.
Free Knives Distributed in Stonington to Keep Lobstermen Safe

One of the greatest dangers of lobstering is the risk of fishermen getting entangled in rope and going overboard. The Island Fishermen's Wives Association hopes to keep Stonington lobstermen safer on the water by distributing 1,000 razor knives made by Plante's Buoy Sticks in Somerville, ME. Plante's gave a discounted price which was then offset by a grant from the Birch Cove Fund of the Maine Community Foundation and a reoccurring anonymous donor. The knives were handed out through local businesses in the community.

New Owners at Local Lobster Businesses Continue Traditions

Two long time seafood businesses in southern Maine will be under new ownership. Luke's Lobster has committed to a long term lease on the Portland Pier, taking over the space previously held by New Meadows Lobster. The company plans to continue to buy and sell lobster and to offer berths to lobstermen. Day’s Crabmeat, an 80-year-old landmark in Yarmouth, was purchased recently by Randall Curit and Jennifer Rief. They plan to keep the local eatery and seafood shop the same with some small improvements including longer hours and keeping the business open year-round.

Canada Increases Staff to Patrol for Whales

Canada’s Department of Fisheries and Oceans (DFO) has implemented stronger rules to protect whales, dolphins and orcas from contact with humans and marine vessels. Using a combination of public education and stiffer penalties as well as a greater number of officers and patrol vessels, the DFO plans to enforce the new rules, which previously have been voluntary guidelines. No word yet on the number of new staff or vessels.

Trump Administration Seeks to Weaken ESA

The Trump administration released a proposal in mid-July to strip the Endangered Species Act (ESA) of key provisions by making it harder to get comprehensive protections for threatened species and making removing species from the ESA protection easier. The proposal also seeks to strike language that guides officials to ignore economic impacts when determining how wildlife should be protected.

Massachusetts Lobstermen Test Ropeless Fishing Gear

Lobstermen in Massachusetts want to get back on the water and are willing to try a new system that would protect right whales. The “acoustic release system” was tested in Sandwich by lobstermen volunteers earlier this month. The testing was arranged by the Massachusetts Lobstermen’s Association, the International Fund for Animal Welfare (IFAW) and the manufacturer Desert Star Systems. IFAW hopes they can find other fishermen who would be willing to test Desert Star Systems product and at least one other system in the coming months.

House Passes Fisheries Act Reauthorization

On July 11, Congress passed H.R. 200, titled “The Strengthening Fishing Communities and Increasing Flexibility in Fisheries Management Act.” The bill, which passed by a vote of 222-193 largely along party lines, would extend and revise the Magnuson-Stevens Act (MSA). The bill’s provisions include replacing the 10-year time requirement for rebuilding fisheries with biologically-based time frames to add flexibility on determining optimal rebuilding schedules; modifying requirements to Annual Catch Limits (ACLs) to allow regional Councils to consider ecosystem changes and the needs of fishing communities, and replacing the term ‘overfished’ with ‘depleted’ to allow stocks to be characterized on factors other than just fishing mortality. Having passed the House, MSA reauthorization now heads to the Senate for consideration.
August 1-5

August 7-9
Atlantic States Marine Fisheries Commission meeting, Arlington, VA.

August 10

September 5
Maine Lobstermen's Association board meeting, 5-8 p.m., Nautius restaurant, Belfast.

September 6
Aquaculture Advisory Council meeting, 10 a.m.-3 p.m., DMR office, Augusta.

September 14
Maine Lobstermen's Community Alliance Relief Fund benefit, 11:30 a.m.-8 p.m., Cook's Lobster and Ale House, Bailey Island. FMI:www.mlcalli-ance.org.

September 19
Maine Lobster Marketing Collaborative board and strategic planning meeting, Island Institute, Rockland.

August 12
Merritt Brackett Lobster Boat Races, Pemaquid harbor.

August 18
Long Island Lobster Boat Races.

August 19
MS Harborfest Lobster Boat Races, Portland.

MAINE DMR AWARDS GRANTS TO SUPPORT LOBSTER RESEARCH

The Department of Marine Resources in July awarded six grants for research programs that will contribute to improved understanding of lobster habitat, stock assessment, monitoring, impacts of management actions on the fishery, and how those can be integrated in a way that informs future management.

The Department made the awards totaling $340,000 from the Lobster Research, Education, and Development (RED) Fund. The projects were solicited through a request for proposals which sought research initiatives that take a collaborative approach toward improved science for the lobster fishery.

"Maine's lobster industry is our most valuable fishery and is a critical piece of the economy of nearly every community along the coast," said Maine Department of Marine Resources Commissioner Patrick Keliher. "We know that change is happening in the Gulf of Maine and we want to be positioned with improved science to adapt to those changes."

UMaine Marine Science Professor Yong Chen was awarded $75,000 over two years to develop scientific models that will project climate-driven changes in lobster distribution and habitat, and improve the ability of regulators to assess and manage lobster. Chen received an additional $40,000 to evaluate the ability of current DMR monitoring programs, including the ventless trap survey and the settlement survey, to capture distribution shifts of lobster in the Gulf of Maine over time. Finally, Chen was awarded $75,000 to use computer simulation to evaluate and quantify the impacts of conservation measures used in the management of Maine lobster such as size limits and V-notching. This study will also include an analysis of how changing ocean temperatures impact the effectiveness of these conservation measures.

UMaine Marine Science Professor Robert Steneck received $10,000 to complement a Maine Sea Grant-funded project that will evaluate the relationship between lobster populations and habitat along Maine coast by assessing lobster larvae settlement, kelp forests, and the near-shore density of legal size and sub-legal size lobsters.

UMaine Professor Richard Wahle was awarded $40,000 to study and develop a computer simulation that describes the relationship between lobster larvae and zooplankton over time throughout the Gulf of Maine. The Gulf of Maine Research Institute (GMRI) was awarded $80,000 to develop a suite of indicators that show how lobster habitat and the Gulf of Maine ecosystem are changing spatially and over time, and to evaluate how those indicators may affect lobster populations.

Nick Record, senior research scientist at Bigelow Laboratory for Ocean Sciences, Jeff Runge, research scientist at GMRI, Eric Amos, biology professor at Hood College, and Damian Brady, assistant research science professor at UM, will each receive $5,000 to contribute additional expertise and data from their own research on a range of related issues.

The Portland Planning Board would have to provide a variance for a non-water dependent use on the Fishermen's Wharf property. Spear is adamantly opposed to the project. "You have to take the hard line, as hard as you can. There is no middle ground here. In 2010 we fought about having any non-water-dependent uses in the Central Waterfront Zone. We settled on a 49%/51 % split and we've regretted it ever since. The rich man wants to be on the water and have a view. But hotels and offices can be located anywhere. We can't go anywhere else."

Spear remains optimistic that in the future, Portland could regain its standing as a major fishing port, perhaps not in his lifetime but in that of future generations. "I went handling with a friend a week ago. We were catching so much cod and haddock and then throwing it back. I hadn't seen anything like that in 30 years," he said. "So I have cautious optimism. If you're a fisherman you have to be optimistic to get up and go in the morning. I want to see the kids enjoy what I enjoy."

Spear continued from page 19

fish required to catch lobster. Fishermen, no matter what species they harvest, need access to both water and land. As Spear notes, "We've been here for 400 years. We need access to wharves. Portland is the last continuously operating working waterfront in America. "The incremental loss of space has defi-
Fostering thriving coastal communities and preserving Maine’s lobstering heritage.

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MAINE LOBSTERMEN LEADERSHIP INSTITUTE
The Maine Lobstermen Leadership Institute develops leadership skills among young lobstermen so that they can take part in shaping Maine’s future lobster fishery. Participants learn fisheries management, science, marketing & business management through seminars and site visits, culminating in an exchange trip with a lobster fishery in another country.

RESEARCH
The MLCA partners with regional research organizations including ME Department of Marine Resources, Gulf of Maine Research Institute & New England Aquarium to tackle science and conservation questions that impact Maine’s lobster industry. MLCA partners lobstermen with researchers on projects such as testing whale safe fishing gear prototypes and measuring inshore herring spawning stocks.

HELP PROTECT AND PRESERVE MAINE’S LOBSTER INDUSTRY.
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www.mlcalliance.org

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Expiration
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☐ navy blue MLCA hat $15.00 each: $_______
Total amount paid: $_______

YOUR DONATION TO MLCA SUPPORTS THESE IMPORTANT LOBSTER COMMUNITY PROGRAMS

IMPROVING LOBSTER QUALITY AND HANDLING
Catching a lot of lobster can create handling challenges on lobster boats and landing stations. MLCA offers workshops and trainings to promote best practices in lobster handling to ensure that Maine’s live lobsters remain healthy and vigorous as they are delivered to customers.

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-Hugh Reynolds, Owner

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