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LFoM Happenings

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## 30% More Vertical Line is Coming Out of LMA1 in Massachusetts

As many of you may have heard by now that the Atlantic Large Whale Take Reduction Team (ALWTRT) finished its week long meeting, April 23-26, and now, the Massachusetts commercial lobster fishery has an idea of what the potential new management rules could be to further protect right whales. Even though Massachusetts is at the forefront for conservation of right whales more still needs to be done.

The week was taxing to say the least for everyone involved and there were quite a few clashes along the way. We all fought

hard to ensure that the Massachusetts fleet received a conservation credit for the MA restricted Area and that there is a viable commercial lobster fishery for everyone involved; lobstermen, shoreside businesses, and future generations to come. There was a huge push back from the ENGOS to not give you credit because it was already in place. In the end we got you the credit you deserve.

After several days of breakout meetings, sidebar conversations and digesting an assortment of alternatives, Massachusetts agreed to reduce its risk to right whales by

60% as long as other states and commercial lobster fishing areas agreed to do the same. To attain this, Massachusetts has committed to a 30% reduction in vertical lines as well as fishing a 1700lb weaker link or single vertical line. There is still a lot of work that needs to be done to develop a suite of options to achieve the 1700lb weak link.

The ALWTRT Consensus for MA LMA1 is as follows;

1. 30% VL reduction - Sleeves or their equivalent everywhere (11% risk reduction)

*Continued on page 2*

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# COVER STORY

Continued from page 1

2. 24% credit for the MA Bay closure
3. Eliminate the vertical reduction for the fishermen closed out of MBRA (ca 100 fishermen out of 500 LMA1 MA fishermen, or 20% , an increase in risk across MA of 5%
4. 24% (closure credit) + 30% (VL reduction) + 11% (sleeves or equivalent everywhere) = 65% - 5% = 60% (the 5% is an exemption for VL reduction for closed out fishermen)

Massachusetts recognizes what the commercial lobster fishery is faced with to achieve the goal set forth by National Marine Fisheries Service. Granted, the ALWTRT just makes recommendations to NMFS and we are all now waiting to see what comes out for rule making with baited breathe. The Massachusetts Lobstermen's Association will work with the Division of Marine Fisheries and commercial lobstermen on how to eliminate 30% of vertical lines from the water.

The second obstacle we overcame during the week long meeting was to remove ropeless fishing from being implemented as part of these whale rules. The ENGOs at the table were extremely clear that their end goal was to have ropeless fishing man-

dated for the commercial lobster fishery...everywhere except in the MA Restricted Area. WOW, they want to have their cake and eat it too. Closures but no ropeless fishing...hmmmm, seems like a double standard. We all know that the economics of ropeless fishing are cost prohibitive and their analogy to getting the cost down is just like the cell phone is so far from reality. Really, ropeless fishing is not going be used in Wisconsin or Iowa just like cell phones. Stay tuned!

These vertical line reductions will be tricky to achieve as they will have to be articulated into fisheries management and many conversations will be had in the near future on how to achieve this reduction. We are committed to working with the industry and state agencies to make this reduction as sensible as possible.

A special thanks to the Massachusetts commercial lobstermen at the table Arthur "Sooky" Sawyer, Mike Lane, John Haviland, Rob Martin, and DMF's Bob Glenn for your continued interest and commitment to maintain a viable commercial lobster fishery for the Massachusetts commercial lobstermen at the ALWTRT meeting.



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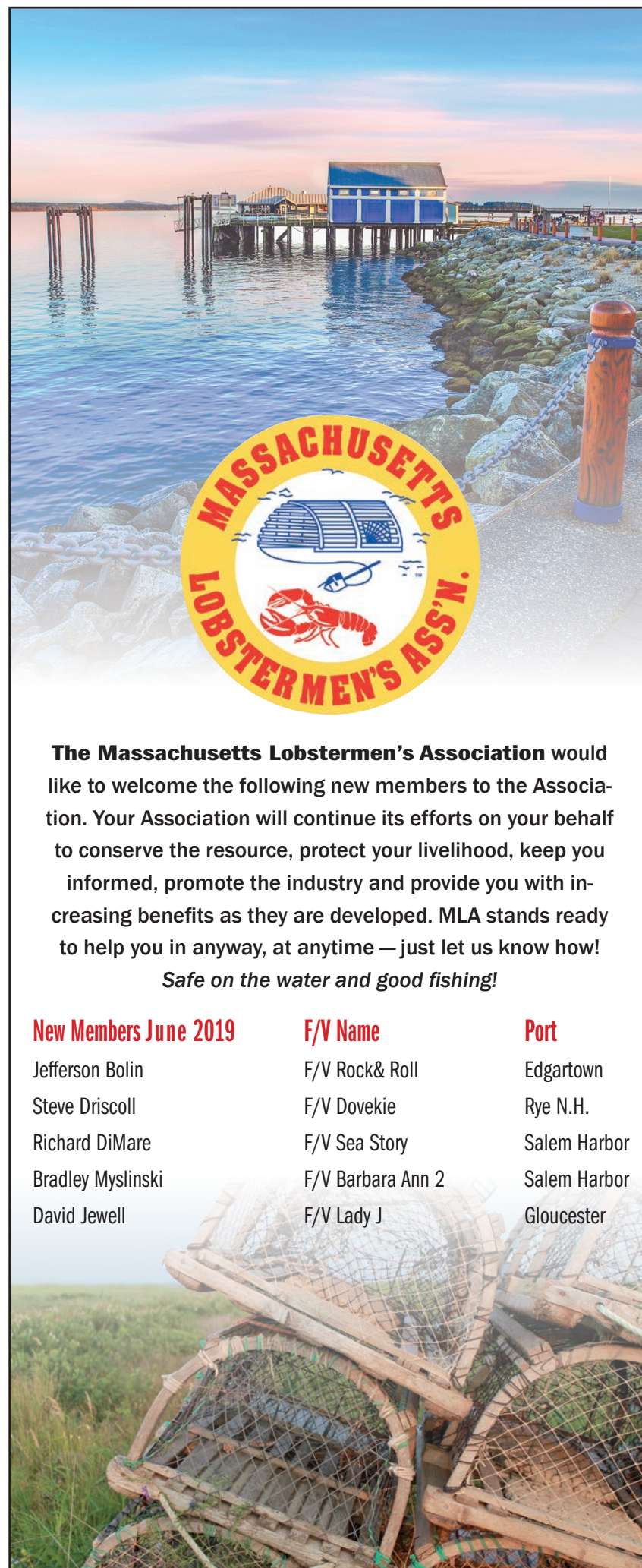
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**The Massachusetts Lobstermen's Association** would like to welcome the following new members to the Association. Your Association will continue its efforts on your behalf to conserve the resource, protect your livelihood, keep you informed, promote the industry and provide you with increasing benefits as they are developed. MLA stands ready to help you in anyway, at anytime — just let us know how!

*Safe on the water and good fishing!*

**New Members June 2019****F/V Name****Port**

Jefferson Bolin

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Steve Driscoll

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F/V Sea Story

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Bradley Myslinski

F/V Barbara Ann 2

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David Jewell

F/V Lady J

Gloucester



## JUNE 2019

- 6/19 MLA Delegates meeting Sons of Italy Hall Quincy, MA 7:00pm  
MADMF will be attending this meeting to discuss the ongoing whale rule making process
- Effective 6/21 MLA & FISH Summer hours: Monday - Thursday 9-5, Friday 9-12

## JULY 2019

- 7/4 & 7/5 Independence Day! MLA and FISH Offices are closed  
NO DELEGATES MEETING

## AUGUST 2019

NO DELEGATES MEETING

Please check the MLA website for more meetings and events as they will be added.

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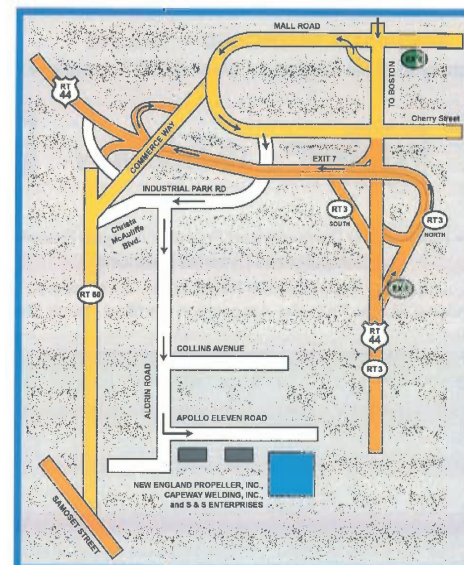
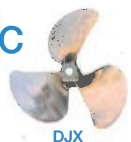


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# As the HAULER TURNS



**F**inally, after a lot of heartburn and angst last month, ALL the right whales have safely and alive left Massachusetts waters. Their slow departure was nothing short of trying to pour molasses outside in January, painfully slow! This season there were approximately 267 individual right whales identified in our water which represents almost 65% of the population. I'm sure happy, just as you all are now that they have safely moved on especially the 4 of 7 known mother/calf pairs that were seen so we can all get back to business as usual.

The Atlantic Large Whale Take Reduction Team meeting in April reached through consensus and compromise additional conservation measures to further protect the right whale. The fishing industry and environmentalists had to struggle to come up with what "they" could live with for these additional

conservation measures as some areas are doing the largest part and others not as much as necessary.

Additionally, after 4 days of long and heated conversations there was little room left for any nonsense. The MA lobster industry agreed to give up 30% of their vertical lines and to incorporate a 1700lb weak link or utilize a 1700lb single vertical line. (The 3/8" weaker 1700lb rope is currently being developed by the MLA and Lobster Foundation of Massachusetts.)

The heartburn really came on when the MA Restricted Area closure was extended not once but twice in time while being reduced in area. The fishermen affected by this were more than frustrated to say the least as their brethren to the north was full steam ahead setting gear right where the right whales are, were and would be swimming.

On May 9th the Plymouth lobstermen and their families held a rally to raise the public's awareness of this ongoing issue which further exacerbates the economic hardship. The rally was well attended by local elected officials, MLA, Officers, Delegates, Director, MLA Members and commercial fishermen from Plymouth, Scituate, Marshfield, Sandwich, Hull, New Bedford, Barnstable and many other ports all to show support to their fellow fishermen.

With all of the "new" whale conservation measures coming down on the lobster industry, the Lobster Foundation of Massachusetts has been hard at work applying for several grants over the last six to eight months. I am happy to share with you the great news that the LFoM has been awarded two grants to date to-

taling 54k, to purchase and test the 3/8" weaker 1700lb red rope. (The LFoM & MET press release is in this newspaper) The MLA has also committed 20k to this project with our projects goal of 100k to purchase and distribute as much of this weaker rope as possible. We are almost there, that's a whole lot of rope!

The LFoM is currently working with two rope manufacturers and is currently seeking interested lobstermen to try the rope once we have it to where it needs to be; 1700lb, durable enough to last more than a few seasons, red red red, and a medium lay. If you are interested to test the 3/8" weaker rope or you know of a simple splice that we can test the breaking strength of please call 781-545-6984 xt2 and leave a message for Tracey. (If you have previously signed up we have an ongoing list, no need to call)

After all of these rope conversations everyone involved has become somewhat of a rope expert now and that this is counterintuitive for what the rope manufacturers' have been doing for years, making rope stronger. Now, we are asking them to make it weaker and it is not an easy process as well as keeping the integrity and longevity of the rope. We do not want to see disappearing rope after two or three seasons. We are committed to getting a rope developed that will achieve all the conservation and business standards that are needed to ensure the right whale is as safe as the Ben Franklins in your wallet.

As always safe on the water,  
Beth Casoni  
Executive Director



# Riverdale Mills Celebrating 40 years of Excellence

**R**iverdale Mills Corporation will celebrate its 40th anniversary in 2020. Earlier this year Beth Casoni sat down with Riverdale CEO Jim Knott, Jr. to discuss the challenges that lie ahead, the lessons he has learned, and the importance of his father's legacy.

**MLA: You became CEO in 2015. What's the toughest part of being in charge?**

**JK:** Meshing all the moving pieces! Making sure to continually and simultaneously invest in our employees, equipment, R&D, service and distribution, as well as marketing and sales. And to grow geographically while maintaining close relationships with our most valued and loyal customers: the local MA fishermen and women.

**MLA: What business leader do you most admire?**

**JK:** My father, Jim Sr. I was lucky to work with him for over 30 years. It wasn't always easy, but he was entrepreneurial, dedicated and innovative. He believed in Riverdale Mills and never shied away from protecting his company and the lobster industry.

**MLA: What changes do you anticipate moving forward?**

**JK:** Riverdale Mills now manufactures 3,500 different wire mesh products that have tremendous international appeal, so we have secured several partnerships and business opportunities in new markets across the globe. We will continue to grow internationally while staying grounded on the East Coast and connected to local fishermen and women who form some of the oldest and greatest fishing villages in the world.



Aquamesh® is now the industry standard for lobster traps, crab and crawfish pots and for building the oyster cages used for off-bottom oyster farming. From the Gulf of Mexico to the Canadian Maritimes, oyster farming is a rapidly growing and dynamic sector of the fishing industry. Oysters are a much sought-after culinary delight, and oyster farming is a great alternative for those looking to fish closer to shore.

**MLA: What is the most important part of business these days?**

**JK:** We exist, have always existed, to help lobstermen lobster better. We are the most trusted manufacturer, we are the industry innovator, and we have superior technology, so we need to stay abreast and ahead of business developments, in-

dustry trends, and, most importantly, our customer's needs.

**MLA: What's your proudest accomplishment?**

**JK:** Riverdale Mills has transitioned from a start-up, with sales primarily limited to New England, to an internationally recognized leader in the wire industry. Riverdale now manufactures over 3,500 sizes of welded wire mesh for the construction, security, marine, and farming industries. Forty percent of our products are exported to global customers.

Our family business has a unique history, with an intense focus on innovation and long-term success, a deep-rooted dedication to our employees, and an unwavering determination to deliver superior products, solutions and service to every customer. I am extremely proud and excited to be leading Riv-

erdale Mills into the future.

**MLA: How much does your company's history of reinventing the lobster trap, and inventing the mesh to make those traps, shape who you are today?**

**JK:** We are who we are today because of the support of lobstermen and women up and down the East Coast – but particularly the support received from our loyal customers in Massachusetts. The lobster fishing industry put us on the map, and we are deeply grateful they embraced our Aquamesh® product. No matter where we go, or what products we sell, it always comes back to the welded wire mesh lobster trap. The lobstermen expect nothing but the best from Riverdale Mills. Knowing that keeps us focused on manufacturing great products and delivering even greater customer service. \*



# Atlantic States Marine Fisheries Commission

## NEWS RELEASE

*Vision: Sustainable and Cooperative Management of Atlantic Coastal Fisheries*

FOR IMMEDIATE RELEASE  
May 1, 2019

PRESS CONTACT: Tina Berger  
703.842.0740

### ASMFC Approves 2019 – 2023 Strategic Plan

Arlington, VA – The Atlantic States Marine Fisheries Commission unanimously approved its 2019 – 2023 Strategic Plan at its 2019 Spring Meeting. The Strategic Plan revises the Commission's long-term vision to "Sustainable and Cooperative Management of Atlantic Coastal Fisheries" and establishes eight major goals and related objectives to pursue this vision. The Strategic Plan will guide the Commission's activities over the next five years and will be implemented through annual action plans.

"The states recognize circumstances today make the work of the Commission more important than ever before. The Strategic Plan articulates the mission, vision, goals, and objectives needed to accomplish the Commission's mission," said Commission Chair James J. Gilmore of New York. "It serves as the basis for annual action planning, whereby Commissioners identify strategies to tackle the highest priority issues and activities for the upcoming year. With 27 species currently managed by the Commission, finite human and fiscal resources, changing ocean conditions, and ever-increasing political pressures, Commissioners recognize the absolute need to prioritize activities. The Commission must dedicate staff time and resources where they are needed most and address less pressing issues only as resources allow. A key to prioritizing issues and maximizing efficiencies will be working closely with the three East Coast Regional Management Councils and NOAA Fisheries."

The Strategic Plan's eight goals are:

1. Rebuild, maintain, fairly allocate, and promote sustainable Atlantic coastal fisheries
2. Provide sound, actionable science to support informed management actions
3. Produce dependable and timely marine fishery statistics for Atlantic coast fisheries
4. Protect and enhance fish habitat and ecosystem health through partnerships and education
5. Promote compliance with fishery management plans to ensure sustainable use of Atlantic coast fisheries
6. Strengthen stakeholder and public support for the Commission
7. Advance Commission and member states' priorities through a proactive legislative policy agenda
8. Ensure the fiscal stability and efficient administration of the Commission

Goal 3, which focuses on the data collection and data management efforts of the Atlantic Coastal Cooperative Statistics Program (ACCSP), was added to reflect the incorporation of ACCSP as a Commission program in 2017.

The 2019 – 2023 Strategic Plan is available on the Commission website at [http://www.asmfc.org/files/pub/2019-2023StrategicPlan\\_Final.pdf](http://www.asmfc.org/files/pub/2019-2023StrategicPlan_Final.pdf). For more information, please contact Tina Berger, Director of Communications, at [tberger@asmfc.org](mailto:tberger@asmfc.org).  
PR19-16

The Atlantic States Marine Fisheries Commission was formed by the 15 Atlantic coastal states in 1942 for the promotion and protection of coastal fishery resources. The Commission serves as a deliberative body of the Atlantic coastal states, coordinating the conservation and management of nearshore fishery resources, including marine, shell and diadromous species.



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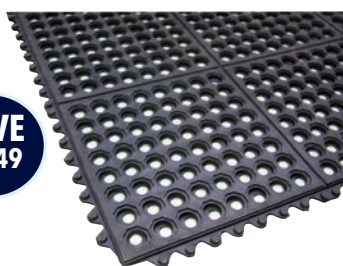
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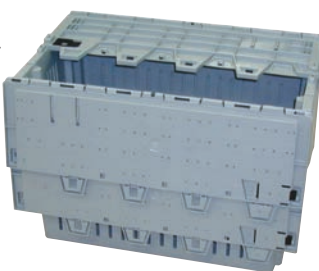


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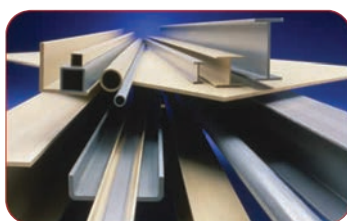
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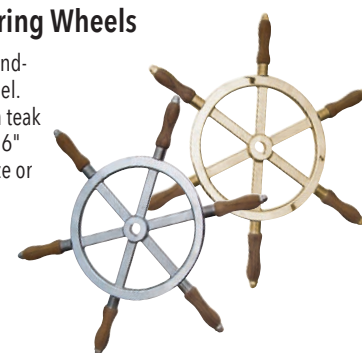


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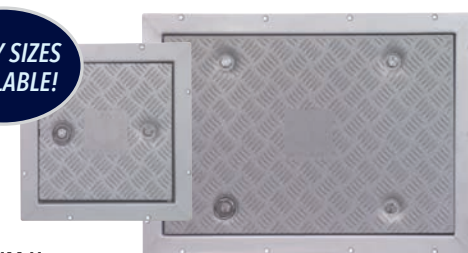
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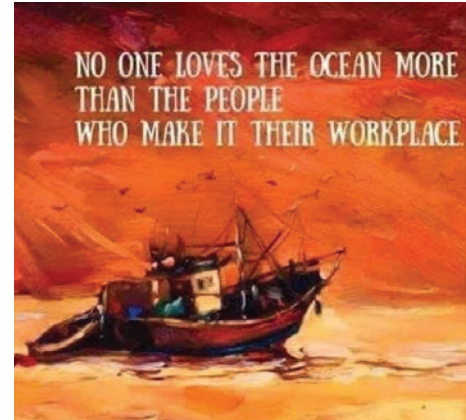


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 Nantucket Anglers' Club  
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 Nantucket Historic District Commission  
 Nantucket Island Chamber of Commerce  
 National Association of Tribal Historic  
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 Vineyard Conservation Society  
 Vineyard Wind  
 Wampanoag Tribe of Gay Head (Aquinnah)  
 Yarmouth Chamber of Commerce

## — NANTUCKET SOUND PROTECTION LETTER —

May 14, 2019

Dear Senator Markey, Senator Warren and Congressman Keating:

We the undersigned write to you to urge you to introduce and support federal legislation to secure permanent protection for Nantucket Sound. Nantucket Sound and its historic, environmental, wild-life and cultural resources are of great importance to the regional economy - supporting commercial and recreational fishing, tourism, marine transportation, aviation, marine trades, and other businesses and industries that are vital to the Cape and Islands.

Permanent protection would preserve Nantucket Sound's rich cultural and tribal heritage and the historic features of its maritime history, including the role of our fishing industry. It would maintain the Sound's unique environment with respect to fish, marine mammals and birds. The area is a recognized habitat for many state and federally protected species, including roseate terns, piping plovers, sea turtles, right whales and grey seals. Protection would also promote tourism and benefit the regional economy of the Cape and Islands. As historic preservation advocates, environmentalists, commercial fishermen, tribes, businesses, chambers of commerce, municipalities, environmentalists, elected officials and others, we fully embrace this important preservation goal.

Nantucket Sound, Cape Cod and the Islands of Martha's Vineyard and Nantucket form an integral part of the maritime history of this country. The adjacent land areas are home to numerous historic properties, including the National Historic Landmarks of Nantucket Island and the Kennedy Compound in Hyannis Port. This unique ecosystem is home to many different species of wildlife, including federally protected birds, and several types of seals, porpoises, turtles and whales. The Sound supports a fishing industry that is of historic significance and continuing economic importance, and it attracts millions of visitors each year to drive our local tourist economy. Nantucket Sound

also has sacred value to the Native American people of the region and, as such, has been designated a traditional cultural property eligible for listing on the National Register of Historic Places.

We fully support protection for the historic, environmental, cultural and tribal resources of Nantucket Sound while allowing for continued commercial and recreational fishing activities and other ecologically and economically sustainable uses of the marine environment, including the siting of electrical transmission infrastructure from responsibly-sited clean energy projects. We urge you to designate the Sound as a National Historic Landmark to recognize this unique cultural, tribal, environmental and maritime history. We also urge you to prohibit the issuance of any leases or permits authorizing energy generation projects in the Sound while ensuring that no regulatory or management authority of commercial or recreational fishing activities is added through this legislation. Furthermore, we urge that this legislation not in any way prohibit or otherwise impact the installation of transmission infrastructure that is used exclusively to connect to the mainland grid offshore wind generation facilities whose turbine arrays are located more than 10 miles from an inhabited area or that are located in upland locations.

Such a bill would be precedent-setting legislation that achieves protection of the many public interest values of an entire marine ecosystem and does so without imposing additional cost or management responsibilities on government or new regulatory requirements on businesses or the public. We appreciate your prompt attention to enactment of federal legislation to preserve this national treasure in perpetuity. Thank you.

Audra Parker  
 President and Chief Executive Officer  
 Alliance to Protect Nantucket Sound

## — NANTUCKET SOUND PROTECTION LETTER —

Steve Holmer  
Vice President of Policy  
American Bird Conservancy

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Executive Director  
Earth Island Institute/ International Marine Mammal Project

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Vice President  
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David E. Pierce, PhD.  
Director

# Commonwealth of Massachusetts

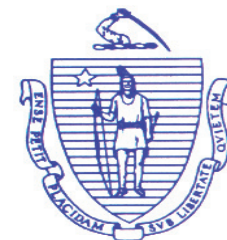
## Division of Marine Fisheries

251 Causeway Street, Suite 400

Boston, Massachusetts 02114

(617)626-1520

fax (617)626-1509



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### DIRECTOR'S DECLARATION: 2019/2020 COMMERCIAL SPINY DOGFISH POSSESSION AND LANDING LIMITS

Pursuant to the notice and public comment requirements of G.L. c. 30A, §3, and under the authority of G.L. c. 130, §§17A, 21 and 80 and 322 CMR §§6.35(5) and 7.01(7), the Director of the Division of Marine, with prior approval of the Marine Fisheries Advisory Commission, hereby issues the following declaration of the 2019/2020 spiny dogfish possession and landing limits:

1. During the period of May 1, 2019 through April 30, 2020, it shall be unlawful for any commercial permit holder or fishing vessel to possess or land in excess of 6,000 pounds of spiny dogfish per trip or per calendar day, whichever period is longer.
2. Once the Director has determined that the Northern Region's (ME – CT) annual quota allocation has been landed, it shall be unlawful for any commercial permit holder or fishing vessel to possess or land any spiny dogfish.
3. All spiny dogfish regulated fishery permit endorsements are hereby conditioned with the above restrictions, as established above.

Dated: May 14, 2019

By: \_\_\_\_\_

## The Massachusetts Lobstermen's Associations'



Congratulations to the Massachusetts Lobstermen's Associations' class of 2019. The recipients in memory of the Robert Wheeler scholarship are given to MLA members' children who are graduating high school and entering their first year of college.

This year's recipients are as follows:

**Seth Shea from Manomet, MA** will be attending University of New Hampshire to study Ocean Engineering.

**Rhiannon Burton from Brantrock, MA** will be attending Cape Cod Community College to study nursing.

**Victoria Ward from Oceanside, N.Y.** will be attending University of Rhode Island to study nursing.

**Rebecca Holmes from Plymouth, MA** will be attending the University of New Hampshire to study dietetics.

**Olivia Pickard from Wellfleet, MA** will be attending Salve Regina to study marketing.

**Madeleine Mahoney from Hull, MA** will be attending Tabor Academy to study global marketing.

**Lilian Frank from Mattapoisett, MA** will be attending Roger Williams University to study Law-Equine Attorney.

**Cameron Ferent from Dorchester, MA** will be attending Rensselaer Polytechnic Institute to study mechanical institute.

**Slyvia Canney from Hingham, MA** will be attending Miami University to study in the medical field.

We are certain that you all will have a fine future in your chosen fields of study and hope that you will keep in touch to let us know how you are doing.  
Best of luck to you all, your friends at the Massachusetts Lobstermen's Association.

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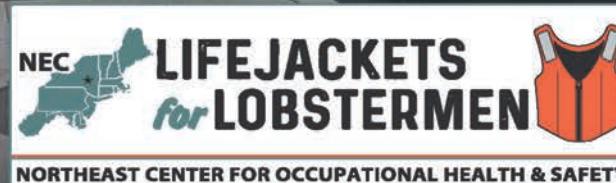
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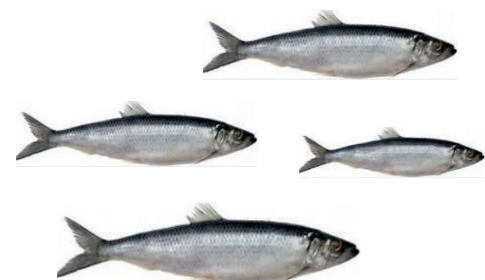
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# Commonwealth of Massachusetts

## Division of Marine Fisheries

251 Causeway Street, Suite 400

Boston, Massachusetts 02114

(617) 626-1520

fax (617) 626-1509



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Deputy Commissioner

May 10, 2019

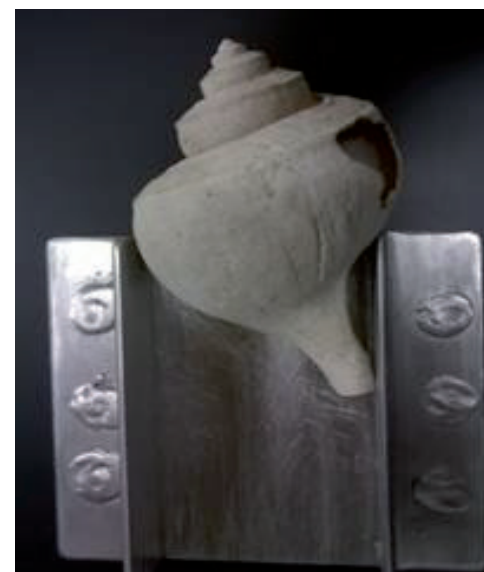
### Marine Fisheries Advisory

#### REMINDER:

#### WHELK GAUGING AND METHOD OF MEASUREMENT

This advisory serves to remind fishermen how to properly gauge knobbed and channeled whelks. All whelks are to be gauged using the chute gauge and any orientation method of measurement (see image). The chute gauge is an open top rectangular gauge made of rigid material. For 2019 and 2020, the gauge must measure at least 6" length by 3" width by 1 1/2" height. The any orientation method of measurement requires fishermen to gauge each whelk with its operculum facing down and as flat on the chute gauge as possible. If the whelk can pass through the gauge with its siphonal canal at any angle to the side walls, it is considered of sub-legal length and must be returned to the ocean immediately. It is unlawful to possess sub-legal sized whelks for any period longer than is necessary for immediate measurement and discarding. To assist fishermen with gauging whelks and improve compliance with DMF's minimum size management measures, DMF has published a video demonstrating the proper gauging and a new webpage for all critical information regarding the whelk resource and the management of the whelk fishery.

#### Chute Gauge & Any Orientation Method of Measurement



This winter, DMF implemented a 10-year schedule to biennially increase the whelk gauge's chute size (see table) to enhance spawning stock biomass protections. DMF's recent stock assessment for channeled whelk in Massachusetts demonstrates the resource is overfished with overfishing occurring and DMF's size at maturity data demonstrates female channeled whelk in Nantucket Sound do not reach 50% size at maturity until their shell width is 3 7/8". The terminal gauge width in this schedule is 3 5/8" corresponding to an animal with a shell width of approximately 3 7/8".

2019-2029 Schedule to Increase Whelk Chute Gauge Width						
	2019	2021	2023	2025	2027	2029
Chute Gauge Width	3"	3 1/8"	3 1/4"	3 3/8"	3 1/2"	3 5/8"

For more information regarding the management of marine fisheries in Massachusetts, please visit our website ([www.mass.gov/marinefisheries](http://www.mass.gov/marinefisheries)) or call DMF at 617-626-1520.

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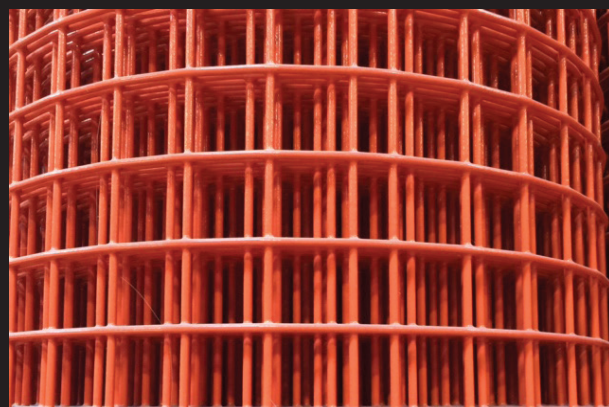
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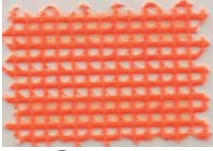
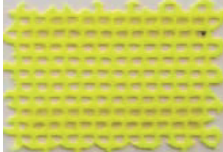
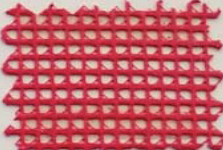


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# Fun Facts...

## About Lobsters

1. Lobsters were considered a delicacy during the Middle Ages in Europe, and even served as medicine. The rostrum, or frontal part of the body, was pulverized and used to help people pass kidney stones. The gastrolith, or gizzard stone which the lobster uses to help grind up food, was handy for treating stomach aches.
2. Lobster was so abundant in 18th and early-19th century New England that it was fed to pigs and the shells used as fertilizer. Indentured servants in Massachusetts were so sick of eating it that they won a court case to keep their masters from feeding them lobster more than three times a week.
3. The first shift to luxury food item took place in the late 1800s, as wealthy city-dwellers flocked to the beach and enjoyed the novel taste (for them) of lobster. Advances in refrigeration allowed live ones to be transported all over the country. As demand increased, supply decreased, which drove up the price. Supply and demand has ebbed and flowed over the years, but these days lobster is considered fancy food.
4. Male lobsters love to fight. Female lobsters seek out the most aggressive, dominant male in the area and show their interest by peeing repeatedly into his shelter. Their urine contains pheromones, which calm him down and get him in the mood, so to speak. Lobsters also urinate in each others' faces during fights to express themselves.
5. A lobster pees from openings (nephrophores) located at the base of its second antennae. These excretory organs are called green glands and include a sac linked to a bladder by a coiled tube.
6. Lobsters have two stomachs. One is located in what we'd consider the lobster's head -- right behind its eyes. This stomach contains teeth-like features (called a gastric mill) that are used to crush the lobster's food. Once the food is fine enough, it passes to the other stomach. Most of a lobster's abdomen is taken up by a digestive gland that serves as the filtration system -- sort of like your liver. Called the tomalley, it turns green when cooked, and some consider it a delicacy.
7. Lobsters are serial monogamists, having one exclusive, but very short-term, relationship after another with female lobsters.
8. Female lobsters can store live sperm in her body for two years before using them to fertilize her eggs.

## MASSACHUSETTS GREEN LOBSTER BANDS ARE HERE

As part of the MLA promotional efforts the MLA again has available the Massachusetts "GREEN" lobster bands for \$50 per 24lb case. The MLA supports this on going promotion to truly identify a "locally" harvested lobster. All bands must be picked up at the MLA 8 Otis Place, Scituate, MA 02066

## "Summertime Sweetness"

The MLA as part of its' ongoing promotional efforts has available for distribution these double sided rack cards explaining all about new shell lobsters. We will be distributing these at local fish markets and at various events we will be attending this summer. Educating the consumer on how limited and local a product these are will in turn take them out of the processors hair! If you are interested in receiving some of these to distribute from your roadside stand, seafood counter, truck or boat please call the MLA office and ask for Tracey 781-545-6984.

## MLA Members Promotion for New Hampshire Speedway

The 2019 NASCAR season is underway and MLA members can now enjoy a 20% off ticket price for the upcoming NASCAR race at New Hampshire Speedway.

We will be sharing this in our weekly emails and will also post this on the MLA website lobstermen.com for easy access to great seats at a great price. Promo Code: MALOB

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For more information on purchasing tickets please visit- [https://www.1.ticketmaster.com/event/0100562BEBD-F85C1?did=malob%3futmsource=nhms&utm\\_medium=web&utm\\_campaign=MALobsterlink&camefrom=cfc\\_nhms\\_nhms\\_web\\_MALobsterlink&brand=nhms](https://www.1.ticketmaster.com/event/0100562BEBD-F85C1?did=malob%3futmsource=nhms&utm_medium=web&utm_campaign=MALobsterlink&camefrom=cfc_nhms_nhms_web_MALobsterlink&brand=nhms)





David E. Pierce, PhD.  
Director

## Commonwealth of Massachusetts

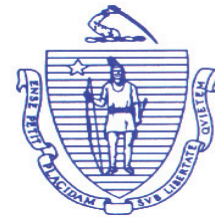
### Division of Marine Fisheries

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Commissioner

Mary-Lee King

Deputy Commissioner

May 16, 2019

#### Marine Fisheries Advisory

#### COMMERCIAL MENHADEN FISHERY PERMITTING GUIDELINES

Due to concerns regarding potential baitfish shortages this summer, interest in the state's commercial menhaden fishery has been amplified. The management of this fishery has evolved over time and depending on the location fished, the gear used and the quantity of fish to be retained fishermen may need up to five different regulated fishery permit endorsements to retain and land menhaden commercially.

In response, DMF has published a [new policy document](#) that provides guidelines to commercial menhaden fishery permitting rules. This policy does not alter the existing menhaden permitting or management structure, but instead succinctly describes the various permit classes and the tiers of fishing opportunities permit holders are authorized to engage in based on the permit endorsements held.

For more information regarding the management of menhaden in Massachusetts, please visit our website ([www.mass.gov/marinefisheries](http://www.mass.gov/marinefisheries)) or call DMF at 617-626-1520.



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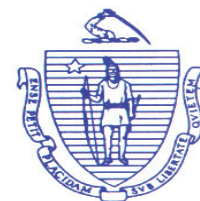
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#### DIRECTOR'S DECLARATION: EFFORT CONTROLS FOR THE COMMERCIAL SEA HERRING FISHERY IN MANAGEMENT AREA 1A FOR JUNE 1 – SEPTEMBER 30

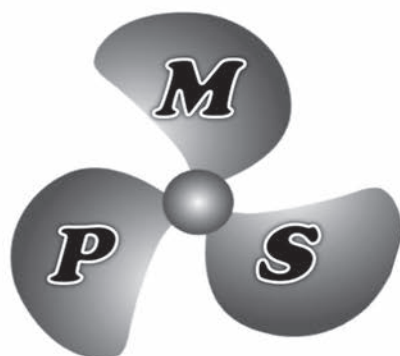
Pursuant to the notice and public comment requirements of G.L. c. 30A, §3, and under the authority of G.L. c. 130, §§17A, 21 and 80 and 322 CMR §§9.00 and 7.01(7), the Director of the Division of Marine Fisheries, with prior approval of the Marine Fisheries Advisory Commission, hereby issues the following declaration to implement the Atlantic sea herring effort controls approved by the Atlantic States Marine Fishery Commission's Sea Herring Section for Management Area 1A:

1. During the period of June 1, 2019 through September 30, 2019, it shall be unlawful for any commercial fisherman to possess or land any Atlantic sea herring taken from Management Area 1A, as defined at 322 CMR 9.02.
2. The Director of the Division of Marine Fisheries may issue a Letter of Authorization and Statement of Permit Conditions to commercial permit holders with regulated fishery permit endorsement to fish for, retain, land and sell sea herring from Management Area 1A, as defined at 322 CMR 9.02, consistent with the effort controls approved by the Atlantic States Marine Fishery Commission's Sea Herring Section.

Dated: May 17, 2019

By: David Pierce

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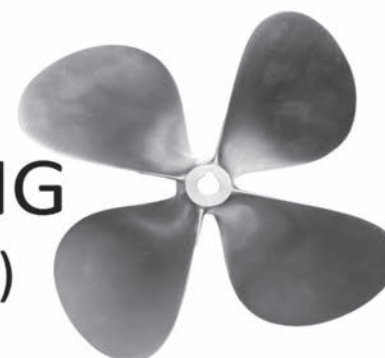
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# NOAA's NATIONAL MARINE FISHERIES SERVICE (NMFS) MARINE MAMMAL AUTHORIZATION PROGRAM CERTIFICATE FOR 2019

## **A. Authorization:**

Pursuant to Section 118 of the Marine Mammal Protection Act (Act) (16 U.S.C. 1387), the implementing regulations at 50 CFR Part 229, and subject to the terms and conditions below, NOAA's National Marine Fisheries Service (NMFS) issues this Authorization Certificate, which, when presented in combination with a current/valid state or federal fisheries permit, authorizes the taking of non-endangered/threatened marine mammals incidental to commercial fishing operations in those fisheries listed on the reverse side.

## **B. Terms and Conditions:**

- All incidental mortality or injury of marine mammals occurring in the course of commercial fishing operations must be reported to NMFS within 48 hours after the end of each fishing trip in which the incidental death or injury occurred using the appropriate reporting form, even if the trip is observed.
- This Authorization Certificate, or a photocopy of it, must be on board the vessel during commercial fishing operations.
- Authorization Certificate holders must comply with any applicable take reduction plans and emergency regulations.
- If requested to do so by NMFS or a designated contractor providing observer services to NMFS, an Authorization Certificate holder must take aboard an observer to accompany the vessel on fishing trips and must possess a valid Commercial Fishing Vessel Safety Examination decal issued by the U.S. Coast Guard.
- When necessary to deter a marine mammal from damaging fishing gear, catch, other private property, or from endangering personal safety, the vessel owner, operator, or crew members may use measures which do not result in serious injury or death of the animal pursuant to the deterrence provisions of the Act.
- A marine mammal may not be intentionally killed in the course of commercial fishing operations except where imminently necessary in self-defense or to protect the life of a person in immediate danger. Such lethal taking must be reported to NMFS within 48 hours after the end of each fishing trip in which the mortality occurred using the appropriate MMAP mortality/injury reporting form.
- Any marine mammal incidentally taken must be immediately returned to the sea unless directed otherwise by NMFS or a NMFS-authorized observer.
- Any person who violates these Terms and Conditions, regulations under 50 CFR Part 229, or any provisions of Section 118 of the Act, shall be subject to the penalties set forth in the Act.
- This Authorization Certificate, or a copy, must be made available upon request to any state or federal enforcement agent authorized to enforce the Act, any designated agent of NMFS, or any contractor providing observer services to NMFS.
- This Certificate is not transferable. In the event of a change in vessel ownership, the Authorization Certificate is void and a new Authorization Certificate must be obtained by the new owner.
- If the registered vessel is sold or destroyed or is replaced by a new designated vessel, an authorization must be obtained for the new vessel.
- If there are changes in the mailing address or vessel ownership, please contact your state or federal fishery management office for permit corrections (phone: 978-281-9370, address: 55 Great Republic Drive, Gloucester, MA 01930) within 30 days of the change. Please also notify the Protected Resources Division of any changes at 978-281-9328.

— TEAR THIS OUT AND PUT IT ON YOUR VESSEL —

2018 Atlantic, Caribbean, Gulf of Mexico Category I & II Fishery Definition Reference

JUNE 2019

Gear Type	Fishery	Cat.	Location & Details
Gillnet	Northeast sink gillnet	I	U.S./Canada border to Long Island, NY, at 72° 30' W long., south to VA/NC border & east to the EEZ.
	Northeast anchored float gillnet	II	U.S./Canada border to Long Island, NY, at 72° 30' W long., south to VA/NC border & east to the EEZ.
	Northeast drift gillnet	II	U.S./Canada border to Long Island, NY, at 72° 30' W long., south to VA/NC border & east to the EEZ. Includes any residual large pelagic driftnet effort in New England.
	Chesapeake Bay inshore gillnet	II	Between the Chesapeake Bay/Bridge Tunnel & mainland
	Mid-Atlantic gillnet	I	West of a line drawn at 72° 30' W long., south to VA/NC border, east to the eastern edge of EEZ & north of the NC/SC border. Includes any residual large pelagic driftnet effort in the Mid-Atlantic; any shark & dogfish gillnet effort, & all NC beach-anchored gillnets fished in the manner of a seine targeting species such as weakfish, speckled trout, & spot, excluding the Atlantic Ocean striped bass beach seine fishery.
	North Carolina inshore gillnet	II	Inshore of the COLREGS lines in NC
	Southeast Atlantic gillnet	II	Waters south of a line extending east from the NC/SC border to the EEZ, & east of the fishery management council demarcation line between the Atlantic Ocean/Gulf of Mexico. Excludes shark gillnetting effort using 5-inch or greater stretched mesh south of the SC/GA border.
	Southeastern U.S. Atlantic shark gillnet (≥ 5 inch stretched mesh)	II	Waters south of line extending east from the SC/GA border to the EEZ.
	Gulf of Mexico gillnet	II	Waters west of fishery management council demarcation line between the Atlantic Ocean/Gulf of Mexico & north of U.S./Mexico border.
	High Seas Atlantic highly migratory species drift gillnet	II	On the High Seas - waters outside of the EEZ.
Traps and Pots	Northeast/Mid-Atlantic American lobster trap/pot	I	Atlantic inshore & offshore waters
	Atlantic mixed species trap/pot	II	U.S./Canada border south through the waters east of the fishery management demarcation line between the Atlantic Ocean & Gulf of Mexico. Excludes other Category I, II, & III trap/pot fisheries already appearing on the List of Fisheries.
	Atlantic blue crab trap/pot	II	From south shore of Long Island, NY at 72° 30' W long. fishery management council demarcation line through the Atlantic Ocean/Gulf of Mexico - includes estuarine, coastal, & offshore waters.
	Southeastern U.S. Atlantic, Gulf of Mexico stone crab trap/pot	II	Includes all estuarine, coastal, & offshore waters in the Atlantic from NC through FL, & in the Gulf of Mexico from FL through TX.
Longline	Atlantic Ocean, Caribbean, Gulf of Mexico large pelagic & highly migratory species longline	I	Waters within Atlantic EEZ & on the High Seas (outside of the EEZ).
Trawl	Northeast mid water trawl (including pair trawl)	II	U.S./ Canada border through waters east of 70° W. long. to the intersection of the EEZ, primarily on the continental shelf & throughout the Gulf of Maine, Georges Bank, & Southern New England.
	Mid-Atlantic mid-water trawl (including pair trawl & flynet)	II	Cape Cod, MA, to Cape Hatteras, NC, in waters west of 70° W. long. to the intersection of the EEZ & north of a line extending due east from the NC/SC border.
	Northeast bottom trawl	II	From the U.S/ Canada border through waters east of 70° W. long.
	Mid-Atlantic bottom trawl	II	Cape Cod, MA, to Cape Hatteras, NC, in waters west of 70° W. long. & north of a line extending due east from the NC/SC border.
	Southeastern U.S. Atlantic, Gulf of Mexico Shrimp Trawl	II	Pelagic, skimmer, or bottom trawl fisheries in the Atlantic from NC through FL, & in the Gulf of Mexico from FL through TX. Includes all estuarine, coastal, & offshore waters.
	High Seas Atlantic highly migratory species trawl	II	On the High Seas - waters outside of the EEZ.
Seines, Pound & Stop Net	Mid-Atlantic menhaden purse seine	II	Mid-Atlantic region.
	Gulf of Mexico menhaden purse seine	II	Gulf of Mexico.
	Mid-Atlantic haul/beach seine	II	Waters west of 72°30' W long. & north of a line extending due east from the NC/SC border.
	North Carolina long haul seine	II	NC state waters.
	Virginia pound net	II	VA state waters, including inside Chesapeake Bay.
	North Carolina roe mullet stop net	II	Off Bogue Banks, NC.
Other High Seas Fisheries	High Seas Atlantic highly migratory species troll	II	On the High Seas- waters outside of the EEZ.
	High Seas Atlantic highly migratory species pole & line	II	On the High Seas- waters outside of the EEZ.
	High Seas Atlantic highly migratory species multipurpose vessel not included elsewhere (NEI)	II	On the High Seas- waters outside of the EEZ.

\*Note the EEZ (Exclusive Economic Zone) in the U.S. typically extends 200 nautical miles from the coast.  
For more detailed descriptions of each fishery, please reference the 2018 List of Fisheries available online at <http://www.nmfs.noaa.gov/pr/interactions/lof/>





Observed Lobster Pot/trap Data, 10/18-02/19

Observed Lobster Pot/trap Trips, 10/18-02/19\*, Final NEFOP Data

Sea-days and Trips, 10/18-02/18

Month	State/region	Sea-days allocated	Sea-days achieved	Trips
OCT	DE	4 - NY Bight/LI Sound 4 - Mid-Atlantic State 4-New England State	1	1
	ME		1	1
NOV	MA		1	1
DEC	MA		1	1
	ME		1	1
	NJ		6	2
JAN	MD	0 - NY Bight/LI Sound 4 - Mid-Atlantic State 5 - New England State	2	1
	ME		1	1
	NJ		3	1
	NY		1	1
FEB	MA		2	2
	ME		1	1
Total	All states/regions	21	21	14

A total of 21 sea-days were allocated to the lobster fishery in the New England and Mid-Atlantic from 10/18-02/19. There were 21 sea-days achieved over 14 separate trips by the Northeast Fisheries Observer Program (NEFOP). Totals include inshore (often single day) and offshore (multi-day) trips during these months. There were no sea-days assigned specifically to Massachusetts from 10/18-02/19; the Massachusetts trips covered fall under the ‘New England State’ category, meaning the trip could occur on any lobster vessel fishing in the New England region.

Sea-days covered in New York include days trips assigned as part of standard (standardized bycatch reporting methodology, SBRM) sea day schedule coverage and trips assigned based on sea-days purchased by the state of New York (via Dept. of Environmental Conservation). Note that the observer provider is able to achieve sea-days within a quarter, meaning for example that the assigned sea-days for Quarter 3 (Oct-Dec) may be accomplished at any time during the quarter when fishing effort is occurring.

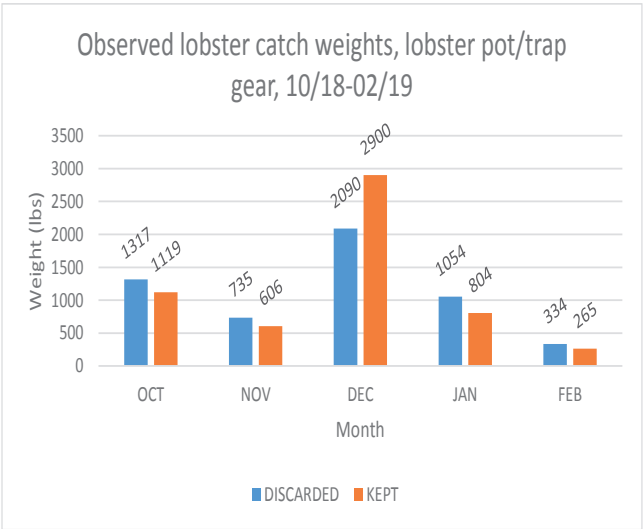
\*All data included in this summary were retrieved 05/13/2019 and are current through 02/19.

Total NEFOP Lobster Pot/trap Sea-days, 04/18-03/19

State/region	2018-2019 Sea-days
New England	17
Mid-Atlantic	16
NY	20
Total	53

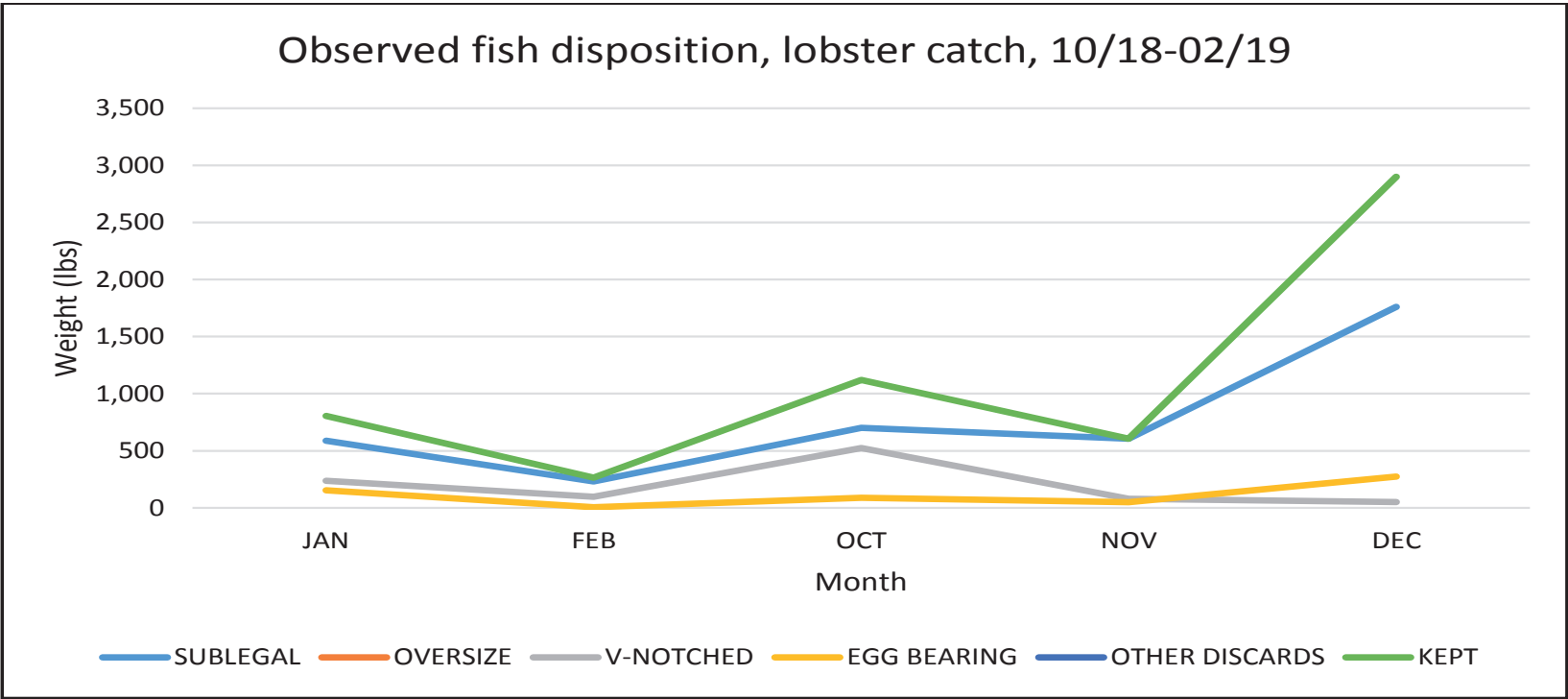
A total of 53 sea-days were allocated to the lobster pot/trap fishery from 04/18-03/19 (the duration of the 2018-19 SBRM sea day schedule). There were 0 days assigned specifically to Massachusetts. Days assigned specifically to New York were purchased by the state of New York.

Observed Lobster Catch 10/18-02/19



Summary of observed kept and discarded lobster catch from all observed lobster trips (all states and regions, 10/18-02/19).

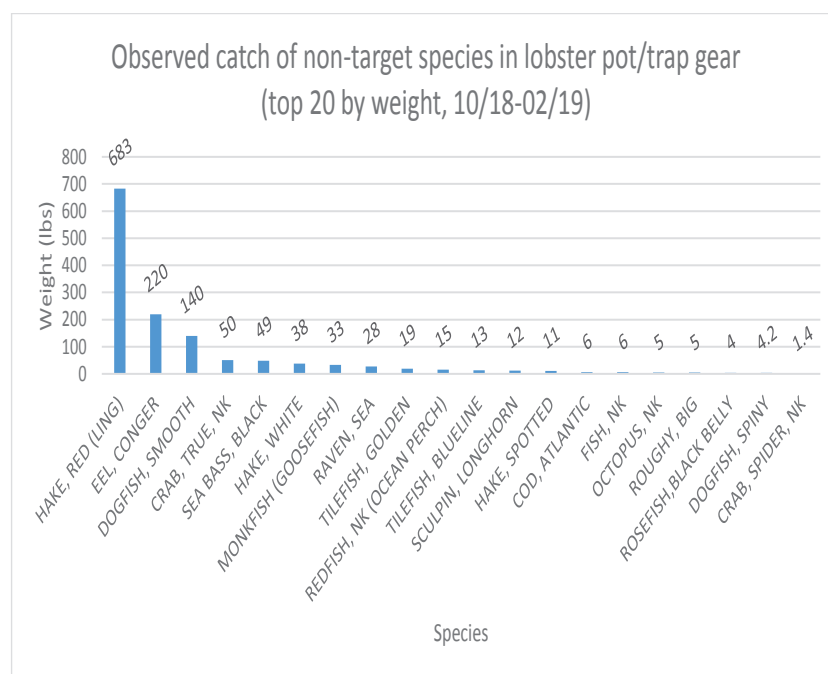
Observed Fish Disposition, Lobster catch, 10/18-02/19



Observers characterize lobster catch as kept or discarded, then record why the catch was kept or discarded (known as fish disposition). Several of the more common dispositions used in the lobster fishery are included in this figure (observed trips landing in all states/regions, 10/18-02/19). Lobster catch is categorized based on the following priority: size (sublegal or oversize), egg bearing, v-notch, soft-shelled, shell disease, and any other regulatory or market reason. The ‘Other Discards’ category includes lobster catch discarded due to damage, other regulatory reasons, and soft shell molt status.



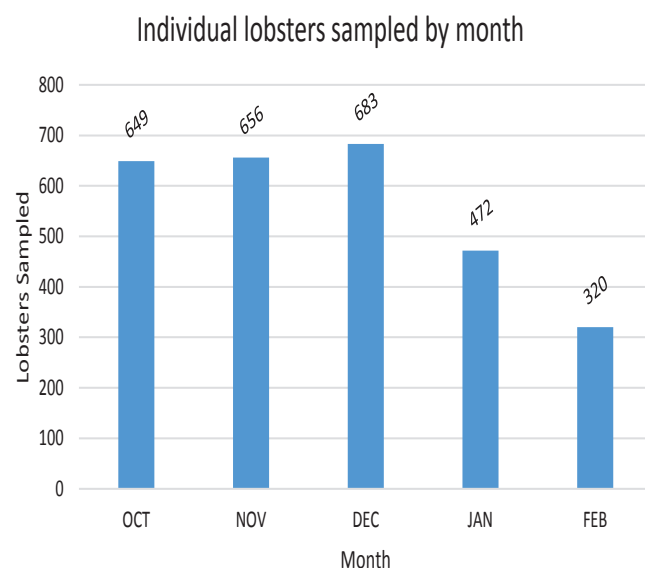
## Non-target species catch, 10/18-02/19



All catch items are recorded by observers, including finfish and crustaceans. The top 20 most common non-target catch items (by weight) are included in this figure from observed trips landing in all states/regions. A total of 17,394 lbs of Jonah crabs and 2,514 lbs of Rock crabs were also recorded by observers. Jonah crab weight includes whole crabs and claw only weights. Other catch items recorded by observers included: skate, winter flounder, bluefish, and summer flounder. Note that the totals displayed in the above figure are observed weights only (not expanded weights).

Discard data collected by the NEFSC can be used in fish/invertebrate stock assessments, incidental take assessments of marine mammals and sea turtles, monitoring the effectiveness of Take Reduction Plans, as well as in SBRM analyses to determine the coverage needed in the upcoming year to estimate discards. The Greater Atlantic Regional Fisheries Office also uses these data for quota monitoring/catch accounting.

## Biological Data, 10/18-02/19



A total of 3,248 individual lobsters were sampled by observers on vessels landing in all states/regions from 10/18-02/19. Data collected for each animal includes: carapace length, molt status, sex, catch disposition (kept or discarded), number of claws, presence/absence of v-notch, and egg-bearing status (including egg stage). Shell disease was also recorded at the haul level. The same data are collected for crabs, except for v-notch, molt status, shell disease, and number of claws. Carapace width is recorded for crabs. A total of 2,794 Jonah crabs were sampled from 10/18-02/19.

Collection of egg stage data was implemented by NEFOP as of 05/16 following a request by ASMFC member states. Egg stages collected include: 1) Newly extruded; 2) Eyed; 3) Hatching; and 4) Spent. All unique egg stages recorded by an observer are verified by observer program staff after each observed trip using the observer's photos of a representative lobster corresponding to each egg stage.

## Observer Data Usage

Burton Shank, Research Fisheries Biologist, NEFSC, January 2019

The ASMFC Lobster Assessment uses a length-based assessment model, so the number of lobsters at each size is estimated and tracked throughout the assessment period. To track the removal of lobsters from the population, we have to convert landings by weight back into numbers of individuals at-size, which requires the length composition of the catch, either from observer or port sampling data.

Ideally, we would have catch composition data for every year, season, and statistical area to characterize landings and, where we lack this data, we have to borrow the catch composition from another area or time period. So the more broadly observer data is collected, the less data we have to borrow. Additionally, observer data gives us information on the raw composition of the catch, providing the probability that individuals are above or below legal size or that females are egg bearing or v-notched, allowing us to calculate the abundance of these lobsters as well, relative to the retained catch.

Observer data is also used to develop analysis for management outside of stock assessment in a variety of ways. For example, in 2016, observer data was valuable for multiple analyses provided by the ASFMC and NMFS to US Congressmen and the NEFMC on the impacts to the fishery of creating National Monuments or habitat closures for corals on the southern side of Georges Bank. Observer data, though limited, provided spatial data on the distribution of fishing effort and the area over which an individual fishing vessel was spreading its gear. Such data, like the distance between adjacent strings of pots or the area covered within a single trip, are not adequately captured in Vessel Trip Reports but are well characterized by observer data.

Only about half of the non-target species caught as by-catch in the lobster fishery, as shown in the figure on page 3, are assessed. If a discard estimate were to be included in an assessment, the estimate would only be used if there were sufficient data, both spatially and temporally, for a specific species.



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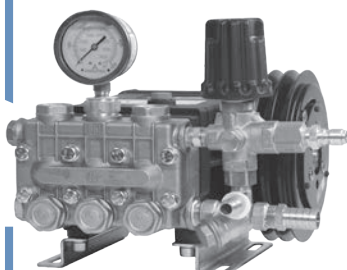


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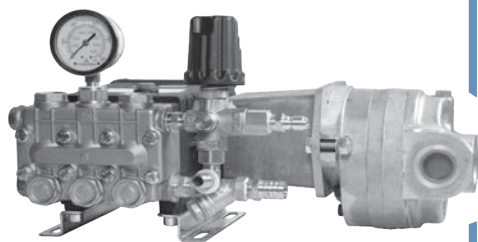
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*In Memorial*

## NATHANIAL "LADDIE" DEXTER

It is with heavy heart that we must tell you, Nathaniel "Laddie" Dexter of Marshfield, passed away on April 25, 2019. Son of the late Isabelle (Zawatski) and Willis Dexter, Laddie was predeceased by his wife Ann (Linskey) of 56 years a short six months ago. He is survived by his children, Kathleen Maresco (Michael) of Marshfield, Brenda Dexter of Weymouth, Gregg Dexter of Marshfield and two grandchildren, Joseph and Maggie Maresco. He is also survived by many nieces, nephews and wonderful friends.



Laddie graduated from Milton High School and immediately made his summer home of Marshfield his permanent residence. He spent his life on and in the sea. Laddie was a proud Navy submarine veteran who served on the USS Sea Owl. He was a lobsterman his entire career. He was a founding member of both the Massachusetts Lobsterman's Association and Marshfield Commercial Fisherman's Association and past president of both. He was a certified master Marine Surveyor who traveled up and down the coast as a familiar face in most any port. Laddie served on the Marshfield Waterways Committee, Board of Director's for Marshfield Community Christmas, was a member of the Marshfield Yacht Club and past commander of AMVETS Post 1996. His also loved engines of all kinds but especially classic cars which he bought, fixed and sold many of over the years.

The only thing Laddie loved more than the ocean and his children was his wife. The love they shared through the decades and the devotion he showed her throughout her illness is truly a legacy to all who knew them. May you find fare winds and calm seas Laddie.

## DENNIS PATRICK MOREY

It is with heavy heart that we must tell you that Dennis Patrick Morey passed away suddenly at home on Tuesday, May 14, 2019 at the age of 73. Beloved husband of Patricia Morey, Dennis was born on March 19, 1946, son of HOF basketball coach Joseph Morey and his wife Virginia of Brockton. Dennis was a commercial lobsterman who fished out of Green Harbor for over 40 years, following his own father's footsteps. He loved to golf with friends and spend time with his family. Dennis is survived by his sons Mark Dare of Randolph, Dean Morey of Marshfield and Sean Morey of Princeton, NJ, as well as his daughter Erin Murphy of Pembroke. Dennis has been a loving father-in-law to Kevin Murphy and Cara Morey. He is the cherished grandfather of Devan, Kathryn, Kevin, Morgan and Piper, and dear brother of Kathleen McKernan and the late Barbara Munies.



Dennis was a standout athlete at Brockton High School, graduating in 1964, and continued playing semi-professional football with the Brockton Pros and Middleboro Cobras in the Eastern Football League before serving honorably in the United States Army and National Guard, earning a National Defense Service Medal. Dennis was known for his sense of humor and generosity.

May your pots always be full and the seas calm Dennis.

# Fisheries Working Group on Offshore Wind Meets

On May 16th Coastal Zone Management held a Fisheries Working Group meeting on Offshore Wind to discuss the following; transit lanes, progress updates from developers, and a mitigation offer from Vineyard Wind LLC. The meeting was attended by several fishery representatives from around the region. MLAs Vice President, Jarrett Drake and Executive Director, Beth Casoni, have participated on this working group for over 10 years now and the group has grown from 5 people to almost 40 now.

The lack of transit lanes in the wind lease areas has been continually brought up by the commercial fishing industry collectively as there is NO safe way to transit through the lease area at present. There is no guarantee that each wind array layouts will not be in accord with the next to allow for safe and straight travel to and from the fishing grounds.

Currently, the USCG is working on a port access study to evaluate the need for prescribed transit corridors, width and location of these corridors through the almost 2,000 square mile wind lease area. The MLA did submit public comment on this issue as safety is of the utmost importance.

All of the developers gave updates on where they are in their projects progress.

## Equinor

- Empire Wind (NY/NJ) project - Area 512 – there are 3 buoys in this area
- MA lease SAP surveys planned summer 2019
- Fishery Reps on board to mitigate gear interactions
- MA lease development plan underway
- Spatial planning and adaptive management to minimize impacts on fisheries

## Mayflower

- Just acquired BOEM OCS-0521 (~127,000 acres)
- Lease can accommodate up to 1.6GW

- Just getting started with survey work
- Area 521 survey work to begin in August

## Orsted US

Development Projects currently underway

- Ocean Wind – potential for up to 3.5GW (NJ)
- Garden State Offshore Energy – potential for up to 1.2GW (Delaware)
- Bay State Wind – potential for up to 2GW (MA/RI) Joint Venture with

Eversource

- Sunrise Wind – (MA/RI) Joint Venture with Eversource
- MA/RI lease area (s) – potential for up to 1.5GW

## Vineyard Wind LLC

- Construction to begin in late 2019 through 2021 begin operational
- Industry based survey work to begin this summer with MLA and SMAST
- Mitigation offer - (Total economic exposure from project:•30 year exposure period (25 years operations plus 5 years construction/removal)•2.5% annual inflator• Start with average annual exposure 2019•Total exposure from project:• Massachusetts: \$ 8,868,346•Rhode Island: \$ 6,190,281)

As you can imagine the upset the industry had at such a low offer given the immense uncertainty on what the impacts will be once this wind farm is built. There's no going back once they are up and spinning. There was a lot of discussion about the data that was used in the King Report to determine the economic value of the 70 square miles to be developed by Vineyard Wind. There will be additional data submitted to the State to be considered for inclusion for the overall economic exposure in this area. A final offer will be made this summer. Stay tuned!

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*"The Lobster Foundation of Massachusetts is focused on preserving the sustainability of our state's most valuable commercial, single species, harvested marine resource within state waters, the American Lobster."*

**By: Tracey Abboud, LFoM**

The Lobster Foundation of Massachusetts (LFoM) is full of activity this spring!!! The Foundation has actively been pursuing grant funding and our efforts are showing!!

On May 3, 2019 the Foundation was awarded a \$50,000., grant from the Massachusetts Environmental Trust (MET) through their "Drive for a Better Environment Grants Program", to further efforts in advancement of conservation for the North Atlantic Right Whale (NARW). The Foundation will continue to uphold its commitment to scientific research, conservation, and educational programs that promote sustainability and safe fishing practices.



### Whale Safer Weaker Red Rope Project:

The LFoM, has partnered with the MET, the Massachusetts Lobstermen's Association (MLA), the Division of Marine Fisheries, the International Fund for Animal Welfare, the New England Aquarium and two rope manufacturers to develop and test a Whale Safer 1,700 lb., weaker red rope project to reduce the Serious Injury and Mortality to the NARW. The LFoM will be developing and testing the efficacy of and promoting viable reduced breaking strength rope for fishermen. The project will allow for testing them in real-time fishing scenarios and sea conditions and

we are extremely appreciative to be awarded this grant for our project and will be getting this weaker red rope deployed later this year. The LFoM is looking for your participation on this project, if you are interested in testing this rope please contact Tracey Abboud at Tracey. Abboud@lobstermen.com or call 781.545.6984 xt. 4

### "Drive for a Better Environment Grants Program"

Supporting the environmental plates in your community is easy: choose one of the three environmental plates, the Right Whale & Roseate Terns, the Leaping Brook Trout, or the Blackstone Valley Mill when you purchase or lease a new car or renew your registration with the Registry of Motor Vehicles. Visit [www.rmv.com](http://www.rmv.com) or [www.whaleplate.org](http://www.whaleplate.org).

### LobsterNet Project:

The LFoM partnered with Gloucester Innovation and the MLA in February of 2018, to develop, test and deploy a low-cost, real time integrated, marine surveillance platform and analytical tool that will provide the lobster industry with better data to help their

### KEEPING STELLWAGEN BANK NATIONAL MARINE SANCTUARY FREE OF MARINE DEBRIS ONE PAILFUL AT A TIME!!



- Marine debris is "trash" it is any man-made solid material that enters our oceans directly, indirectly, intentionally or unintentionally.
- Marine debris is a global problem. Marine debris can take many forms. Countless consumer items make their way into the ocean every day, including abandoned recreational equipment and discarded consumer plastics, metals, rubber and paper.
- Today, 99% of plastic items in our daily lives are single use items such as styrofoam cups, plastic bags and straws, all of which can potentially become marine debris and harm marine life.
- Plastic items are the most common type of marine debris. Plastic is non-biodegradable and extremely durable.
- Studies have found it takes a plastic bottle 450 years to breakdown at sea. Plastic pieces large and small are consumed by organisms at all levels of the marine food web.



[lobsterfoundationofma.org](http://lobsterfoundationofma.org)



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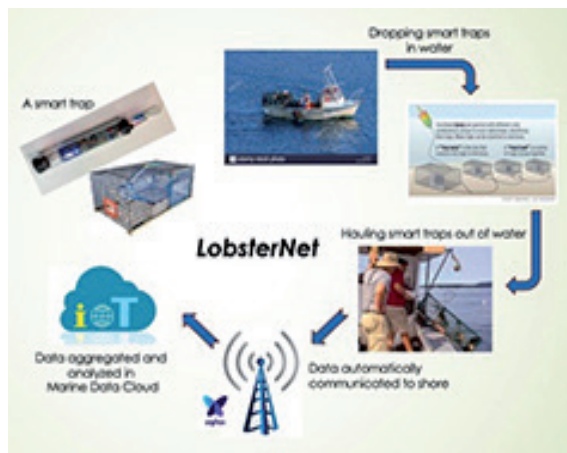


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bottom line. The LobsterNet project will help lobstermen correlate changes in environmental conditions, temperature and Ph levels, with observed lobster behavior and health, to help identify more productive lobster fishing areas. A "Marine Data Cloud" will assist lobstermen in increasing their productivity/efficiency and

measure ocean changes impacting lobster populations, movements, and habitats.

The team at Gloucester Innovation came to the May 15th, 2019, MLA Delegates meeting to give updates and to show the equipment and to answer questions. Currently, they are working zealously to get the 200 e-Pods built and ready for deployment in lobster traps later this summer. There are approximately 20 lobstermen around the Commonwealth ready to partake in this exciting project. Gloucester Innovation is actively seeking 10 more lobstermen to participate. If you would like to get involved please contact Tracey.Abboud@lobstermen.com or call 781.545.6984 xt. 4

### **"Use the Pail, Not the Rail" Recreational Marine Debris Campaign:**

The LFoM has partnered with Stellwagen Bank National Marine Sanctuary to educate rec-

reational mariners on the importance of keeping the Stellwagen Bank National Marine Sanctuary and our oceans marine debris free one pailful at a time.

The "Use the Pail, Not the Rail" campaign will be kicking off early this summer on the docks and we will be passing out a marine debris bag to recreational mariners to keep on their boats. The marine debris bag will be jam packed with educational literature to bring awareness to the serious impacts of what marine debris does to the Sanctuary and our oceans. Our goal is to be apart of the solution and preserve the ocean for future generations to come by making a conscience decision to "Use the Pail, Not the Rail"!!

The Lobster Foundation of Massachusetts is committed to keeping the ecosystem healthy and the lobster resource bountiful through long standing collaborations with stakeholders in the Massachusetts commercial lobster industry.

## **STELLWAGEN BANK**



Stellwagen Bank National Marine Sanctuary encompasses approximately 842 square miles in the southwest corner of the Gulf of Maine. The boundaries are three miles north of Provincetown, three miles southeast of Cape Ann and 25 miles east of Boston.

Stellwagen Bank, the sanctuary's most prominent geologic feature, is an underwater plateau at the mouth of Massachusetts Bay. Up-welling of nutrients along the bank supports a complex food web. Sanctuary waters serve as an important feeding ground for a wide variety of animals.

Many recreational anglers and boaters visit the pristine waters within the sanctuary each year. Targeted species for anglers range from haddock to tuna. Boaters seek whales, dolphins, seals and seabirds for viewing.

Just imagine the troublesome amount of marine debris that could be introduced into the sanctuary by this large flotilla.

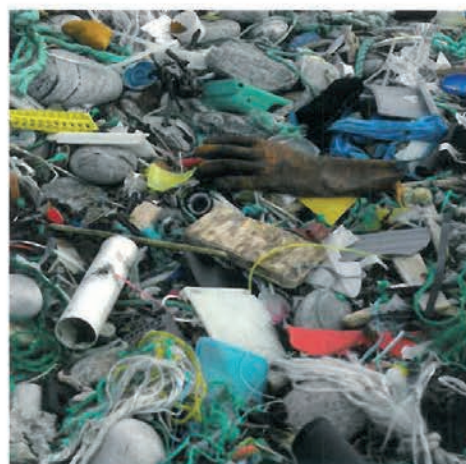
## **IMPACTS OF MARINE DEBRIS**

Marine debris comes from us! Humans are the source, and every single person has the power and the responsibility to prevent it! We need the ocean and everything in it and the ocean needs us to keep it free of debris.

Serious impacts of marine debris include wildlife entanglement, ingestion of trash, economic costs and habitat damage.

Studies show that many ocean animals ingest marine debris, mistaking it for food. Ingested debris can lead to malnutrition, internal injury, intestinal blockage, starvation and even death.

Marine debris can scour, break, smother, and otherwise damage important marine habitats, such as coral reefs and, more locally shipwrecks which serve as artificial reefs.



## **WHAT CAN YOU DO TO HELP?**

You can be apart of the solution. You can make a difference through your own habits by properly disposing the trash you generate.

You can help preserve the Stellwagen Bank Sanctuary and our ocean for future generations to come by making a conscience decision to "Use the Pail Not the Rail" for the disposal of all trash while boating.

If all boaters do the right thing, their actions will significantly reduce the amount of marine debris in the ocean.

By preventing marine debris from entering the ocean, we reduce the need for costly cleanups and help save the pristine environment we seek when we go to sea.





FOR IMMEDIATE RELEASE

CONTACT: 781-545-6984 xt. 4

Name: Beth Casoni

Organization **Lobster Foundation of Massachusetts**

**LICENSE PLATES FUND the Lobster Foundation of Massachusetts  
\$50,000 Granted from Massachusetts Environmental Trust**

**Lobster Foundation of Massachusetts** received a financial boost with a \$50,000 grant from the Massachusetts Environmental Trust (the Trust). This funding will enable **Lobster Foundation of Massachusetts** (the Foundation) to develop a Whale Safer 1,700 lb Red rope project to deploy a whale safer 1,700 lb red rope to reduce the Serious Injury and Mortality to the North Atlantic Right Whale.

According to Trust Program Director, Kim Tilas, the Trust will provide over \$471,512.00 in grants to 18 organizations this year, thanks to motorists who choose to purchase one of the Trust's specialty license plates. "Trust plates, including our signature Whale Plate, are the only specialty plates that exclusively fund environmental initiatives," said Tilas. "When you purchase a specialty plate for \$100.00 from the Registry of Motor Vehicles, the \$40 specialty plate fee goes directly to the Trust to fund water-focused environmental programs."

The Foundation will advance conservation of NARW's within the Commonwealths waterways by developing, testing the efficacy of, and promoting a viable reduced breaking strength rope for fishermen. Our goal is to provide fishermen with an operationally viable reduced breaking strength rope that will help to reduce the risk of serious injury and mortality to Right whales. The project will allow for testing them in real-time fishing scenarios and sea conditions. As noted by Beth Casoni, one of the Foundations Board members; "We are extremely grateful to be awarded a grant from the Trust for our project and look forward to getting this weaker rope deployed later this year."

Supporting the environmental programs funded by the Trust in your community is easy: choose one of three environmental plates, the Right Whale & Roseate Terns, The Leaping Brook Trout, or the Blackstone Valley Mill when you purchase or lease a new car or renew your registration with the Registry of Motor Vehicles.

The standard registration fee for a Massachusetts plate is \$60.00. The special plate fee is an additional \$40.00 (tax-deductible every two years) for a total cost of \$100. Every time you renew your registration, the \$40.00 goes to the Trust.

Visit your local Registry of Motor Vehicles to order a plate online at [www.massrmv.com](http://www.massrmv.com) or [www.whaleplate.org](http://www.whaleplate.org). You can also visit us at [www.mass.gov/eea/met](http://www.mass.gov/eea/met) to learn more about the Trust, the programs it supports, and the specialty license plate offerings.





## Massachusetts Lobstermen's Association, Inc.

8 Otis Place ~ Scituate, MA 02066  
o. 781.545.6984 f. 781.545.7837

May 20, 2019

Submitted via: Federal Portal

Edward LeBlanc, Chief of Coast Guard Sector Southeastern New England Waterways Management Division  
United State Coast Guard  
c/o Department of Homeland Security  
2707 Martin Luther King Jr Ave SE  
Washington, DC 20528-0525

RE: Docket # USCG-2019-0131

Dear Mr. LeBlanc,

On behalf of its 1800 members, the Massachusetts Lobstermen's Association (MLA) respectfully submits this letter of comment and concern regarding the lack of transit corridors in the offshore wind lease areas up and down the Eastcoast. Transit corridors are a must for our commercial fishing vessels to safely transit to and from their homeports there must be clearly defined navigation corridors that allow their safe passage.

Commercial fishing is the longest standing user group for these waters and to have no ability to safely transit is unacceptable. The responsibility falls on the Bureau of Ocean and Energy Management (BOEM) to incorporate these corridors well in advance of taking any money from an offshore wind developer. Again, the commercial fishing industry has been let out on the lurches waiting to learn if anything will be done to allow safe passage.

Established in 1963, the MLA is a member-driven organization that accepts and supports the interdependence of species conservation and the members' collective economic interests. The MLA continues to work conscientiously through the management process with National Marine Fisheries Service, Division of Marine Fisheries and the Atlantic States Marine Fisheries to ensure the continued sustainability and profitability of the resource in which our fishermen are engaged in.

1. **Transit corridors** must be methodically laid out to the standards using the Guidance on Maritime Security Transit Corridor where the standard is for two lanes, one coming and one going with a 1.5 nautical mile (NM) for each. <https://combinedmaritimeforces.com/2017/09/06/guidance-on-maritime-security-transit-corridor> The fishermen's safety is always our number one priority. Without adequate transit corridors the fleet will not be able to transit safely in from sea during inclement weather and will be forced to travel countless hours/miles around the wind lease area in its entirety.
2. **AIS Data** is a misrepresentation of the fleet in the wind lease area seeing that ALL vessels are NOT required to utilize this technology. There are a plethora of vessels currently transiting through this is that do not make it on the radar screen and this needs to be vetted and safety is of the utmost importance for ALL vessels.

Thank you for your attention to this most sensitive matter and look forward to working with you. If you have any questions please feel free to give me a call.

Kind regards,

*Beth Casoni*

Executive Director



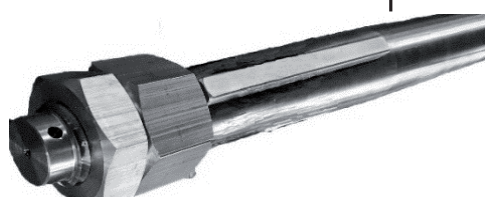


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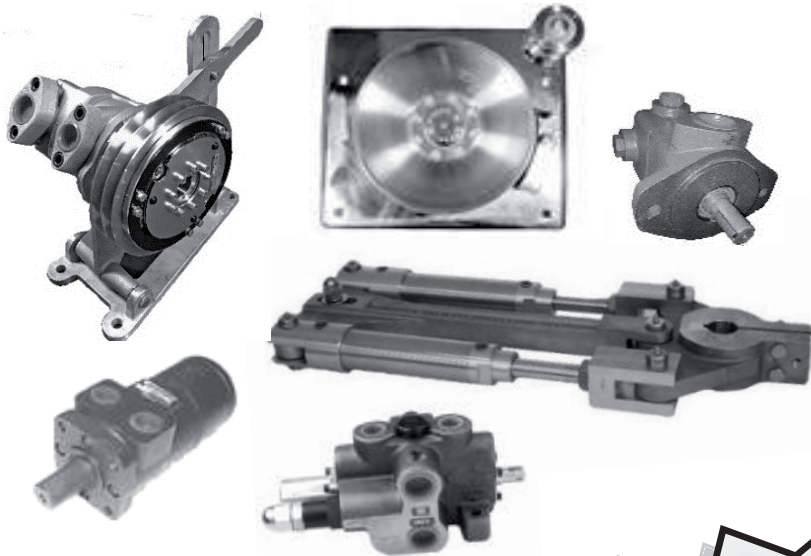
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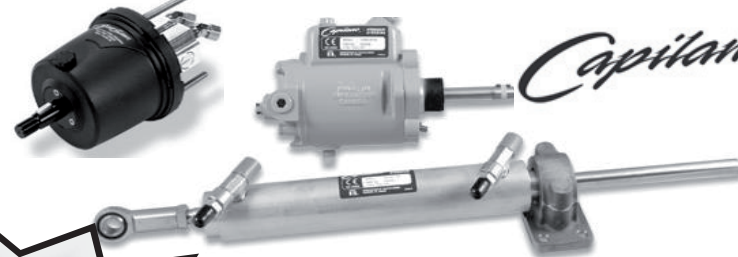
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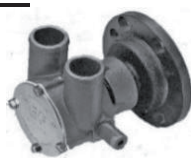


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# Marine Fire Prevention & Control

## Classifications of Fire

In order to successfully put out a fire, you need to use the most suitable type of extinguishing agent—one that will do the job in the least amount of time, cause the least amount of damage and result in the least danger to crew members. The job of picking the proper agent has been made easier by the classification of fire types, or classes, lettered A through D. Within each class are all fires involving materials with similar burning properties and requiring similar extinguishing agents. However, most fuels are found in combinations, and electrical fires always involve some solid fuel. Thus, for firefighting purposes, there are actually seven possible fire classes. Knowledge of these classes is essential to firefighting, as well as knowing the burning characteristics of materials found aboard vessels.

Those of you who have taken the Nautical Know How Boating Basics Online Course may remember discussion of the fire triangle which is composed of heat, fuel and air. These three things are needed to make a fire, remove any one of them and the fire is extinguished.

To move into a slightly more advanced theory of fires, there is a fourth ingredient necessary for fire, and the “fire tetrahedron” more accurately demonstrates the combustion process. A tetrahedron is a solid figure with four triangular faces. It contains the four things required for combustion; fuel (to vaporize and burn), oxygen (to combine with the fuel vapor), heat (to raise the vapor to its ignition point) and the chain reaction (the chemical reaction among the fuel, oxygen and heat). Remove any of these four and you have no fire.

**Class A Fires** - Fires of common combustible solids such as wood, paper and plastic are best put out by water, a cooling agent. Foam and certain dry chemicals, which act mainly as smothering or



Fire Extinguishing Agents		
Agent	Advantages	Disadvantages
Water	Always Available Excellent cooling properties Provides protection for fire party  Best choice for Class A	Not to be used on Electrical Fires Can reduce stability Can spread Class B fires  Damages/destroys equipment
Foam	Forms air-tight blanket over burning liquids Minimal chance of re-flash  Can be used from distance-around corners, from upper decks	Not to be used on Electrical Fires  Damages/destroys equipment
Dry-Chemical	Knocks down flames Fast and effective 15' range  Rated for Class B and C fires	Minimal Protection against re-flash Highly corrosive to electronic equip.  Agent can cake and solidify in container
Carbon Dioxide	Safe for Class C Non-corrosive, non damaging to equip. Minimal chance of re-flash in sealed space Effective on small Class A & B fires  in open spaces	Displaces oxygen - can kill firefighters No re-flash protection in open spaces
Halon	Safe for Class C Non-corrosive, non damaging to equip. Minimal chance of re-flash in sealed space Effective on small Class A & B fires  in open spaces	No re-flash protection in open spaces In very hot fires, can generate deadly phosgene gas  No longer available after 2000 AD

If may be necessary to put out a gas fire before shutting down the fuel supply in order to save a life or reach the supply valve, but these should be the only exceptions.

**Combination Class A and B Fires**—Water fog and foam may be used to smother fires involving both solid fuels and flammable liquids or gases. These agents also have some cooling effect on the fire. In enclosed spaces, CO2 may also be used. Caution: CO2 robs the air of oxygen and can

chain-breaking agents, may also be used.

**Class B Fires** - Fires caused by flammable liquids such as oil, grease, gas and other substances give off large amounts of flammable vapors and require smothering agents to do the job. Dry chemical, foam and carbon dioxide (CO2) may be used. However, if the fire is being supplied with fuel by an open valve or broken fuel line, you must first shut down the source of the fuel. This action alone may stop the fire or at least make it easier to put out.

In a gas fire, it is important to shut down the source of the fuel. Attempting to put out the fire without

shutting down the sources, creates an explosive hazard that is more dangerous than the fire itself.

If may be necessary to put out a gas fire before shutting down the fuel supply in order to save a life or reach the supply valve, but these should be the only exceptions.

**Combination Class A and B Fires** - Water fog and foam may be used to smother fires involving both solid fuels and flammable liquids or gases. These agents also have some cooling effect on the fire. In enclosed spaces, CO2 may also be used. Caution: CO2 robs the air of oxygen and can suffocate a person using CO2 to put out the fire in enclosed spaces.

**Class C Fires** - For fires involving energized electrical equipment, conductors or appliances, non-conducting extinguishing agents must be used such as CO2, Halon and dry chemical. Note that dry chemical may ruin electronic equipment. Always attempt to remove the source of electricity to remove the chance of shock and the source of the ignition.

**Combination Class A and C Fires** - Since energized electrical equipment is involved in these fires, non-conducting agents must be used. CO2, Halon, and dry chemicals are best. CO2 reduces the oxygen supply, while the others break the chain reaction. REMEMBER: Always try to de-energize the circuit.

**Combination Class B and C Fires** - Again, a non-conducting agent is required. Fires involving flammable liquids or gases and electrical equipment may be extinguished with Halon or dry chemical acting as a chain reaction breaker. In enclosed spaces, they may be extinguished with CO2.

**Combination Class D Fires** - These fires may involve combustible metals such as potassium, sodium, and their alloys, and magnesium, zinc, zirconium, titanium and aluminum. They burn on the metal surface at very high temperature, often with a brilliant flame.

Water should not be used on Class D fires. It may add to the intensity and cause the molten metal to splatter. This, in turn, can extend the fire and inflict serious burns on those near by.

Combustible metal fires can be smothered and controlled with special agents known as dry powders. Although many people use the term interchangeably with dry chemicals, the agents are used on entirely different types of fires: dry powders are used only to put out combustible metal fires; dry chemicals may be used on other fires, but not on Class D fires. <http://www.boatsafe.com>

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## Plymouth lobstermen protest closures, state lifts restrictions

**P**LYMOUTH – The coast is clear. Lobstermen protesting the state's restrictions on fishing and speed limits in Cape Cod Bay received a reprieve Friday, when the restrictions were lifted.

The Provincetown Center for Coastal Studies, which has been tracking the presence of endangered right whales in Cape Cod Bay, reported Thursday night that an aerial survey revealed that the right whales have migrated out of these waters.

In light of the new information, The Division of Marine Fisheries lifted the restrictions, but urged vessel operators to continue to operate with caution. While boats smaller than 65 feet in length may now operate at speeds greater than 10 knots, the state is still restricting boats greater than 65 feet to no more than 10 knots through May 15.

It was a turbulent week for local lobstermen, who protested the restrictions, which had been extended to May 15 originally.

Local lobsterman Tom O'Reilly said the Division of Marine Fisheries' extension of restrictions on fishing gear and speed limits in Cape Cod Bay to protect endangered right whales cost lobsterman like him at least \$10,000 in lost income, with a two-week extension subtracting an entire month from the fishing season. It takes weeks to set lobster traps, he explained, and a month before they harvest.

Arguing against the closures, O'Reilly said there have been no North Atlantic right whale deaths related to entanglements in South Shore lobstermen lines in 20 years. But Whale and Dolphin Conservation Executive Director Regina Asmutis-Silvia said two such entanglements occurred over the last five years, and the whales were saved from dying because they were disentangled by a conservation team out of Provincetown that raced to the whales' rescue.

South Shore lobstermen protested the closures at Town Wharf, on the Plymouth waterfront, Thursday morning, calling the extension unfair. State Sen. Vinny DeMacedo, R-Plymouth, O'Reilly and others spoke against the closures, saying that lobstermen have worked hard to develop and implement innovative fishing techniques to protect these endangered species from entanglements, modifying trap lines so they will break away. But regulators have ignored these efforts, they said, and are unfairly penalizing them.

Experts intent on protecting the endangered whales say that's not so. They say the state and federal agencies are trying to save this species from extinction and ensure the fishermen are able to fish. They say the closures are absolutely necessary since the whales are feeding in Cape Cod Bay. In addition, Asmutis-Silvia said these break-away lines the fishermen are using are not always effective at preventing entanglements as they don't always break and, when they do, the line can get wrapped around the mammal.

The Division of Marine Fisheries implemented an extension on the fishing gear restrictions, prohibiting lobstermen and other fisherman from setting their traps and gear in these waters until May 15, when it was hoped that endangered North Atlantic right whales would leave after weeks of feeding on plankton here. This time, the lobstermen were in luck because aerial views of the bay confirmed Thursday that the whales had left.

Approximately 420 North Atlantic right whales remain in the world today, as the species teeters on the brink of extinction. With vessel strikes and entanglements in fishing gear a leading cause of death for these leviathans, federal and state conservation agencies are implementing closures and other measures to safeguard these mammals.

O'Reilly said no fishing gear incidents involving South Shore lobstermen have resulted in the death of an endangered whale, but that the restrictions have impacted this industry horrifically. He noted that lobstermen like him have marks on their trap lines that identify the owners and origin, so entanglements can be traced directly to the location.

"In 20 years, there hasn't been a death from entanglements from their lobster pots," deMacedo said. "If you look at all of Cape Cod Bay, they're closed, but just north they're all fishing – everybody else – Canada Maine, everybody else is fishing."

Asmutis-Silvia, whose nonprofit is dedicated to protecting endangered species like the North Atlantic right whale, said part of the reason there have been no entanglement-related deaths from these lines is due to the closures preventing them. In addition, she reiterated that two entanglements from local lines occurred in the last five years and could have resulted in the deaths of these right whales, but The Center for Coastal Studies went out and disentangled the whales.

"The Center for Coastal Studies has a large whale disentanglement team who can respond to entangled whales," she said. "Unfortunately, I can't say there haven't been entanglements from these lines."

The International Fund for Animal Welfare released a statement on the issue, acknowledging the hardship the closures cause to fishermen, and suggesting that ropeless fishing gear could solve the problem.

Ropeless fishing gear is in its embryonic stage of development and involves a sophisticated tracking system fishermen could use on their boats to send a signal to the lobster pot, which would respond by releasing a line to the boat. A bill moving

**PROTEST** Continued on page 53



## No monument changes planned, but up to Trump

WASHINGTON (AP) — U.S. Interior Secretary David Bernhardt said Wednesday he has no plans for additional changes to national monuments that were recommended by his predecessor, but that it's ultimately up to President Donald Trump.

The comments at a Senate Appropriations subcommittee meeting are the latest indication that recommendations to shrink two monuments in Oregon and Nevada and change rules at six others remain relegated to backburner status as the White House deals with other issues.

Trump acted in December 2017 to shrink two sprawling Utah monuments on the recommendations of then-Interior Secretary Ryan Zinke, who was tasked with reviewing 27 national monuments around the country. Since then, he has done nothing else with Zinke's recommendations.

The monument review was based on arguments from Trump and others that a law signed by President Theodore Roosevelt allowing presidents to declare monuments had been improperly used to protect wide expanses of

lands instead of places with particular historical or archaeological value.

New Mexico Sen. Tom Udall, a Democrat, asked at Wednesday's hearing if there were plans to move forward on the other eight monuments.

"I think the answer is no," Bernhardt said.

He said he has not received any further instruction on Zinke's report from Trump. "The president is ultimately the holder of the pen," said Bernhardt, who was confirmed as Interior Secretary last month.

Bernhardt is a former lobbyist for the oil and gas industry and other corporate interests who became the acting secretary after Zinke resigned in December amid multiple ethics investigations.

A White House official who spoke on condition of anonymity because the official was not authorized to discuss deliberations said Wednesday a statement first made in March that the Trump administration was still considering taking action remains accurate.

Bonnie Brady, executive director of the Long Island Commercial Fish-



ing Association, said it's disappointing the administration won't enact the recommendation to allow commercial fishing at the Northeast Canyons and Seamounts monument off the New England coastline. That would reverse what she considers an unfair designation by President Barack Obama in 2016.

Brady met with Zinke in 2017 and left feeling hopeful they would get relief, but said she's becoming more frustrated.

"It's unfortunate that the secretary is unwilling to do anything at this time because these areas are extremely important for the domestic commercial fishing industry," Brady said. "They are very fertile fishing grounds."

Dave Schott, president of the Medford-based Southern Oregon Timber Industries Association, called Bernhardt's decision "just a horribly unfortunate situation" that puts the monument lands at greater risk for devastating wildfire.

Not shrinking the monument means more timber stands lost to production and less grazing on summer grasses, both of which could lead to more wildfires, he told the Mail-Tribune of Medford, Oregon.

Zinke also recommended allowing commercial fishing at the Pacific Remote Islands National Monument in the Pacific Ocean near Hawaii and at the Rose Atoll National Monument in the Pacific Ocean near American Samoa.

Trump's decision to downsize the Bears Ears National Monument by 85% on lands considered sacred to Native Americans in southeastern

Utah and to shrink Grand Staircase-Escalante National Monument by nearly half earned him applause from Utah's Republican leaders who considered the monuments an example of federal government overreach.

Environmental, tribal, paleontological and outdoor recreation organizations have pending lawsuits to restore the full sizes of the monuments, arguing presidents don't have the legal authority to undo or change monuments created by predecessors.

Zinke also advised Trump to shrink the Gold Butte National Monument in Nevada and the Cascade Siskiyou National Monument in Oregon.

There's also a lawsuit filed by commercial timber organizations that claim Obama's expansion of Cascade-Siskiyou during his last week in office was unlawful.

Susan Jane Brown, an attorney for environmental groups working to preserve the full size of Cascade-Siskiyou, called Bernhardt's comments "good news" but said she's still leery.

"This president's claim to fame is impulsive and ultimately unlawful policy decisions, so monument defenders must stay vigilant," Brown said. "Only time will tell whether our cherished national monuments are permitted to continue to provide countless benefits to this and future generations."

McCombs reported from Salt Lake City. Associated Press writers Matthew Brown contributed to this report from Billings, Montana, and Andrew Selsky from Salem, Oregon. <https://www.boston.com/news/local-news/2019/05/22/interior-boss-no-monument-changes-planned-but-up-to-trump>

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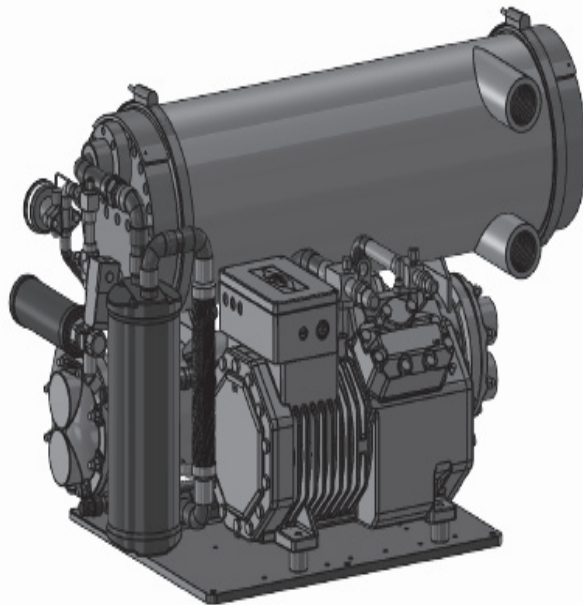
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# Lobster processing is on Legislature's plate

BOSTON — If ever there was a topic that might easily lend itself to bipartisan agreement in Massachusetts it would be lobster, the tasty crustacean that's long been both a staple of New England cuisine and a vital part of the region's economy.

Democratic and Republican leaders on Beacon Hill are moving toward consensus on legislation that seeks to expand lobster processing, in turn growing markets and giving consumers a wider selection of lobster products at restaurants and local supermarkets. The plan received a major boost from the state's Division of Marine Fisheries, which in a recent report concluded it would deliver "economic benefits throughout the state's seafood supply chain," along with "greater access to desirable seafood products."

Pending final approval from the lawmakers, the state's lobster regulations would change to allow for in-state processing and sale of raw and frozen lobster parts that are still in the shell — claws and tails, for example — and permit seafood dealers to import shell-on lobster parts for further processing.

Current law is more limited. You can, of course, sell whole lobsters cooked or uncooked, and the meat can be sold canned or at restaurants; think lobster rolls. In 2013, the Legislature amended the statute to allow frozen shell-on tails that weigh at least 3 ounces to be sold, as well.

State Senate Minority Leader Bruce Tarr has for several years pushed to further expand legal lobster processing in Massachusetts, citing figures that show about 80 percent of the state's lobster catch now being shipped to Maine or Canada for processing.

"This legislation modernizes those lobster laws to bolster the fishing industry and give consumers, including local restaurants and food stores, more choices while sustainably supporting coastal fishing communities," Tarr said in a statement.

The Republican represents the coastal city of Gloucester, the state's No. 1 lobstering port. Massachusetts as a whole boasts the nation's second-largest lobster harvest, about 11 percent of the U.S. total. Maine, which liberalized its processing laws about a decade ago, is far and away the largest catcher, with 83 percent of the



domestic haul.

Relaxing the current regulations would create new business opportunities in Massachusetts, Tarr and other supporters contend. One company, Topsfield-based East Coast Seafood, has already told state officials it would look to expand its processing facilities and create new jobs if the bill becomes law.

The measure easily cleared the Senate last year with support from key Democrats in coastal districts, including Sens. Mark Montigny, of New Bedford, and Michael Rodrigues, of Westport. But the House wasn't quite ready to fully embrace the idea.

First, House lawmakers sought assurances from the Division of Marine Fisheries that easing current restrictions wouldn't harm lobster conservation efforts and that regulators would be able to prevent the illegal breaking apart of juvenile lobsters that are below minimum state and federal size limits.

The agency's report, issued in December, foresaw no negative effects on Massachusetts' largest fishery.

"This is because the existing regulations and processing requirements provide multiple opportunities for law enforcement to monitor and enforce against violations of lobster conservation regulations," the report said, citing Maine's experience among other factors.

As for consumers, the availability of shell-on lobster parts such as tails and claws fits a trend toward foods that are quicker and easier to prepare and eat, the study noted. Anyone who has wrestled a live lobster into a pot of boiling water and struggled to crack shells or pry meat out with tiny forks might agree.

Encouraged by the report, House backers including Democratic Rep. Sarah Peake, of Provincetown, successfully attached language similar to Tarr's bill to a state budget that cleared the chamber last month, boosting chances of it eventually becoming law either through the budget process or separate legislation.

Peake pointed to potential benefits in coastal communities, where restaurants and seafood markets do booming business selling live lobsters during the summer tourism months, only to struggle the rest of the year.

"As the fall starts to roll in and the lobsters are still abundant, you have fewer of those clam shacks that are open and you have an overabundance of lobsters that are being landed and not enough consumers still interested in consuming the whole lobster," Peake told House colleagues. "This bill will help stabilize that and provide markets for Massachusetts lobstermen that currently don't exist today," she added. <https://plymouth.wickedlocal.com/news/20190505/lobster-processing-is-on-legislatures-plate>



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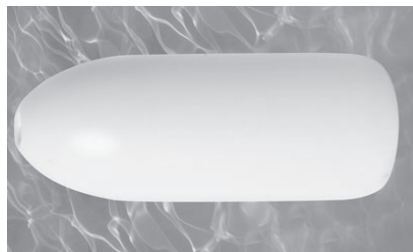
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AD#28 (2/19) FOR SALE – 1978 35 ft Bruno gill netter all electronics, hydraulics, 32-8 Caterpillar Good condition \$35,000 732-609-4013 (for more info)

AD#29 (3/19) FOR SALE – 1979 Solid glass 36ft Stanley Lobster Boat, John Deere 6068/4800 hrs; full electronics, very economical 10 knot cruise @1700 rpm \$30,000 obro Text/Call Rob 860-235-5498

AD#30 (3/19) HELP WANTED- Sternman wanted-inshore lobster boat-2019 season. Marsh-field area Call Bob 781-767-4130

AD#31 (6/19) FOR SALE- State coastal lobster permit -100+ traps, lines & buoys. More info: Call 617-846-3714 Call @ 5:00 P.M.

AD#32 (3/19) FOR SALE – Marine Ecological self contained refrigerated restaurant style lobster tank 200lb., capacity Overall dimensions 2'x4'x8'. Barely used/excellent condition. \$2,500 Call Tom @ 978-697-5821

AD#33 (3/19) FOR SALE- Lots of fishing gear for the lobster fisherman, owner retired. State lobster permit Area 1, good history. Approx; 250 traps, 100+ 3x22, 5x15 Approx: 150 4x21x15. All hoop heads in great shape, lots of buoys, 5 ft pvc spindles w/ whale safe, brand new bus heater, new hydraulic valve, the big one, a lot of rope. All in 15 trap trawls, 17-18 fathom between, 25 fathom end lines. Mostly Hilliner, no knots. Misc: stuff Call Matt 781-424-2506

AD#34 (3/19) FOR SALE– 80 Casco Bay style traps 36x22 ½ x 15 Right haul bait spikes shrimp mesh heads. P.T. runners patched up \$20.00 ea \$15.00 if you take them all Call 978-774-4074

AD#35 (4/19) Looking for old wooden/metal lobster traps-Call Joe @ 617-833-7576

AD#36 (4/19) FOR SALE- 1987 42'Duffy open stern lobster boat- 2003 CAT 3406 w/ 580 hp. Rebuilt in 2011 w/ 5900 hrs., since rebuild 4 1/2' aluminum extension-tailgate 14" hauler, rope locker, survival suits, hot tank & pressure washer, 4 GPS's, 2 sounding machines, above & below tanks. Located in Gloucester @ State Fish Pier. Boat is available now. \$130,000.00 OBRO Area 1 permit w/ good lobster history, including multi-species permit, available. Can be sold as a package/separatel. Permit will not be sold until boat is sold. Call 978-807-0307 E-mail- frankdavis1949@yahoo.com



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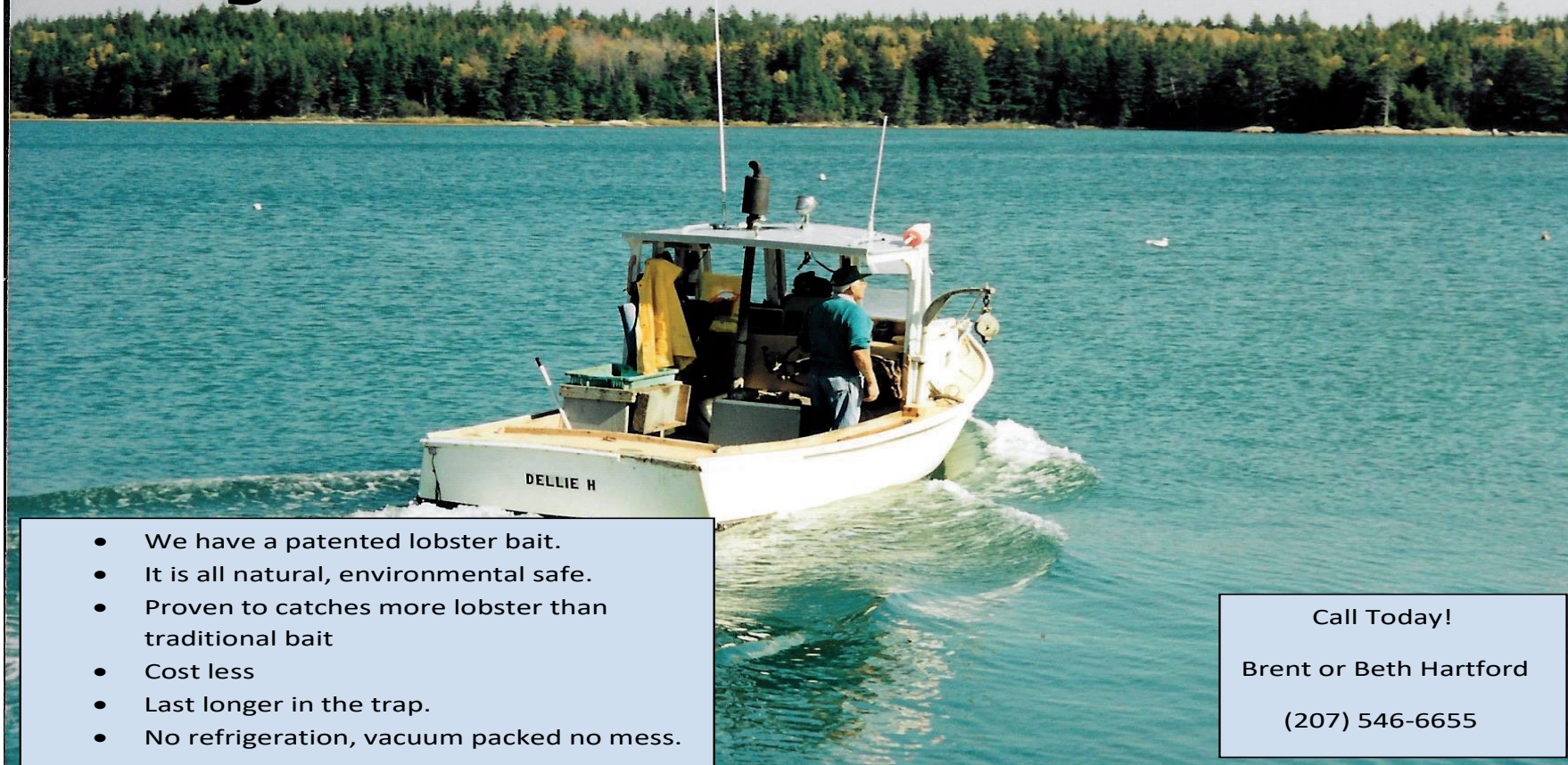
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MLA website [www.lobstermen.com](http://www.lobstermen.com)

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## RECIPE of the MONTH



### DEVEILED PORTUGUESE GRILLED LOBSTERS

#### Ingredients

- 4 (1 1/2-pound) live lobsters
- 12 tablespoons unsalted butter
- 1/4 cup extra-virgin olive oil
- 1/3 pound linguica (Portuguese sausage), finely chopped
- 6 cloves garlic, chopped
- 1 3/4 cups panko (coarse Japanese breadcrumbs)
- 1/4 cup chopped fresh parsley, plus more for garnish
- 3 tablespoons minced chives
- Juice of 1 lemon, plus lemon wedges for garnish

#### Directions

Prepare the lobsters. Preheat a grill to medium.

##### (Cook's Note) How to Cook Live Lobster

1. Place the lobster on a cutting board. Push a chef's knife into the cross mark on the shell between the head and body; the lobster may still move for a few seconds. 2. Turn the lobster on its back and split it in half length-wise with your knife or kitchen shears. Clean out the cavity. Warning: This step is messy, so have paper towels handy. 3. Remove the rubber bands and crack the claws with the blunt edge of your knife. This will help the claw meat cook evenly on the grill.
2. Melt the butter with the olive oil in a small skillet over medium heat. Add the sausage and cook until the fat begins to render, 1 to 2 minutes. Add the garlic and cook until fragrant, about 1 minute. Pour about half of the butter-oil into a bowl and keep warm; leave the sausage in the skillet.
3. Add the panko to the skillet; cook, tossing, until crisp and golden, about 5 minutes. Stir in the parsley, chives and lemon juice and season with salt and pepper.
4. Brush the lobster tails and cavities with some of the reserved butter-oil; season with salt and pepper. Firmly pack the breadcrumb mixture into the cavities and onto the tails; drizzle with more of the reserved butter-oil.
5. Place the lobsters on the grill shell-side down; cover with a disposable aluminum pan and cook until the shells turn red and the stuffing is crisp, 12 to 15 minutes. Sprinkle with parsley; serve with lemon wedges and the remaining butter-oil for dipping.



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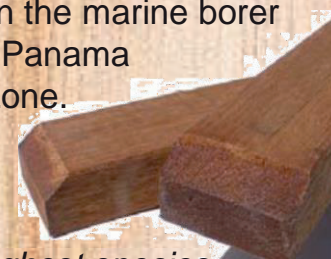


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**PROTEST** *Continued from page 45*

through the House of Representatives, if passed, would fund research of this new technology and could eliminate the whole issue of fishing trap and gear closures down the line, Asmutis-Silva said. The funding could also help cover the cost of the new technology, so lobstermen wouldn't experience a financial setback by adopting it.

Meanwhile, the lobstermen are doing what they can to help, according to Massachusetts Lobstermen's Association Executive Director Beth Casoni, who spoke Thursday.

"Just last week, the Lobster Foundation of Massachusetts was awarded a grant from the Massachusetts Environmental Trust, through their right whale plate fund, to develop a weaker 1,700 pound red rope that will also reduce interactions with right whales," she said. "We look forward to getting this deployed later this year. The commercial lobstermen are stewards of the sea."

For now, lobstermen like O'Reilly face closures and hope their voices will be heard.

Asmutis-Silva said state and federal agencies do hear them and are trying to balance the needs of the whales with the lobstermen, so both species don't face extinction.

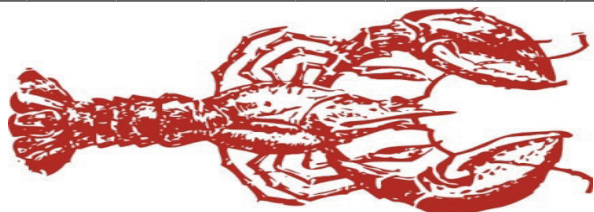
And, while fishing trap and gear closures make headlines, whales and lobstermen in this area may both be facing extinction, according to



news reports and studies that cite ever decreasing numbers of lobsters in these waters.

News reports from the Washington Post and other papers reference studies that indicate that global warming is sending lobsters and as many as 360 marine species north to colder waters. Ac-

cording to these reports, Rhode Island hauled 8 million lobsters out of its water in 1999, 3 million in 2005 and barely 2 million in 2017. <https://plymouth.wickedlocal.com/news/20190509/update-plymouth-lobstermen-protest-closures-state-lifts-restrictions>.



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## FISHING PARTNERSHIP



SUPPORT SERVICES

### Thanks for a great Spring Safety Training season!

We had a great spring Safety Training season! From New York up to Maine, our safety instructors helped over 190 participants learn man-overboard procedures, on-board firefighting, flooding and pump operations, flares, and more.

Commercial fishing is a dangerous occupation where knowing what to do in an emergency can save lives. The time to learn these life-saving skills is not in the middle of an emergency situation.

We're hard at work putting together our fall Safety Training schedule. Stay tuned for more information on trainings near you!



### Lifejackets for Lobstermen

We're proud to partner with the Northeast Center for Occupational Health & Safety on their Lifejackets for Lobstermen Van Tour. The tour runs April - November and will stop at ports across Mass. and Maine. Visit our Facebook page for updates on tour stops near you!

### Need to renew your health insurance or have questions about signing up?

You may still be eligible to enroll. Contact a Fishing Partnership Navigator for assistance with health insurance coverage, understanding your insurance, or finding a doctor.

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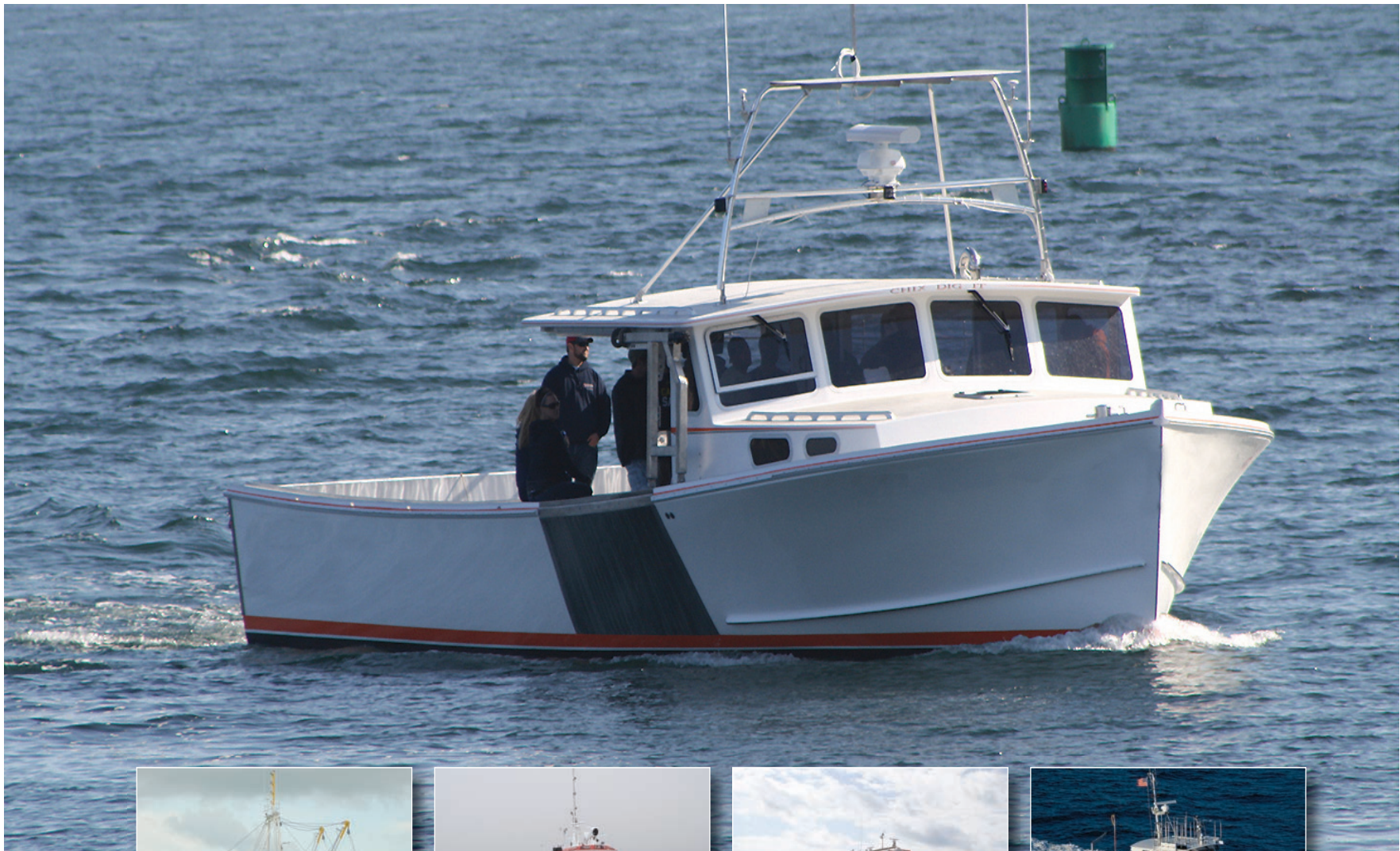
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### About Us

The mission of Fishing Partnership Support Services is to promote the health, safety and economic security of fishing families. Founded in 1997, the Partnership is headquartered in Burlington, MA, and maintains offices in the Massachusetts port communities of Gloucester, Plymouth, New Bedford and Chatham. For more information visit [www.fishingpartnership.org](http://www.fishingpartnership.org).

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