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SEPTEMBER 2022 NEWSPAPER • [WWW.LOBSTERMEN.COM](http://WWW.LOBSTERMEN.COM)

# Proposal to dump contaminated water in Cape Cod Bay meets opposition in Plymouth

Plymouth residents, politicians and environmental advocates are opposing a proposal that could involve dumping contaminated wastewater into Cape Cod Bay as part of the cleanup of Pilgrim nuclear power plant. Pilgrim shut down in 2019 after nearly 50 years in operation.

The 1.1 million gallons of wastewater were used to cool spent nuclear fuel rods. The water is likely radioactive, though levels haven't been reported publicly. The water also contains non-radioactive pollutants, according to preliminary sampling results discussed at a public meeting in Plymouth on Monday.

The company decommissioning Pilgrim – Holtec – has proposed four options for disposing of the water: trucking it to another facility for disposal; evaporating the water and discharging vapor through the air handling system; long-term onsite storage; or cleaning it up and dumping it into Cape Cod Bay. The last option has raised considerable concerns within the community.

“The overwhelming negative response to Holtec’s plan to discharge radioactive waste into Cape Cod Bay reflects a clear demand for greater transparency and accountability to the public,” said State Senator Susan Moran at the public meeting on Monday.

“We know the potential for pollutants and dangerous materials being discharged into our water resources



Spent fuel casks at Pilgrim Nuclear Power Station. — Robin Lubbock/WBUR

to impact public health, local industry and fragile marine ecosystems,” Moran said.

According to the Nuclear Regulatory Commission (NRC), which regulates radioactive waste disposal, Holtec may dump wastewater into the Bay as long as the radioactivity is

below certain limits.

However, the Environmental Protection Agency (EPA), which oversees non-radioactive pollutants, warned Holtec in a June 17 letter that dumping polluted water in the Bay would be “plainly inconsistent with the unambiguous provisions of the permit.”

Holtec Senior Compliance Manager David Noyes said at Monday’s meeting that the company has not yet decided how to dispose of the water, and that all four options are still “on the table.”

July 26, 2022  
Barbara Moran





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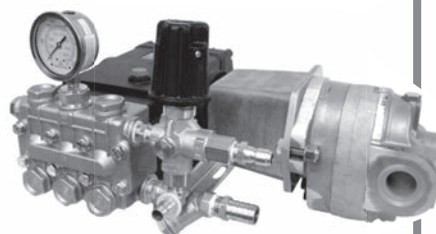
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### The Massachusetts Lobstermen's Association

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 MLA MEMBERS:

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##### JOSEPH MCCARTHY

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##### MICHAEL SAVASTANO

F/V: Three Sons • Port: Plymouth

##### PETER TAMAGINI

F/V: Sea Fern • Port: Wareham



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# As the HAULER TURNS

In the blink of an eye, the summer is almost over as fall is knocking on the front door! It is true what they say “The older you get the faster time goes”, and with every season just a blink away I sure do hope this fall takes it sweet time in passing us by.

Just as the seasons change, so does the face of the commercial lobster industry. With all the “new” management changes coming in 2023 from, the implementation of Electronic Reporting and Vessel Tracking, the commercial lobster industry has stood the test of time and management and this new wave of changes are not going to rustle the commercial lobstermen here in the Commonwealth.

With all of these “new” management changes come the economic burden of compliance. Recently, the Commonwealth has allotted \$500,000 dollars and the feds have more funds coming to help offset these costs of compliance. Once the MLA learns more on these funds we will keep you posted. As you start landing the lion's share of your catch between now and December, we want you to know we are working hard to get you the much needed financial relief.

The MLA and Lobster Foundation of Massachusetts (LFoM) continue to look for funding sources to help offset any costs that you continue

to incur due to the “new” and “old” management changes. More recently the MLA and LFoM have received funds to distribute the red and candy cane weak rope.

This fall and winter, the MLA will be working with the LFoM, MA Environmental Trust, Net Your Problem, and Avangrid to distribute for free, 1400 coils of red and candy cane weak rope with the MASS LOBSTER tracer ribbon. More information will be forthcoming as each project has different criteria. Stay tuned!

Many of you have called the MLA office asking about the “unemployment” program for those affected by the mandated closures here in the Commonwealth. The MLA continues to work with the State Legislature on the creation of the Lobstering Closure Mitigation Fund and how this can be funded.

The State Legislature assured us they were looking into another funding mechanism such as the supplemental budget, ARPA funds, Economic Bond Bill and, that this fund would be retroactive for 2022. Please call your State Representative and State Senator and ask them to support the Lobstering Closure Mitigation Fund.

Lastly, after a summer of Federal Register Notices and requests for Comments, the MLA has been on top of these various issues and submitting letters of Comments. You can



read these letters in this paper. The current topics for commenting included everything from offshore wind mitigation, LMA2 trap tags and the Ropeless Roadmap (comments due 12/31). The federal government has no shortage of rules and roadmaps, out all of which are to help you! The one thing that was good over the summer was that the ASMFC did not move on implementing a gauge change.... Stay tuned!

After a summer of “new” rules, I pine for all the old rules of the road as they appear less invasive and costly to the fleet. The MLA will continue to shake every tree for every dollar to help you offset these economic burdens placed upon you.

Safe on the water,

*Beth Casoni*

Director



## IN MEMORIAL



# Robert A. Dixon

JAN. 8, 1945 -AUG. 19, 2002

It is with heavy heart that we must tell you longtime MLA member Robert Dixon, age 77, of Tiverton, Rhode Island, passed away on August 19, 2022.

Robert was born in Fall River, MA to George and Edith Dixon of Riverside, RI. Robert was the husband of the late Mary McCarthy of Cranston, RI. Mr. Dixon graduated from East Providence High School in 1963.

Upon graduating high school, Robert enlisted in the United States Coast Guard and earned numerous awards and was trained in his lifelong career of marine electronics. Robert retired from the United States Coast Guard in 1983 after serving 20 years.

Mr. Dixon formed Commercial Marine Electronics to continue his passion of serving the marine industry by his expertise of the equipment and in the late 1980s became owner of Chris Electronics of New Bedford, MA. Robert's knowledge and experience with repairing the marine electronics created a well-known reputation within the marine industry.

Robert had a passion for sailing including both leisure cruising as well as racing sailboats. Mr. Dixon enjoyed seafood and being on the ocean.

He will be missed deeply by his friends and family.



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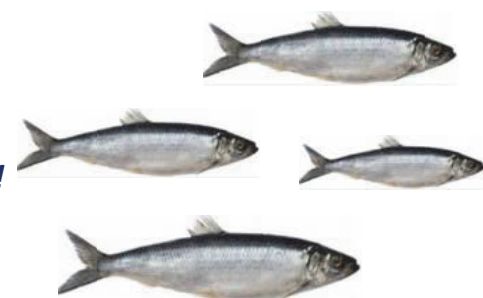
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# Atlantic States Marine Fisheries Commission NEWS RELEASE

FOR IMMEDIATE RELEASE: August 4, 2022 | PRESS CONTACT: Tina Berger, 703.842.0749

## ASMFC presents Annual Awards of Excellence for 2022

Arlington, VA — The Atlantic States Marine Fisheries Commission presented its Annual Awards of Excellence to an esteemed group of fishery managers, scientists, and law enforcement officers for their outstanding contributions to fisheries management, science, and law enforcement along the Atlantic coast. Specifically, the 2022 award recipients were Eric Reid and Peter Burns for management and policy contributions; Dr. Conor McManus, Jeff Kipp, Dr. Burton Shank, Dr. Bryan Nuse, Dr. Anna Tucker, and Caitlin Starks for technical and scientific contributions; and the New Jersey Department of Environmental Protection, Bureau of Law Enforcement for law enforcement contributions.

“Every year a great many people contribute to the success of fisheries management along the Atlantic coast. The Commission’s Annual Awards of Excellence recognize outstanding efforts by professionals who have made a difference in the way we manage and conserve our fisheries,” said ASMFC Chair Spud Woodward of Georgia. “I am humbled by the breadth and extent of accomplishments of the recipients and am grateful for their dedication to Atlantic coast fisheries.”

### MANAGEMENT AND POLICY CONTRIBUTIONS

**Eric Reid,**  
*Chair of the New England Fishery Management Council and Proxy for ASMFC Legislative Commissioner Senator Susan Sosnowski*

For nearly a decade, Eric Reid has devoted countless hours to the fish-

eries management process at both the Commission and New England Fishery Management Council (NEFMC), and increasingly at the Mid-Atlantic Fishery Management Council. Currently Chair of the NEFMC and longstanding proxy for Rhode Island’s Legislative Commissioner to the ASMFC, Senator Susan Sosnowski, Mr. Reid has been a fervent advocate for the New England commercial fishing industry, consistently bringing the industry’s perspective to actions taken by the Commission and Councils. His ability to be objective and seek creative solutions has often allowed for compromise amongst differing viewpoints. Mr. Reid has been an integral and important voice in numerous high-level actions and discussions including Northeast Canyons and Seamounts Marine National Monument and offshore wind development. His expertise in the commercial fishing industry as well as the fisheries management system allows him to offer unique insights and facilitate management progress on a wide range of important topics. Mr. Reid has played a positive and impactful role in the fisheries management process as a result of his full engagement in the issues before him and his thoughtful consideration of the resource, as well as the economic impacts of proposed actions on the fishing industry.

**Peter Burns,**  
*NOAA Fisheries*

A valued federal partner to the Commission and its member states for over 15 years, Peter Burns has served as NOAA Fisheries’ lead on numerous Commission management boards and sections, includ-

ing those for American lobster, northern shrimp, bluefish, spiny dogfish, and tautog, providing sound advice and guidance on the management of these species. He also has made tremendous contributions to federal lobster management, coordinating and leading the Lobster Trap Tag Program, which constituted a fundamental shift in interstate lobster management. His efforts ensured that state and federal trap allocations were aligned and future transfers were correctly implemented and tracked. Mr. Burns fostered productive relationships with the states and industry members on measures put forward by the industry at the Large Whale Take Reduction Team. This action helped to build trust and buy-in to Commission/Take Reduction Plan processes. He also attempted to negotiate alternative measures to the Area 4 (South of Long Island) seasonal closure, coordinating a meeting with industry members and bordering states, putting forward numerous solutions for equivalent measures in an attempt to eliminate the closure. While ultimately unsuccessful, these efforts highlight his commitment to the Commission process as well as his commitment to collaboration and innovation.

### SCIENTIFIC AND TECHNICAL CONTRIBUTIONS

**Dr. Conor McManus,**  
**Jeff Kipp, and**  
**Dr. Burton Shank**

Based on their significant contributions to the 2020 Benchmark Stock Assessment for American Lobster, Dr. Conor McManus, Jeff Kipp, and Dr. Burton Shank

are being recognized for their exceptional work and initiative on the American Lobster Stock Assessment Subcommittee (SAS). As lead modelers for the assessment, Dr. McManus, Mr. Kipp, and Dr. Shank contributed improved and novel analyses to more effectively characterize stock status for Southern New England and the Gulf of Maine/Georges Bank stocks. Throughout the assessment’s development, these three individuals consistently brought innovative ideas and technical expertise to SAS discussions. Their contributions and resourcefulness kept the assessment moving forward despite the complex challenges posed by the incorporation of new data to address environmental impacts on the lobster stocks. The contributions of these three individuals were essential to the successful completion and peer review of the 2020 assessment, as well as the adoption of updated reference points by the Management Board.

**Dr. Bryan Nuse,**  
*Bird Conservancy of the Rockies, and*  
**Dr. Anna Tucker,**  
*Iowa Cooperative Fish & Wildlife Research Unit Delaware Division of Fish and Wildlife*

Dr. Bryan Nuse, a Research Scientist with the Bird Conservancy of the Rockies, and Dr. Anna Tucker, Assistant Professor at Iowa Cooperative Fish & Wildlife Research Unit, were instrumental in the development of the revised Adaptive Resource Management (ARM) Framework for the management of horseshoe crabs with consider-



ation for the threatened red knot. In October 2019, the ARM Subcommittee was directed to revise the ARM Framework to incorporate more available data and update the software platform. The ARM Subcommittee recognized it would need expertise in adaptive management and quantitative ecology to successfully model the two species and revise the ARM Framework. Dr. Nuse was added to the committee as an ecologist with experience in bird conservation, adaptive management, and population models. Dr. Tucker joined the effort because she developed a state-of-the-science integrated population model for red knots as part of her PhD thesis with Auburn University and postdoctoral research with the USGS Patuxent Wildlife Research Center. While development of the ARM Framework was a lengthy process involving many collaborators, this substantial achievement would not have been possible without the contributions of Drs. Nuse and Tucker.

### ***Caitlin Starks, Atlantic State Marine Fisheries Commission***

Caitlin Starks, ASMFC Fishery Management Plan Coordinator for numerous species, is being recognized for her meticulous and thorough preparation prior to meetings, her command in leading the meetings in an effective and efficient manner, and her timely and detailed meeting follow-ups. In particular, Ms. Starks steady support and guidance in leading the Shad Technical Committee through many challenging meetings as they prepared the 2021 Benchmark Stock Assessment for American Shad. Disagreements between Committee members within a meeting routinely occurred and Ms. Starks would often offer reasonable solutions that allowed opposing sides to reach compromise and advance forward. During the assessment, Ms. Starks did a phenomenal job of keeping the Committee moving through the grind of completing

what could have been a daunting task. She often went above the call of duty by having a multitude of meetings ensuring all states were well informed; all Committee members were engaged in and supportive of the assessment; all potential data sources had been identified and thoroughly vetted for potential use in the assessment; and all questions from members were answered before a final product was affirmed.

### **LAW ENFORCEMENT CONTRIBUTIONS**

### ***New Jersey Department of Environmental Protection, Bureau of Law Enforcement***

The New Jersey Department of Environmental Protection's Bureau of Law Enforcement is recognized for its outstanding efforts to control illegal harvest of Atlantic striped bass from Raritan Bay and its tributaries. New Jersey Conservation Police Officers from both the inland and marine regions throughout the state were

involved with the operation across New Jersey's portion of the watershed. In December 2021, more than 200 summonses were issued and more than 500 illegal striped bass were confiscated. Efforts continued throughout the spring of 2022. From early March to the middle of May 2022, approximately 4,000 inspections were conducted over the course of 650 patrol hours within Raritan Bay, Newark Bay, Arthur Kill, and the Hudson River. These efforts resulted in over 300 summonses being issued for violations including undersized fish, over the limit catch, fishing during the closed season, and interference with the duties of a conservation officer. When possible, some of the seized fish were donated to food banks, while others were submitted to New Jersey Bureau of Marine Fisheries for the collection of biological data. The dedication and commitment of the Bureau's Conservation Police Officers to the enforcement of sustainable fisheries regulations is truly worthy of recognition.

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# MLA submits letter of comment to BOEM



August 16, 2022

Bureau of Ocean Energy Management  
Office of Renewable Energy  
1849 C St NW • Washington, DC 20240

Re: Comments on BOEM-2022-0033

To whom it may concern,

On behalf of its 1800 members, the Massachusetts Lobstermen's Association (MLA) respectfully submits this letter of comment to the Bureau of Ocean Energy Management (BOEM) on the draft Guidelines for Mitigation Impacts to Commercial and Recreational Fisheries on the Outer Continental Shelf (Guidelines).

The MLA has been actively engaged in the development of offshore wind (OSW) here in the Northeast for over twenty years and recognizes that this is the first time that BOEM has acknowledged that OSW developers should compensate fishing communities for losses to their businesses and livelihoods from these energy projects. This is a step in the right direction.

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 membership is comprised of fishermen from Maryland to Canada and encompasses a wide variety of gear types from fixed gear and mobile gear alike. The MLA continues to work conscientiously through the management process with the Division of Marine Fisheries, Atlantic States Marine Fisheries, Atlantic Large Whale Take Reduction Team, Bureau of Ocean Energy Management, Responsible Offshore Development Alliance (RODA), and the New England Fisheries Management Council to ensure the continued sustainability and profitability of the resources in which our commercial fishermen are engaged in.

While the draft Guidelines have provided new recommendations for mitigating impacts of OSW such as; project design impacts, including burying static cables to a minimum depth of six feet, avoiding rock mattresses, and implementing structure-free setbacks between lease areas with differing layouts. Unfortunately, the Guidelines are just that, guidelines and not mandates which would ensure developers impacts to the fishing industry are drastically reduced.

After listening to the several BOEM webinars and public hearings on the Guidelines BOEM made it clear that they cannot be the entity or administrator which is disappointing as BOEM is the entity leasing out the ocean and should be responsible to handle the mitigation too. BOEM will be here in thirty years will the administrator handling the funds?

However, the Guidelines give little reassurance to the fishing industry as the compensation section only make a recommendation that developers should utilize a third-party administrator. The MLA was optimistically anticipating that BOEM would take the necessary steps to create this administrator under their umbrella to streamline the mitigation process. Had BOEM taken action to create such an administrator this would have given the fishing industry the reassurance that these mitigation funds would be there in thirty years. We sincerely hope that BOEM will find a way to handle the mitigation to ensure the commercial fishermen will be justly compensated.

Our concern in having multiple administrators handle the mitigation process will further create a matrix of who is handling what and for whom. There is so much information coming at the fishing industry right now to add a new web of who's who will create unnecessary stress on the fleet. In this case the less is more and the fewer the "administrators" the better.

The MLA also agrees with a concern that was expressed during the public hearings that there should be a fee cap (10%-20%) on what an "administrator" can charge to ensure the bulk of the funds go the fishing industry. This fee should also be paid from a separate fund or set aside by the developer to ensure the fishermen are compensated 100% of the mitigation funds.

Thank you for the opportunity to comment on the draft Guidelines for Mitigation Impacts to Commercial and Recreational Fisheries on the Outer Continental Shelf. Also, as a member of RODA we support the letter of comment they will be submitting.

Kind regards,

*Beth Casoni*  
Executive Director



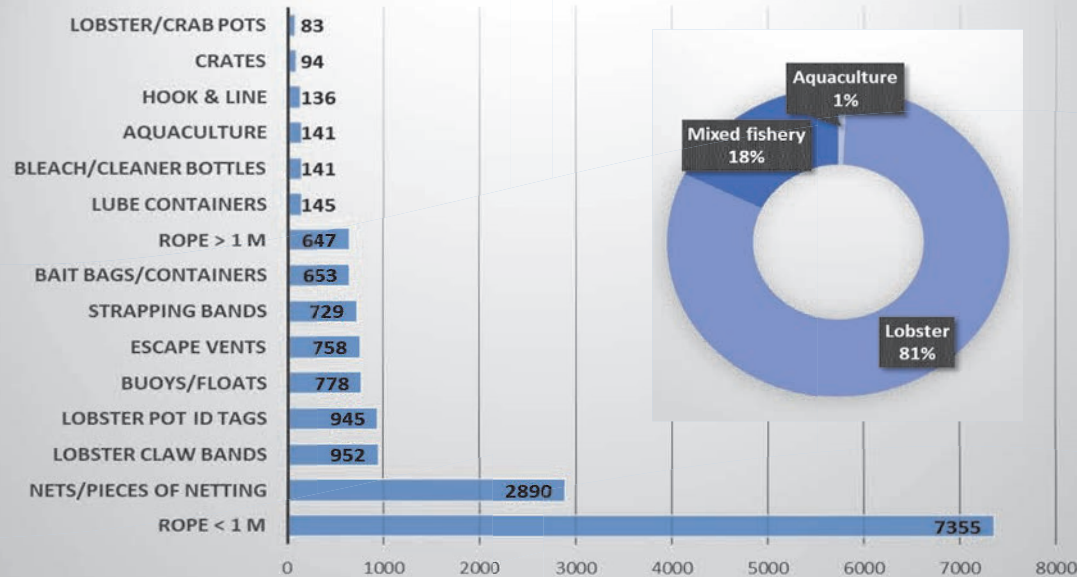
## Inshore Fishery Debris Prevention Strategies



Gear from many fisheries washes up on shorelines around Cape Cod and around the world. Some is caused by storm action or gear loss, but much debris can be prevented with good boat waste handling habits. The Center for Coastal Studies interviewed lobstermen for some practical approaches to on-board gear waste.



Fishing Debris from CCS Beach Cleanups 2010-2018



All debris collected from Long Point and Herring Cove in Provincetown

Photos by CCS except where noted. Design by Corrine Losch, AmeriCorps Cape Cod. Interviews by Caroline E. Howlett and Laura Ludwig. This project is supported through a grant from the National Oceanic and Atmospheric Administration Marine Debris Program.



Hundreds of thousands of tons of fishing gear are abandoned, lost, or otherwise discarded in the world's oceans each year, and gear accounts for over 40% of all the debris collected at beach cleanups locally. Here are some strategies every boat can use to lower those numbers:



### *Receptacle, Trash Can, Waste Bin, Pail*

Keep a small bin/bucket near the wheel or under a seat. Velcro attachments allow the bin to be secured as well as removable without damage, and make it easy to empty back on shore.

### *Liquid Pollution*

Using bleach to clean buoys and line may kill the sea life fouling the gear, but the liquid and the bottles may also be harmful when they land in the ocean. Use non-bleach alternatives such as scraping with a knife or dunking in the hot tank.

**Not Just the Gear**  
Empty bottles of cleaning agents, lubricants and drinks can all be recycled; collect them in the wheelhouse and bring to shore.

**Control is Key**  
Once it's out of your hand, anything can happen. Don't leave trash where wind can catch it, even in the bin.



**Steady as You Throw**  
You may be busy at the rail, but make sure your toss hits the bucket, and rebound it when it doesn't.

**Trash in the Traps**  
Be ready for trash coming aboard: station a separate bin above wall boxes/banding table to toss balloons, cans, plastic bags and other trash found in traps.

### *Lost Gear Gets Around*

Knots, line, ID tags, bait bags, claw bands, bait straps, corners, runners & escape vents are carried by currents to every shore throughout the Gulf of Maine and beyond.

### *Clear Before You Clean*

Make a habit of collecting knots, claw bands, zip-ties and other gear from the deck and rails before using the deck hose. Everything that goes out the scuppers winds up on the shoreline later on.

### *Diesel Debris*

If oil, lube or fuel is spilled on board or in harbor, use "De-OIL-It" or other absorbent products to reduce impact on surrounding environment. Throw oil-soaked rags in trash receptacle, and bring waste oil to the next HazMat collection.

### *...and Liberty and Stewardship for All*

Reminding all crew to keep track of garbage on the boat allows efficiency and focus in protecting and preserving the source of your livelihood.





**NOAA  
FISHERIES**

## NEW ENGLAND/MID-ATLANTIC

### NOAA Fisheries Issues On-Demand Gear Exempted Fishing Permit

Yesterday, NOAA Fisheries issued an Exempted Fishing Permit (EFP) to the NOAA Northeast Fisheries Science Center (Center) to continue trials of on-demand gear in the American lobster fishery.

The EFP will provide an exemption from Federal lobster gear marking requirements for approximately 30 federally permitted commercial lobster vessels, with the potential to increase to up to 100 vessels total during the one-year project period. The EFP will allow participating vessels to test alternatives to static vertical lines in trap/pot fisheries (also referred to as on-demand gear), including up to 30 vessels fishing in Atlantic Large Whale Take Reduction Plan Restricted Areas with no static vertical lines. In recognition of industry's interest in grappling as a low-cost alternative to acoustic on-demand systems, this project would

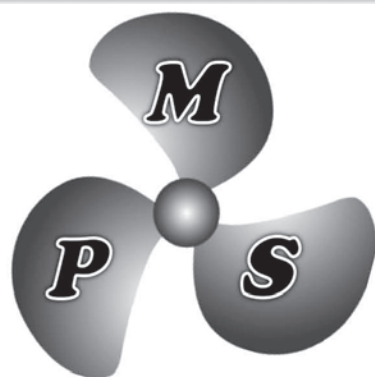
allow up to 25 vessels to fish via grappling to enable the Center to collect data on the viability of grappling at a commercial scale.

The purpose of this project is to expand the existing trial of fishing systems aimed at reducing the entanglement risk to the endangered North Atlantic right whale across the breadth of regional trap/pot fishing conditions. The project includes measures to reduce potential interactions with right whales and to manage and reduce gear conflicts with other fisheries.

If you would like more information on participating in this or future on-demand gear EFPs, please email the Northeast Fisheries Science Center Gear Library at [nec.gearlibrary@noaa.gov](mailto:nec.gearlibrary@noaa.gov)

Source: <https://content.govdelivery.com/accounts/USNOAAFISHERIES/bulletins/328afc7>

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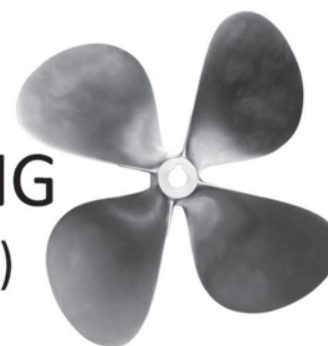


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## Atlantic States Marine Fisheries Commission NEWS RELEASE

FOR IMMEDIATE RELEASE: August 4, 2022 | PRESS CONTACT: Tina Berger, 703.842.0749

# ASMFC Atlantic Menhaden Board Approves Draft Addendum I for Public Comment to Consider Commercial Allocations, Episodic Event Set Asides, & Incidental Catch/Small-Scale Fisheries

## *Stock Assessment Update Finds Resource is Not Overfished or Experiencing Overfishing*

ARLINGTON, VA – The Commission's Atlantic Menhaden Management Board approved Draft Addendum I to Amendment 3 to the Interstate Fishery Management Plan for Atlantic Menhaden for public comment. The Draft Addendum considers potential changes to Amendment 3 provisions for commercial allocations, the episodic event set aside (EESA) program, and the incidental catch and small-scale fisheries (IC/SSF) provision.

The Board initiated Draft Addendum I in August 2021 in response to the recommendations of a Board work group charged with evaluating provisions of the current management program and providing strategies to refine those provisions. Since Amendment 3 was adopted in 2017, the EESA and IC/SSF provisions have been impacted by recent trends in landings. The impacts have been most notable in New England, which has seen an increase in abundance of menhaden and demand for bait in recent years. New England

states rely on the EESA to keep their commercial fisheries open while working to secure quota transfers. In addition the increases have led to a rise in landings under the IC/SSF provision once commercial quotas have been met. The options in the Draft Addendum aim to align state quotas with recent landings and resource availability while maintaining access to the resource for all states, reduce dependence on quota transfers, and minimize regulatory discards.

The Draft Addendum's proposed options consider changes to the baseline quota of 0.5% and the time series that apportions the remaining quota to each jurisdiction, which is currently historic landings from 2009 to 2011. Furthermore, options within the Draft Addendum consider giving the Board the ability to change the proportion of the EESA from 1% up to 5%, with the option to make the potential change static with the approval of the Draft Addendum or dy-

namic such that the Board can reset it during the specification process. The Draft Addendum proposes a number of options to modify the IC/SSF provision in four major categories: the timing of the provision, permitted gear types, trip limits for permitted gear types, and catch accounting for the provision.

The Draft Addendum will be posted to the website next week at <http://www.asmfc.org/about-us/public-input>. A subsequent press release will provide the details on the public hearing schedule and how to submit written comments. The Board will meet to review submitted comment and consider final action on the addendum in November at the Commission's Annual Meeting in New Jersey.

### STOCK ASSESSMENT UPDATE

The Board also reviewed the results of the 2022 Atlantic Menhaden Stock Assessment Update, which indicates the resource is not overfished nor experiencing overfishing rela-

tive to the current ecological reference points (ERPs). In 2021, population fecundity, a measure of reproductive capacity, is above both the ERP threshold and target and total fishing mortality is below both the ERP threshold and target. The stock assessment update extended the 2019 Atlantic Menhaden Single-Species Benchmark Stock Assessment model with additional years of data from 2018-2021 and made some changes to the model structure. Work is also underway for an Atlantic Menhaden-specific ERP Benchmark Assessment, which is scheduled for completion in 2025.

The Assessment Update, as well as an overview to that update, will be posted to the Commission's website by mid-August at <http://www.asmfc.org/species/atlantic-menhaden> under Stock Assessment Reports. For more information, please contact James Boyle, Fishery Management Plan Coordinator, at [jboyle@asmfc.org](mailto:jboyle@asmfc.org) or 703.842.0740.

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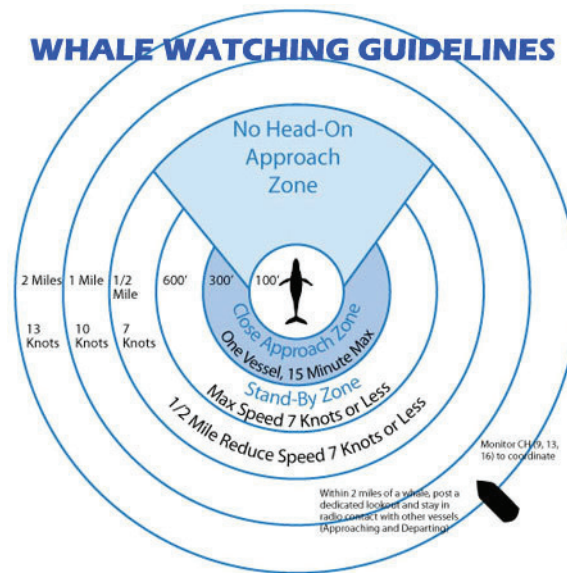
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# Environmental agencies urge caution when operating vessels and personal watercrafts near humpback whales within Plymouth Harbor

BOSTON – The Massachusetts Environmental Police (MEP) and the Department of Fish and Games' (DFG) Division of Marine Fisheries (DMF) are advising all mariners operating vessels or personal watercrafts, such as kayaks and paddle boards, to use extreme caution near Plymouth, Massachusetts, where an aggregation of three juvenile humpback whales have been feeding for at least a week. These young whales are engaged in physically active feeding behavior that is very unpredictable, while feeding in a shallow area on menhaden (or "pogies"), a rich and highly abundant schooling forage fish that also attracts striped bass. This creates a safety hazard for both whales and humans.

A collision with a vessel or personal watercraft can cause damage to the vessel, physical injury to the whale, and potential serious injury or death to humans involved. The shallow water and presence of encroaching vessels, along with the young age of the animals, may increase the unpredictability of their behavior.

Mariners are also reminded it is illegal to harass marine mammals under the federal Marine Mammal Protection Act and the Massachusetts Endangered Species Act. Harassment includes any act of pursuit, torment or annoyance that can injure or disrupt the feeding behavior of the animal. The National Marine Fisheries Service recommends that mariners stay at least 100 feet from whales and take a precautionary approach, given the unpredictable behavior of whales and the potential safety hazards involved.



The National Oceanic and Atmospheric Administration (NOAA) offers several marine life viewing guidelines for boaters to adhere to. These include:

- Limit time spent observing individuals and groups of animals to 30 minutes or less.
- Do not chase, encircle, or leapfrog animals with any watercraft. Do not trap animals between watercraft or the shore.
- Avoid approaching marine mammals when another watercraft is near. Multiple vessels are more likely to disturb marine mammals.
- Avoid excessive speed or sudden changes in speed or direction near whales, dolphins, or porpoises.
- When encountering marine mammals, slow down, operate at no-wake speed. Put your engine in neutral when whales approach to pass.

- Avoid approaching whales, dolphins, and porpoises when calves are present. Never put your watercraft between a mother and calf.

- Be wary of breaching and flipper-slapping whales that might injure people or watercraft.

- Stay clear of light green bubble patches from humpback whales. These are sub-surface bubbles before whales rise to feed at the surface.

- Never pursue or follow marine wildlife—any vessel movement should be from the recommended distance and slightly parallel to or from the rear of the animal. If you need to move around marine wildlife, do so from behind. Never approach head-on.

- Do not intentionally direct your watercraft or accelerate toward a marine mammal with the intent of creating a pressure wake allowing them to bow or wake-ride.

- Slowly leave the area if marine mammals show signs of disturbance.

Additionally, mariners are encouraged to avoid encroaching on the feeding whales and their food source. The area off of Plymouth Harbor is being patrolled by the Plymouth Harbormaster, MEP, and the National Marine Fisheries Service's Office of Law Enforcement to monitor the area, to conduct outreach, and for enforcement purposes.

<https://www.mass.gov/news/environmental-agencies-urge-caution-when-operating-vessels-and-personal-watercrafts-near-humpback-whales-within-plymouth-harbor>





# The Commonwealth of Massachusetts Division of Marine Fisheries

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Director

August 8, 2022  
LeAnn Hogan, Eastern Region Operations Coordinator  
NOAA Sanctuaries Eastern Regional Office  
1325 East-West Hwy, Floor 3  
Silver Spring, MD 20910  
LeAnn.Hogan@noaa.gov

RE: Docket number NOAA-NOS-2022-0053

Dear Ms. Hogan:

On behalf of the Commonwealth of Massachusetts' Division of Marine Fisheries (DMF) and Marine Fisheries Advisory Commission, please accept these comments regarding the National Oceanic and Atmospheric Administration's (NOAA) Notice of Intent (NOI) to conduct scoping to consider designating a national marine sanctuary in the Hudson Canyon area (FR 87, no. 110). We understand that through the National Marine Sanctuaries Act (NMSA) and National Environmental Policy Act (NEPA), NOAA is initiating a process to consider designating a national marine sanctuary in the Hudson Canyon area approximately 100 miles southeast of New York City based on the area's qualities described in the Wildlife Conservation Society's Hudson Canyon national marine sanctuary nomination submitted as of November 2016. The NOI identifies five primary goals of the proposed sanctuary, including to: 1) support conservation of the area's marine wildlife, habitats, and maritime cultural resources, 2) work closely with Indigenous Tribes and Nations to identify and raise awareness of Indigenous connections to the area, 3) highlight and promote sustainable uses of the area, 4) expand ocean science and monitoring in, and education and awareness of the area, and 5) provide a platform for collaborative and diverse partnerships that support effective and inclusive long-term management of the area.

Regarding the nomination and potential designation, we recommend that fishery management within the Exclusive Economic Zone (EEZ) remain with the appropriate Regional Fishery Management Council(s) under authority of the Magnuson-Stevens Fishery Conservation and Management Act (MSA). The Councils have demonstrated their commitment to the Hudson Canyon region through effective fisheries management, resource conservation, and support for sustainable uses that align with the NOI's identified goals. The New England Fishery Management Council has management jurisdiction over 28 marine fishery species in federal waters of the New England region, with several managed jointly with the Mid-Atlantic Fishery Management Council and Atlantic States Marine Fisheries Commission. Distributions of many of these species and the fisheries that harvest them extend throughout the identified region; of particular note is the importance of the Atlantic sea scallop fishery.

The New England and Mid-Atlantic Councils have worked together at a regional scale to identify and designate coral protection zones and have established fishery management areas to protect deep-sea coral habitats within Hudson Canyon already in place when the nomination was first considered in 2017. In January 2018, the New England Council approved an offshore coral protection zone for the area south of Georges Bank (effective July 2021), affirming its commitment to protecting deep-sea habitats in a manner that continues to provide access to adjacent fishing grounds along the continental slope. The New England Council's Omnibus Essential Fish Habitat Amendment 2, approved and implemented by NOAA Fisheries in 2018, designated the Hudson Canyon Habitat Area of Particular Concern (HAPC); this HAPC encompasses all areas of the canyon to a depth of 1,500 meters, the maximum depth to which the Council's essential fish habitat designations extend along the continental slope. The Hudson Canyon HAPC designation recognizes the importance and fragility of the habitats occurring within the canyon and their value to fishery species.

To understand fisheries' uses of Hudson Canyon, we urge NOAA's Office of National Marine Sanctuaries (ONMS) to consult with the Councils as well as directly with the fishing industry. Consultations should extend to New England, as vessels from well beyond New York and New Jersey are active in the Hudson Canyon area. We feel that the best approach to fisheries regulation in federal waters is through the thorough, transparent, and inclusive public participation of the Council process. As the Wildlife Conservation Society's nomination emphasizes, the Councils have an excellent record managing recreational and commercial fisheries in the Hudson Canyon region and fishery resources should continue to be regulated by NOAA Fisheries.

We recognize that the scope of a sanctuary's regulatory authority is defined in its designation document. DMF is familiar with the

regulatory framework developed and implemented for the Stellwagen Bank National Marine Sanctuary (SBNMS), as we have actively participated on the SBNMS Sanctuary Advisory Council, conducted fisheries research in and around Stellwagen Bank, and worked collaboratively on challenges facing the SBNMS over several decades. With SBNMS's designation, as characteristic of other National Marine Sanctuaries, the discharge of material, seabed construction, and exploration for or development/production of oil, gas, or minerals are prohibited. Within SBNMS, fishing is not an activity listed in its Sanctuary designation document as subject to regulation (by ONMS); we believe this an appropriate model for Hudson Canyon, should its designation move forward. Effectively, various other federal authorities provide statutory responsibility for protecting marine resources in or near Stellwagen Bank National Marine Sanctuary, particularly the MSA, Atlantic Coastal Fisheries Cooperative Management Act, Endangered Species Act, and Marine Mammal Protection Act. Likewise, these are appropriate primary authorities to apply in any Hudson Canyon designation regarding protection of marine resources.

On July 6, 2022, the ONMS wrote to the New England Council, seeking input on whether the Council may deem it necessary to prepare draft regulations for fishing within the EEZ to implement the proposed Hudson Canyon sanctuary designation. We stress that the New England and Mid-Atlantic Councils be given sufficient time and details from NOAA to engage in rulemaking, should the Council(s) determine that potential action should be considered under the MSA. In summary, continental shelf fishery resources under the authority of the Secretary of Commerce should be managed pursuant to the MSA. The MSA contains specific National Standards, guidelines, scientific and economic considerations, and clear requirements for public input that include but extend beyond NEPA considerations. Under the Council process, fishery resources are managed consistently throughout their range and with the best scientific information available.

Thank you for consideration of these summary comments regarding the initial scoping phase for a Hudson Canyon national marine sanctuary. Should the sanctuary designation be further pursued, we look forward to providing additional comments on more detailed sanctuary management plans and regulations.

Sincerely,



Daniel J. McKiernan, Director MA Division of Marine Fisheries



Raymond Kane, Chairman, MA Marine Fisheries Advisory Commission



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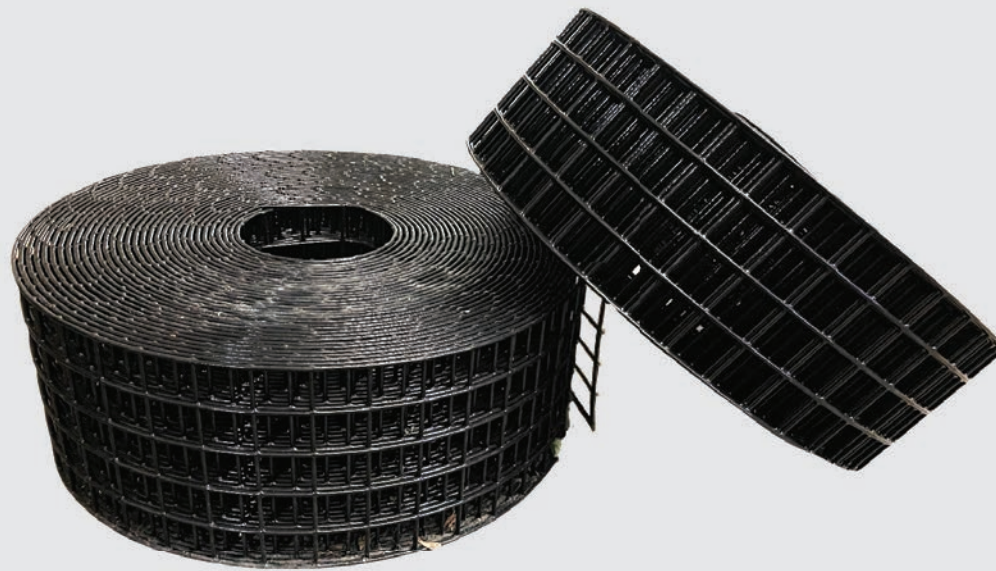


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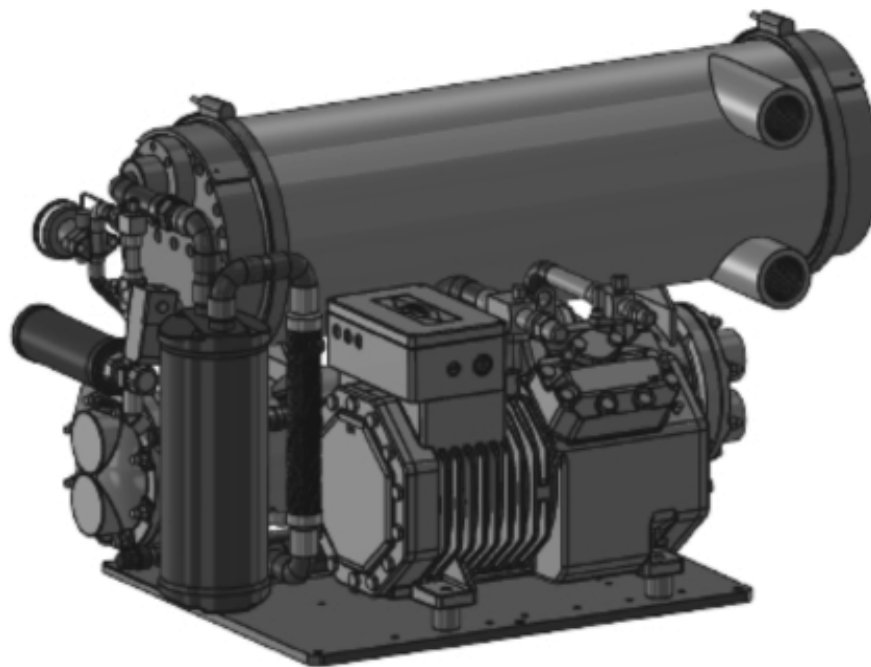
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# MLA submits letter of comment to NMFS



August 1, 2022

National Marine Fisheries Service  
55 Great Republic Drive  
Gloucester, MA 01930

Re: NOAA-NMFS-2022-0032

To whom it may concern,

On behalf of its 1800 members, the Massachusetts Lobstermen's Association (MLA) respectfully submits this letter of comment with great concern and reservation to National Marine Fisheries Service (NMFS) regarding NOAA-NMFS-2022-0032 proposed rule to, establish individual and aggregate trap caps in Lobster Conservation Management Areas (LMA) 2 and 3, and institute mandatory coastwide electronic harvester reporting for all Federal lobster vessels.

First and foremost, the MLA will not be commenting on the LMA3 proposed rules and will support the comments from the Atlantic Offshore Lobstermen's Association.

The MLA is greatly concerned for the LMA2 lobstermen who have procured numerous permits for the tags needed to stay whole through the 50% trap tag reduction rule, will have their trap tags further reduced through this proposed rule. Now, that the 50% reduction in LMA2 has been realized and these lobstermen should not just have their trap tags freely taken away and should be compensated.

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 membership is comprised of fishermen from Maryland to Canada and encompasses a wide variety of gear types from fixed gear and mobile gear alike.

The MLA continues to work conscientiously through the management process with the Division of Marine Fisheries, Atlantic States Marine Fisheries, Atlantic Large Whale Take Reduction Team, and the New England Fisheries Management Council to ensure the continued sustainability and profitability of the resources in which our commercial fishermen are engaged in.

While the goal of the proposed rule is to reduce fishing exploitation and latent effort in the LMA2 trap fishery by scaling the fishery to the size of the Southern New England stock, it is putting even further negative economic burdens on the lobstermen. For the lobstermen that are left in LMA2 earning a living this effort reduction measure is alarming as the economic hardship will be realized by only the lobstermen and no one else.

The MLA can support the LMA2 trap tag cap restricting a lobsterman to 800 active traps/tags but cannot support rescinding any trap tags they may have banked additional without compensating them. The MLA also supports an ALL owner/operator fishery and any "entity" should be held to the same standards.

The MLA further asks that the 10% conservation trap tax be rescinded as the number of trap tags has been decimated through the 50% reduction effort over the last several years. We do not want to the remaining lobster fleet cannibalized anymore.

Regarding the Mandatory Reporting component of the proposed rule, the MLA does not support the implementation of trip-level electronic harvester reporting for the Federal lobster permit holders. The commercial lobster fleet collectively has been under siege with countless "new" regulations, gear modifications and now to put on top of it all electronic reporting is unsustainable.

Thank you for your thoughtful deliberation on our comments. We sincerely hope NMFS will reconsider this proposed rule and the aggressive timeline before any implementation should occur.

Kind regards,

Beth Casoni  
Director



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NOTICE

South Fork Wind: Seabed Preparation

South Fork Wind | Powered by Ørsted & Eversource

Ørsted will begin conducting boulder clearance work for the South Fork Wind project starting in late September 2022. Boulders larger than ~2 feet will be relocated from around the tower locations and the cable routes prior to laying the export and interarray cables.

Timeline

Early October – late November for boulder pick (Method 1), pre-lay mattress installation (Method 1) and boulder plough (Method 2)  
The timeline is subject to change due to weather.

Methods

- 1 - Remotely Operated Vehicle (ROV) with a boulder pick. This is used in areas of low boulder density, primarily along the export cable route. The ROV will be used to lay mattresses.
- 2 - A towed boulder plough. This will be used in areas of high boulder density, primarily in the lease area. The plough will clear boulders along a ~50 ft wide corridor. The plough will be towed at ~1 kt, 300 yds behind the vessel on a wire; the vessel will not be able to deviate from its route once the plough is deployed. Fishing gear in these corridors risks being damaged by the plough.

Vessels



Shelia Bordelon  
Flag: US  
Clearance Method: ROV with boulder grab and pre-lay mattress installation  
IMO: 9670638



Laney Chouest  
Flag: US  
Clearance Method: Boulder plough  
IMO: 967063

What happens to the boulders?

Existing surface boulders will be relocated a short distance to immediately outside the cable route (see chart). Individual boulder locations from areas with low boulder density will be made available. The boulder plough displaces all bottom components in its path. These paths will also be made available at the conclusion of operations.

SAFETY

Vessels conducting these operations are Restricted in their Ability to Maneuverer (RAM), and request >0.5NM Closest Point of Approach. Contact on VHF-GM Channel 16/13, and listen for daily sécurité calls.

FISHING GEAR

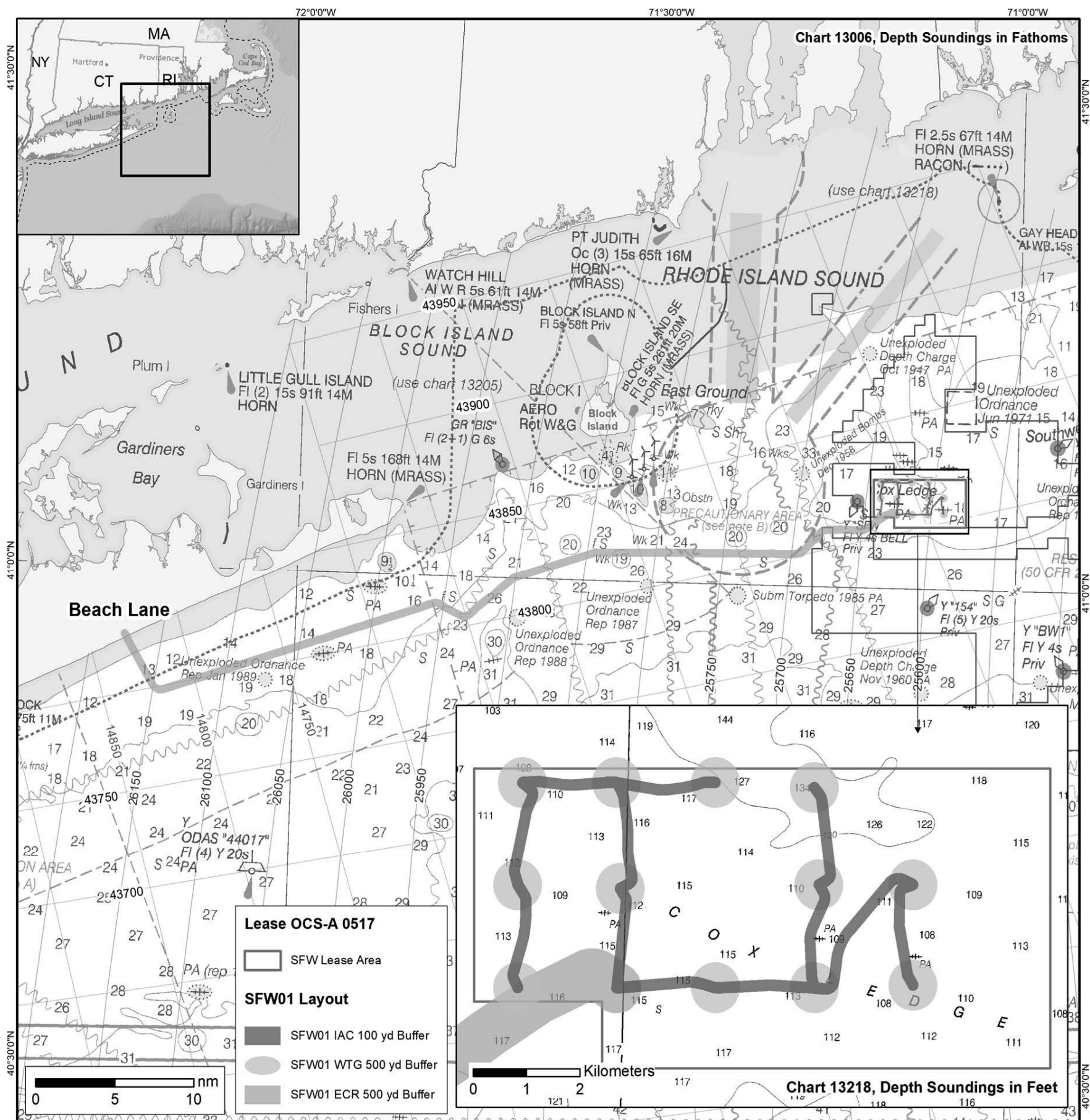
This work will take place in a defined area. Unlike survey work with which mariners may be familiar, the area of the cable route is narrowly prescribed, and should be easy to avoid during the planned work. Ørsted will make every effort to inform the fishing community of the boulder clearance work, including individualized information. Ørsted will deploy Fisheries Liaison Officers to reduce conflicts and improve communications on the water. Our gear claim process will be used to compensate anyone who loses fishing gear as part of this work. Please contact us via our website as soon as possible if you suffered gear damage.

COMMUNICATIONS

Ørsted will issue the normal twice weekly mariners briefings for the boulder clearance work. These briefings are emailed to our distribution list and posted on our website: [us.ored.com/mariners](https://us.ored.com/mariners). You can sign up for Ørsted’s Mariners Briefings by emailing Chris Sarro (CHSAR@ored.com) or on our website.

CONTACT

Ed LeBlanc Head of Marine Affairs Phone: 978.447.2737 Email: EDWLE@ored.com	John Mansolillo Northeast Marine Affairs Manager Phone: 401.450.5467 Email: JOMAN@ored.com
Ross Pearsall Fisheries Relations Manager Phone: 857.278.2442 Email: ROSPE@ored.com	Rodney Avila Corporate Fisheries Liaison Phone: 857.332.4479 Email: RODAV@ored.com
Julia Prince Fisheries Liaison CT/NY Phone: 857.348.3263 Email: JULPR@ored.com	Chris Sarro Fisheries Liaison MA/RI Phone: 857.276.1332 Email: CHSAR@ored.com







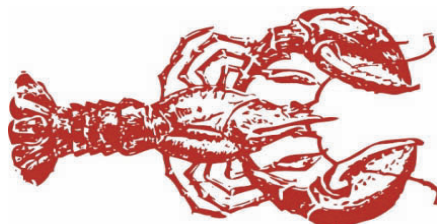
# Gear Conflict or Catastrophic Gear Loss Report

The Massachusetts Lobstermen's Association would like to thank Story Reed for his efforts in making the Gear Conflict or Catastrophic Gear Loss Report a user friendly form online. Once you fill this form out it will go to the Division of Marine Fisheries, the MA Environmental Police and to you for your records to expedite response time.

This form can be used to report a gear conflict or catastrophic gear loss incident. Upon submission of the form below, the information is sent to DMF and OLE. <https://www.mass.gov/forms/gear-conflict-or-catastrophic-gear-loss-report>

What you will need when filling out the form if the following; Your DMF Permit ID number, your vessel registration/documentation number and the location and other details of the incident. There is still available a pdf form online that can be downloaded and submitted via USPS.

The MLA encourages ALL members to forward a copy along to the Executive Director for further follow up and our records. Should you have any further questions about this call 781-545-694 xt1 and speak to Beth.



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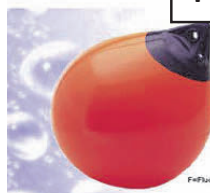
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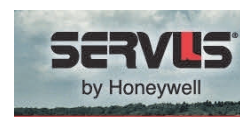
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The Massachusetts Lobstermen's Association (MLA) Legal Defense Fund (LDF) needs your support now more than ever. This dedicated fund is for the purpose of defending the Massachusetts commercial lobster fishermen from legal and fisheries management actions that could seriously impact our commercial lobstermen's ability to conduct their businesses and earn a living.

Currently, the MLA is actively engaged in three separate lawsuits that could have negative impacts on the commercial lobster industry and is working with multiple lawyers in Washington D.C. and here in the Commonwealth to fight for you and your industry.

**UPDATE AUGUST 16, 2022 —** (Washington D.C.) Case 1:18-cv-00112-JEB - CENTER FOR BIOLOGICAL DIVERSITY et al v. ROSS et al, the Plaintiffs requested that the Court issue an order:

1. Declaring that NMFS violated the ESA and APA for issuing an ITS in the 2021 BiOp for zero lethal right whale take in the federal fishery without first authorizing incidental take under the MMPA, 16 U.S.C. § 1371(a)(5)(E);
2. Declaring that NMFS violated the ESA and APA by anticipating but not authorizing lethal take in the federal lobster fishery in the 2021 BiOp ITS;
3. Declaring that NMFS violated the MMPA and APA in issuing a final rule amending the Plan that failed to contain the measures the agency expected would reduce right whale M/SI in the U.S. lobster fishery in both state and federal waters to below PBR within six months of implementation;
4. Vacating and remanding the 2021 BiOp with respect to the right whale and the federal lobster fishery with vacatur stayed for six months and ordering NMFS to produce a new

biological opinion that includes fully complies with the requirements of the MMPA and ESA in authorizing any anticipated lethal take of right whales in the federal lobster fishery; and

5. Remanding without vacating the Final Rule and ordering NMFS to issue a new rule within six months of the order that contains the measures NMFS expects will reduce right whale M/SI in the U.S. lobster fishery to below PBR within six months of the rule's implementation.

While we obviously do not agree with their analysis, science, and most of what they seek (including their apparent opposition to weak rope and intent to push the industry into ropeless fishing), **we are encouraged by the fact that we (and others) were able to persuade the NGO's to not seek a restraining order concerning our lobstermen's ability to fish even if the Court vacates and remands the 2021 BiOP and orders NMFS to produce a new biological opinion**, that, in the Plaintiffs or in the Court's view, fully complies with the requirements of the MMPA and ESA. As it now stands, the CBD Plaintiffs request that, if the Court vacates and remands the 2021 BiOP and orders NMFS to produce a new BiOP and Final Rule, our fishermen be able to continue to fish as-is for at least 6 months post Court decision and until NMFS fashions a new BiOP and new Final Rule.

The remainder of the briefing schedule is as follows:

- 1) NMFS's remedy brief (limited to 30 pages) is due by September 19, 2022; 3) Intervenor-Defendants' (including us and other Maine interests) remedy briefs (limited to 30 pages) are due by October 7, 2022; and 4) Plaintiffs' consolidated reply has been filed on 8/12/22 and

# Legal Defense Fund Updates

is posted on the MLAs website home page under the Right Whale Litigation and Management updates.

**UPDATE AUGUST 16, 2022 —** (Boston) M.S vs. D. McKiernan et. al.

ORDER TO SHOW CAUSE August 16, 2022 TALWANI, D.J. Plaintiff MS filed a complaint in this case on March 9, 2022. See Verified Complaint [Doc. No. 1]. Summonses were issued on March 14, 2022. [Doc. No. 9]. Fed. R. Civ. P. 4(m) provides that "[i]f a defendant is not served within 90 days after the complaint is filed, the court—on motion or on its own after notice to the plaintiff—must dismiss the action without prejudice against that defendant or order that service be made within a specified time."); Local Rule 4.1(b) ("If on the 14th day following the expiration of the 90-day period good cause has not been shown [for the failure to make timely service] . . . the clerk shall forthwith automatically enter an order of dismissal").

Plaintiff did not serve Defendants by June 12, 2022, that is, within 90 days as required by the Rule. Case 1:22-cv-10364-IT Document 46 Filed 08/16/22 Page 1 of 2 2 Between June 14, 2022, and June 28, 2022, Plaintiff attempted to bring several motions to extend the deadline for service. The court struck these motions for failing to comply with the Local Rules and this court's orders. Orders Striking Motion [Doc. Nos. 22, 26, 30]. Plaintiff has made no further request to extend the deadline for service, and to date, the summonses have not been returned with proof of execution.

Accordingly, the case is subject to dismissal. If Plaintiff believes dismissal for failure to serve the Defendants is unwarranted, he shall file by no later than August 23, 2022, a response to this order setting forth good cause why the court should not dismiss the case. IT IS SO OR-

DERED. August 16, 2022 /s/ Indira Talwani United States District Judge

The commercial lobstermen's businesses are at stake as well as the thousands of jobs and shore side businesses that depend upon the continued success of the commercial lobster industry. The commercial lobstermen in Massachusetts are NOT to the problem and have done everything asked of them by National Marine Fisheries Service and have been working under the strictest conservation rules for the right whales anywhere in the world since 2014. Yet here we are, still fighting these lawsuits to keep the Massachusetts commercial lobstermen fishing.

The Massachusetts Lobstermen's Association has been actively involved in these lawsuits since 2018 and we need your generous support today to continue our fight to keep the commercial lobstermen fishing. As we all know, any legal action costs lots of money and over the last 5 years the Massachusetts Lobstermen's Association Legal Defense Fund has spent over \$300,000 fighting these legal battles. These are real threats to the historic and iconic commercial lobster industry and we are doing everything to keep the Massachusetts commercial lobstermen fishing.

## WHERE TO MAKE DONATIONS

Any contribution you can afford to make to the Legal Defense Fund is greatly appreciated.

### Donate by mail:

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8 Otis Place  
Scituate, MA 02066

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

– In the Members section select Dues/Donate.

**THANK YOU FOR YOUR CONTINUED SUPPORT!**



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# MLA Classifieds

Classified ads are a free benefit to MLA Members and Non-members are a flat \$25.00. Ads run for 5 months & will be automatically deleted unless you call the MLA office to renew. **781-545-6984** or email ads to: **tracey.abboud@lobstermen.com**

*\*All ads are subject to review prior to placement*

AD #1 (4/22) **FOR SALE- TURN KEY** – Turn Key Lobster Business- 26' w/ a 10 1/2' beam flat bottom, 90hp, hydraulic hauler, bilge pump Atkins Lobster Boat, Lobster gear and transferable Area-1 coastal lobster permit. Sold as a package. Serious inquiries only. \$40,000.00 Call/text 781-375-6409 for more information

AD#2 (9/22) **FOR SALE** – Trap Trailer 6x12 can hold approx. 50-3 footers. Good shape. \$1,200.00 Call Ben@ 978-578-8882

AD#3 (6/22) **FOR SALE** – Hydraulic Components, parts and service. Pumps, Motors, Valves and Accessories. Hydraulic Hoses made while you wait. Great Prices–Same day service (in many cases)-Wide selection of in-stock items. Rebuilt items occasionally available. ROSE MARINE, Gloucester, MA 877-283-3334

AD#4 (4/22) **FOR SALE** - Fresh Lobster Bait-Fresh pogies, gillnetted/cast netted on the F/V Bug Catcher II-iced & lightly salted top quality lobster & fish bait. .60 cents per pd. Free local delivery in Connecticut. Call/Text DJ or Kory 203-824-8247

AD#5 (7/22) **FOR SALE** – 24 Crosley net lift \$2,000.00 – 11 roller \$600.00 needs work. 5 -rehung foam core 6 1/2 x 25 x 14 BRO offer. 11- rehung foam core 7x25x16 All 65 lb. lead line. B.R.O. Commercial Fish/Ice Vats \$30.00 15 ft. of 7 1/2 inch mooring chain \$50.00. 30- Buoy rope ends 250-300 ft. long \$20.00 each 2- coils 7/16th 1200 ft rope \$50.00 each. 30- 24 gillnet hauler springs \$4.00 each 20lb. 3/4 stainless steel hog rings B.R.O. 20lb. 1/2 hog rings B.R.O. Text Only 617-694-4802

AD#6 (3/22) **LOOKING TO BUY** - MA coastal lobster permit-David @781-775-5569

AD#7 (8/22) **FOR SALE** – Cold water dive suit w/ all accessories-used once-still in boxes. \$2,000.00

Call Robert @617-240-5196

AD#8 (7/22) **FOR SALE** – Gill net frames & raw water pump QSM11 & Aluminum Trap Fence BRO Call Eric 508-889-9180

AD#9 (8/22) **FOR SALE** – MA conch pot, scup pot, striped bass, sea bass, tautog etc. Traps. 35 novi 9knt boat 1 1/2 gal/hr, trap ramp, auto pilot bunks ect. \$85,000 Call 508 939 1231

AD#10 (6/22) **FOR SALE** - 1966 Cedar over Oak 34 wooden lobster boat. NE Ford Leaman 135 HP engine, re-built tranny, Stainless shaft, 4 blade prop. Built by Ano Day -Stonington Maine. Several upgrades throughout ownership of boat. In process of building a new boat-this boat was fished last season. \$7,500.00 or B.R.O. Call Dean @ 781-264-7501

AD#11 (5/22) **FOR SALE** - Warp–Used & some new, mostly knot free. 76 lbs. 5/16, 33 lbs. 3/18 \$99 takes all 508-269-1406 Plymouth

AD#12 (5/21) **FOR SALE** - 18 Wooden Lapstreak Skiff. In remarkable condition. Bottom was fiber-glassed before first used. All heavy duty oak ribs, stiffeners, ribs and floor cleats. Excellent boat for coastal/harbor fishing, or for lugging traps. Will send picture upon request. \$1,990.00 or BRO. Call 508 269-1406.

AD#13 (7/22) **FOR SALE** - Bronze dual ram steering Quadrant-Freeman Oval hatch-15x23 opening SS mast base. 2 2ft., outriggers-no base-Mike 978-745-6182 leave message

AD#14 (5/22) **FOR SALE** – 300 3 -Cement runners \$5.00 each Call 631-286-3335

AD#15 (7/22) **FOR SALE** – 50 HP Honda Tiller Outboard – \$3,900.00. 2014 engine-excellent condition w/very low hours. Original owner. Used on a skiff

that saw limited use. Located in Gloucester. Serviced by Crocker's Boatyard in Essex. Call/text Dave- 603-422-4335.

AD#16 (9/22) **FOR SALE** – Fiberglass mold/Swampscott style square bow 10 ft. flat bottom work skiff \$950.00 Call 978-578-8882

AD#17 (6/22) **HELP WANTED** – Lobster Boat located in Marshfield is looking for help for the 2022 fishing season. Experienced preferred but will train. No drama, no drugs & must have own transportation. Call 781-767-4130/508-510-7792

AD#18 (6/22) **FOR SALE** – 24' Privateer, 5.7L Crusader low hours, Honda hydraulic power pack with 10" hauler. S.S. Davit. Plotter, sounder, radar, VHF. New cockpit floor & deck with 2' stern extension. Rigged for pot hauling. Ready to fish. \$16,000. Area 2 coastal Mass lobster permit, 90 pot allocation \$25,000. Selling as a package, boat & permit \$35,000. Located in Oak Bluffs. Call-774-563-0393

AD#19 (8/22) **FOR SALE** – 200-LMA 2 EEZ/inshore dual zone trap tags \$27,000 call 508 542 5729

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AD#21 (6/22) **FOR SALE** - 1987 Daniels Head 39' 11" Fiberglass Gillnet boat. 207HP Mitsubishi D14.14 T Diesel engine (1992), Twin Disc 506 trans, complete electronics, 2 berth, 6'x5' aluminum gill net reel with stainless frame, 2 fish holds, 2 insulated deck boxes, rollers, 2 bus heaters, vessel in good condition – new fuel tank, new paint/fiberglass/fish boxes (2022). \$79,500 or B.R.O. Fed Permit Monkfish B with around 80

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AD#22 (7/22) **WANTED** - Usable hauler valve for Hydro Slave 14 hauler. Gresen or compatible. Model W42 or 25PV4 if possible. Call Augie 617-529-4640, leave message.

AD#23 (8/22) **FOR SALE** - 100 traps 36x21x15 \$20.00 each Life Raft \$500.00 Call 508-577-4868

AD#24 (8/22) **FOR SALE** - LMA-1 Federal lobster permit, 800 trap allocation, good history \$38,000.00 978-578-8882

AD#25 (9/22) **LINE FOR SALE** - 3-10 pot trawls of 7/16" Everson line-14 Fathom between traps-7/16" gangions-2 – 20 F x3/8 "buoy lines-In totes included -\$60.00 / trawl Call Joel @ 781 581 0324 or E-mail joel.w.marie@gmail.com

AD#26 (9/22) **FOR SALE** - 5" Superior hauling block-Aluminum construction with stainless sheave \$250.00 Call Joel @ 781 581 0324 or E-mail joel.w.marie@gmail.com

AD#27 (9/22) **FOR SALE** - Spare new stainless sheave for 5" Superior block-\$150.00 Call Joel @ 781 581 0324 or E-mail joel.w.marie@gmail.com

AD#28 (6/22) **FOR SALE** - two aluminum propellers 13.5x15 & 14x11 for Evinrude outboard were on 115 HP, great condition \$50. each Ipswich 978-356-4525

AD#29 (9/22) **FOR SALE**- Area 2 lobster permit 128 tag limit \$21,000.00 Call 774-775-2827

AD#30 (9/22) **FOR SALE** - LMA 1 Lobster license Call Rick 774-283-2191



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### C7.1



#### C7.1 Tier 3 Commercial Ratings:

280 HP @ 2300 Heavy Duty "B" **IN STOCK**  
350 HP @ 2500 Maximum Continuous Duty "C" **IN STOCK**  
400 HP @ 2600 Intermittent Duty "D" **IN STOCK**  
425 HP @ 2700 Intermittent Duty "D" **IN STOCK**

### C9.3



#### C9.3 Tier 3 Commercial Ratings:

375 HP @ 1800 Heavy Duty "B"  
416 HP @ 2100 Maximum Continuous Duty "C"  
476 HP @ 2300 Intermittent Duty "D"

### C18



#### C18 Tier 3 Commercial Ratings:

470 HP @ 1800 Continuous Duty "A"  
600 HP @ 1800 Continuous Duty "A"  
670 HP @ 1800-2100 Heavy Duty "B"  
715 HP @ 1800-2100 Maximum Continuous Duty "C"  
803 HP @ 2100 Intermittent Duty "D"

#### \* Tier 4 Exempt Light Commercial Ratings:

**1,001 BHP @ 2300**  
**1,136 BHP @ 2300**

### C32



#### C32 Tier 3 Commercial Ratings:

750 BHP @ 1600-1800  
800 BHP @ 1600-1800

#### AUTHORIZED MARINE DEALERS

##### Billings Diesel & Marine Service

Stonington, ME

##### Dennis' Welding & Marine

Beals, ME

##### Front Street Shipyard

Belfast, ME

##### Lyman Morse at Wafarer Marine Corporation

Camden, ME

##### Journey's End

Rockland, ME

##### Fairhaven Shipyard & Marina, Inc.

Fairhaven, MA

##### Guy Crudele Repair

Gloucester, MA

##### Sacchetti Marine and Industrial LLC

Plymouth, MA

##### Windward Power Systems

Fairhaven, MA

##### DePaul Diesel Services, Inc.

Portsmouth, RI

##### Hinckley Yacht Service

Portsmouth, RI

##### Rhode Island Engine Company, Inc.

Narragansett, RI

\*All T4 Exempt Light Commercial Ratings, require qualifications review and approval by CAT Factory.

\*Contact Nick Fawle or Your Authorized Marine Dealer for Tier 4 exemption qualification details.

For Marine Engine Sales, contact Nick Fawle, our new Marine Market Manager.

**Nick Fawle at 603-484-5248**

Nick\_Fawle@miltoncat.com

**Milton**



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