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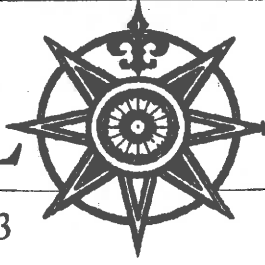
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#461

1985 NAUSET 24' 1993 262 HP MERCURISER W/WARRANTY. NEW 1 3/8" S.S. SHAFT AND CUTLASS, 3/4" FIBERGLASS DECK, TWO 30-GAL FIBERGLASS TANKS, 12" HYDROSLAVE, COASTAL HYDRULICS, PRESSURE WASH, 1 YEAR OLD FURUNO LC90 LORAN AND FC665 COLOR SOUNDER, VHF. \$25,000 OR BEST OFFER. CALL 508-255-0856 (EVENINGS) (F/N)

#500

FOR SALE: 1955 - 34 FT. - WOOD, BUNKER ELL - LOBSTER BOAT. PRICE NEGOTIABLE. I WILL CONSIDER PARTING IT OUT. I HAVE A GOOD MARINE EXHAUST MANIFOLD FOR 4-53 DETROIT DIESEL AND OTHER COOLING SYSTEM COMPONENTS AS WELL AS A TRANSMISSION AND DRIVE SHAFT, AND PROP, STEERING SYSTEM, FUEL TANK, PTO CLUTCH SYSTEM, AND COMPLETE LOBSTER TRAP PULLING SYSTEM INCLUDING HYDRAULIC RESERVOIR, SPOOL VALVE, PUMP, HYDRAULIC MOTOR AND PULLEY WITH CRANE. CALL ME WITH YOUR IDEAS. 508-690-1920 (F/N)

#505

BORG WARNER GEAR 2:1 LEFT-HANDED. REBUILT. \$500
CALL TOM AFTER 6:00 PM AT 617-233-8752 (F/N)

#508

40 FT. LOBSTER/FISHING BOAT, NOVI STYLE, GLASS OVER WOOD. POWERED WITH A FORD NORTHEASTER WITH ONLY 800 ORIGINAL HOURS. BOAT EQUIPPED WITH LORAN, VHF RADIO AND FISHFINDER. ALSO HAS A HYDRAULIC HAULER WITH DAVIT. THIS BOAT IS IN EXCELLENT CONDITION. YOU WILL NOT REGRET THIS PURCHASE AT \$12,500 FIRM. IF INTERESTED PLEASE CALL JOHN AT (617) 837-6468 (F/N)

#837

WANTED: CREW FOR 96-97 LOBSTER SEASON. CALL (617) 383-2577 ASK FOR MIKE (F/N)

#847

1981 20' NOVI SKIFF. 1993 I/O READY TO LOBSTER. S.S. PROP. WASHDOWN WITH LIVE TANK. CALL 508-224-8316 (F/N)

#839

FOR SALE: 1971 32' WOODEN NOVI LOBSTER/FISHING BOAT. TURN KEY OPERATION. VERY CLEAN BOAT. FIBERGLASS OVER WOOD DECKS. BOAT EQUIPPED WITH 1 1/4" JABSCO WASHDOWN PUMP AND LOBSTER TANK PUMP, 12" HYDROSLAVE HYDRAULIC HAULER WITH CLUTCH. VERY POWERFUL HAULER WITH DAVIT. FISHES OUT OF BOSTON. HUMMINGBIRD DEPTH FINDER / FISH FINDER, I-COM VHF, RAYTHEON LORAN, VERY GOOD ENGINE-292 STRAIGHT 6 CHEVY. ROSE MARINE. EXCELLENT QUALITY. 1 1/2" STAINLESS STEEL SHAFT, ONLY 2 YRS OLD. BRAND NEW HYDRAULIC STEERING & HELM PUMP. VERY GOOD LOBSTER BOAT. ASKING \$8,500.
CALL (617) 894-0057 (7/96)

#852

LOBSTER BUSINESS FOR SALE: 34 FT SHEPPARD BUILT MAHOGANY OVER OAK - NORTHEAST FORD DIESEL, POWER STEERING, S.S. DAVIT, 12" HAULER BRONZE WELL OVER PROPELLER, MA LOBSTER PERMIT & FEDERAL PERMIT, ELECTRONICS, 2 VHF RADIOS, SITEX COLOR VIDEO, DEPTH FINDER, MAGELLAN G.P.S., NAV 5000DLX, 2 SURVIVAL SUITS. INCLUDES 650 TRAPS - WOOD & WIRE - ROPE, BUOYS AND ALL EXTRA EQUIPMENT. PRICE \$42,000. HAVE ANSWERING MACHINE (508) 922-6123 (10/96)

#867

8 FT. FIBERGLASS PRAM \$225.00 CALL AFTER 5:00 PM (508) 777-8591 (7/96)

#868

1 FLOATING MACKERAL NET 1 15/16" BLACK NYLON CALL (508) 777-8591 (7/96)

#869

2 - 11" STAINLESS STEEL ROLLERS
85 - GILLNETS
1 - SETTING BAR
1 - 24" (CROSLEY NET LIFTER WITH S.S. PAN, GOOD COND)
\$10,500 TAKES IT ALL OR WILL SELL SEPARATELY.
CALL JON AT (508) 922-1775 (7/96)

#870

21' SCOTIA F/G LOBSTER BOAT, ISUZU INBOARD DIESEL, HYDRAULIC HAULER WITH PITTS CLUTCH, HYDRAULIC STEERING, V.H.F., COMPASS, LIVE WELLS, VIDEO SOUNDER, SPARE PROP, SHAFT, PUMPS - MANY EXTRAS - 100 WIRE POTS IN FAIR COND. WITH ROPE \$15,000
CALL MIKE AT (401) 847-8191 (7/96)

#871

PROPELLER - 28x27 4-BLADE LEFT HAND WHEEL - 2" BORE. A HEAVY DUTY BRONZE PROPELLER IN EXCELLENT CONDITION \$400. OR BEST OFFER CALL (508) 356-0954 (7/96)

#872

GM 6-71 COMPLETELY REBUILT, NO GEAR. ASKING \$8,000 (401) 847-6985 (7/96)

#874

19' FIBERGLASS MIDLAND SET UP FOR LOBSTERING. 1988 90-HP MERC; OSCO HYDRAULICS, 12" STAINLESS POT HAULER, DAVIT, ROLL-DOWN & SNAP ON FOUL WEATHER BACK; LONG BRAND GALVANIZED TRAILER, POWER WINCH, EXTRAS - **ALL IN ABOVE AVERAGE CONDITION.** \$6,000. MUST SEE! CALL JACK AFTER 5:00 PM (508) 747-5680 (7/96)

#875

FOR SALE: 1986 42' ATKINSON WITH 325HP LUGGER REBUILT IN 1995. 14" HAULER WITH 30 GAL PUMP. BOAT IS WELL MAINTAINED. ALL FEDERAL LOBSTER AND FISHING HISTORY GO WITH THE BOAT. 800 TRAPS & ROPE. MASS. INSHORE LOBSTER LICENSE ALSO AVAIL. **617-364-2220 (F/N)**

#876

LOBSTER BUSINESS FOR SALE - MASS. COMMERCIAL LOBSTER PERMIT / FEDERAL FISHERIES PERMIT - 40' WOOD STRIP PLANK MAHOGANY W/671 DIESEL / 100+ WIRE TRAPS. HAVE MEDICAL DISABILITY AND MUST SELL! ASKING \$25,000 OR BEST OFFER CALL BOB AT 617-846-9605 (F/N)

#877

33' YOUNG BROS. NEW B220 CUMINS 250 HP. SHAFT & PROP, NEW HYDRAULICS, PITTS CLUTCH, RADAR, LORAN, SOUNDER, VHF, SPOTLIGHT, WILL SELL WITH OR WITHOUT ELECTRONICS. LIVE TANK. MANY EXTRA'S. WELL MAINTAINED. EXC. COND. AVAIL. DEC. \$59,000 508-822-0830 (10/96)

#878

1981 COMMERCIAL GRADE 23' SEA OX W/ 1988 EVINRUDE 140 HP. CUSTOM CUDDY CABIN W/ LORAN, FISH FINDER, VHF, AND COMPASS. NEW STEERING WHEEL, STEERING CABLE, HELM, THROTTLE AND SHIFT CABLES. TWO NEW 20 GALLON SEAMLESS FUEL TANKS AND RACOR FUEL/WATER SEPARATOR. MOTOR IS WELL MAINTAINED AND HAVE OVER \$1,000 IN NEW PARTS. ALSO, 12" HYDROSLAVE HYDRAULIC HAULER RUN BY KICKER MOTOR MOUNTED IN CABIN. 1988 EZ LOAD TRAILER INCLUDED. \$10,100 / \$9,300 W/O HAULER OR B.R.O. CALL 508-487-4585 EVENINGS FOR MORE SPECIFICS AND DETAILS. AVAILABLE NOVEMBER 1ST. (8/96)

#879

19' FIBERGLASS MIDLAND 1995 MARINER 90 HP MOTOR, NEW 4 HRS, FULL WARRANTY. NEW VHF. WIRED FOR DUAL BATTERIES. GALVANIZED TRAILER, NEW DECK, LIKE NEW CONDITION, NEW TOCK, MORSE CONTROLS, HOUR METER \$8,000 CALL AFTER 6:00 PM 508-428-5804 (8/96)

#880

40 FRIENDSHIP LOBSTER TRAPS, 36x22x13 1/2. GOOD SHAPE \$20 EACH CALL 617-894-0057 (8/96)

#881

23' FIBERGLASS NORWAY SEINE BOAT. 354 PERKINS, REBUILT 3-1 VELVET W/20" WHEEL. HYDRAULIC STEERING. 4" DEEP KEEL DRAFT. SURVEYED. WOULD MAKE GREAT TOW BOAT. \$10,000 OR CONSIDER TRADE FOR SET UP LOBSTER BOAT WITH TRAPS. (NO LICENSE) LET'S TALK. CALL STEVE AT 508-531-3510 (8/96)

#882

45 FT LOBSTER BOAT. GLASS OVER WOOD. NEW DECK & HOUSE IN 1996. HYDROSLAVE STEERING, 14" HAULER, 671 REBUILT HEAD & STARTER, LOTS OF NEW WORK THIS SPRING. NEEDS SOME FINISHING. FULL FEDERAL PERMITS, WILL TAKE SMALLER LOBSTER BOAT IN TRADE. CALL AFTER 6 PM 508-546-5180 (8/96)

#883

1986 24' PRIVATEER. RADAR, LORAN, VHF, DEPTH SOUNDER, HYDRAULIC STEERING. BOAT NEEDS MOTOR. SET UP FOR OUTBOARD (MARINER OR MERCURY) \$8,900. 508-991-3157 (9/96)

#884

FOR SALE: 35 FT BRUNO WITH A 453 DETROIT DIESEL. RAYTHEON COLOR SOUNDER + LORAN + RADIO. THE CABIN IS FINISHED WITH 4 BUNKS + TABLE. THE MOTOR HAS BEEN OVERHAULED. IT'S IN THE WATER AND READY TO GO LOBSTERING. COULD BE A NICE PLEASURE BOAT. \$35,000 TAKES IT. CALL 617-925-0757 AND ASK FOR PAUL (8/96)

#885

DECK MATTING FOR LOBSTER BOAT. REASONABLY PRICED. CALL MIKE @ 617-383-2577 (8/96)

#887

30' YOUNG BROS. 1984, 300 C.I. FORD GAS. ALL ELECTRONICS INCLUDING AUTO-PILOT, 12" HAULER WITH MAGNETIC CLUTCH, 1 1/2" JABSCO WITH MAGNETIC CLUTCH, 170 TRAPS, ROPE, BUOYS, ETC. LICENSE. AVAILABLE NOVEMBER 1ST. \$40,000 OR B.O. (508) 888-2170 5-7 PM (9/96)

#888

GILLNETS FOR SALE: 100 8" NEW - 200 8" 1 YEAR OLD TD - 60 9" 1 YEAR OLD TD
CALL (508) 283-8741 AFTER 5 P.M. (9/96)

#889

33' YOUNG BROS. W/ 1996 3116 CAT. RADAR, LORAN, DEPTH SOUNDER, 2 VHF'S, 12" HAULER WITH ELECTRIC CLUTCH, LIVE WELL PUMP WITH ELECTRIC CLUTCH, ELECTRIC WASHDOWN, RIDING SAIL, HOT TANK, SPOT LIGHT, V BERTHS WITH CUSHINGS. \$60,000 CLEAN AND FAST. AVAILABLE DECEMBER. CALL (207) 363-6783 (F/N)

#890

22' x 8' ALL ALUMINUM CUSTOM BUILT LOBSTER / QUOHAUG BOAT. VOLVO V-6 GAS 175 HP I-O USED ONE SEASON. FRESH WATER COOLED. FULLY EQUIPPED FOR LOBSTERING WITH HYDRO-SLAVE HAULER, ALUMINUM LOBSTER TANKS & CUTTING TABLE, VHF RADIO, DEPTH FINDER AND MANY EXTRAS AND SPARE PARTS. E-Z LOADER WITH POWER WINCH INCLUDED. REDUCED FROM \$12,500 TO **\$10,000 OR B.O.** CALL CHARLES AT 508-224-2424 (F/N)

#892

ONE 4'x8' **REFRIGERATION UNIT** WHICH CAN BE INSTALLED ONTO BACK OF PICK-UP TRUCK. \$3,500. NO REASONABLE OFFER REFUSED.

THREE (3) **LOBSTER TANKS** - 6'x12' EACH. COMPRESSOR / CHILLER BARREL. PRICE TO BE AGREED UPON.

CALL BILL @ 617-848-1446 AFTER 7:00 PM

(10/96)

#893

FOR SALE: SOLID 20' GLASS OVER WOOD LOBSTER BOAT. ALL GLASS WORK LESS THAN ONE YEAR OLD. SMALL CUDDY WITH ENCLOSED WHEEL HOUSE. 7.5' BEAM, WIDE GUNNELS. NEW TELEFLEX STEERING; NEW ELECTRA-DYNE HAULER. 175 MERCURY, LOW HOURS, EXCELLENT CONDITION. NEW CONTROLS, FISH FINDER, COMPASS, TRAILER INCLUDED. READY TO GO! \$6,900. CALL EVENINGS & ASK FOR TOM 508-759-6075 (LEAVE MESSAGE).

ALSO, 6'x8' FIBERGLASS LOBSTER TANK (MAKE OFFER)

(10/96)

#894

42'x15'8" SOLID FIBERGLASS LOBSTER BOAT FOR SALE. BUILT IN 1969 BY BRUCE ATKINSON. V892 DETROIT DIESEL WITH 814 REVERSE GEAR. ENCLOSED WHEEL HOUSE WITH TWO STEERING STATIONS. WHEEL HOUSE AND CABIN COMPLETELY FINISHED. COMPLETE ELECTRONICS, 2 BUS HEATERS, 14" HAULER PLUS LONG LIST OF LOBSTER BOAT EQUIPMENT AND ACCESSORIES. FEDERAL LOBSTER PERMIT AVAILABLE. 500 TRAPS WITH ROPE. THE BOAT IS WELL MAINTAINED AND IN GOOD CONDITION. IF INTERESTED PLEASE CALL 617-337-7440 AFTER 6:00 PM.

(10/96)

#895

MASS. OFFSHORE LOBSTER LICENSE. FEDERAL LOBSTER PERMIT. HAVE OTHER FEDERAL PERMITS. BEST OFFER 617-837-3032

(10/96)

#896

BAIT FREEZER - 6'x6' WALK-IN FREEZER WITH A 1 HP FREEZER UNIT. THIS IS AN OLDER ONE PIECE UNIT WITH A RUGED RELIABLE COMPRESSOR THAT WILL HOLD AND FREEZE SOLID OVER 20 FULL 100 LB. TOTES OF BAIT EVEN DURING THE HOTTEST WEATHER WHILE USING \$40 - \$50 OF ELECTRICITY PER MONTH (LESS DURING COOL WEATHER). COMOPLETE, IN WORKING ORDER WITH ALL CONTROLS. I HAVE A SMALLER UNIT AT THE DOCK AND MY WIFE WANTS THIS OUT OF THE GARAGE. REASONABLY PRICED BUT YOU HAVE TO HAUL IT AWAY. REFRIGERATION UNIT IS WORTH MUCH MORE THAN THE \$300 THAT I'M ASKING FOR THE ENTIRE UNIT. CALL PETE AT 508-356-0954

(10/96)

#897

1980 42' BRUNO-STILLMAN, 3306T - CAT FULL ELECTRONICS, VICKER HYDRAULIC PUMP, 2 STATION HYDRAULIC STEERING, 1 1/2" JABSCO WASHDOWN PUMP, SPARE PROP, FINISHED CABIN, EXCELLENT CONDITION. \$66,900 617-599-7279

(10/96)

#898

40' DIXON - 1988 - VOLVO 71A - 375 HP - SPLIT WHEELHOUSE - 14" POT HAULER - POWER STEERING - ALL GLASS INSIDE AND OUT - FULL ELECTRONICS - FINISHED FO'C'SLE - BUS HEATER - HEAVILY BUILT - WELL MAINTAINED. \$75,000 OR BEST REASONABLE OFFER CALL 617-593-5999 (3-7 PM)

(10/96)

#899

1989 CHEVY SILVERADO PICK-UP TRUCK. TWO-TONE PAINT, AIR COND. , PS/PB, BED LINER, AM/FM CASSETT, TILT WHEEL, CRUISE CONTROL, EXCELLENT COND. VERY WELL MAINTAINED. \$6,000 ALSO, 100 - 200 ANDERSON HAND KNIT KITCHEN HEADS FOR 36" TRAPS. \$1 EACH. CALL RICK AT 617-581-3456 (10/96)

#900

MERCEDES 220 D (DIESEL). ENGINE IN PERFECT CONDITION - IN CAR - CAN BE SEEN AND DRIVEN. \$1,000. CALL BUD RINES 617-472-6489 (10/96)

#901

1985 VOLVO TAMD 40B - KEEL COOLED, COMPLETE/LESS TRANSMISSION. \$1,900. RUNS GOOD. WILL TEST RUN. NEW ENGINE ON ORDER. CALL JIM AT 516-266-1083 (10/96)

#902

COMPLETE BUSINESS PACKAGE. 1977 42' BRUNO, GILLNETS, LOBSTER TRAPS, ALL NECESSARY GEAR. 250 HP CUMINS DIESEL. PERMITS & HISTORY. 617-233-0249 (10/96)

#903

FORTY (40) 36" LOBSTER TRAPS. FAIR CONDITION. \$15. EACH CALL 617-848-9795 (10/96)

DEADLINE FOR THE NEXT NEWSLETTER IS OCT. 16

MLA NEWSLETTER

Editor:	Bill Adler (Executive Director)
Advertising & Publication Design:	Peggy Dupont (Office Manager)
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The deadline for placing either Buy-Sell-Swap ads as well as other advertisements is the **2nd Thursday** of each month. For information on placing an ad, please call Peggy Dupont at (617) 545-6984 or 6989.



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Scituate, MA 02066-0600

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OCTOBER 1996 NEWSLETTER

DELEGATES and MEMBERS PLEASE NOTE: There will be a **Full Membership Meeting** on **Wednesday, October 16, 1996** at the Sons of Italy Hall, Quincy, MA at 7:30 PM. All Regular members may vote.



THE GREAT SAVE THE WHALE DEBATE BEGINS



The Large Whale Take Reduction Team began a series of meetings on September 16-17 which are supposed to culminate with a list of recommendations to the National Marine Fisheries Service by February 1997 as to what the Agency should do to reduce the "take" of large whales by the fishing industry. Although the major effort will be directed toward the Right Whale and the Humpback Whale, Finbacks and Minkes' are also included to a lesser degree. The Team includes representatives from the Southern Shark gillnet fishery, the Mid-Atlantic gillnet fishery, the New England gillnet fishery, and the New England lobster fishery both inshore and offshore. Representatives also include State and Federal government agencies and heavy representation from Conservation and Environmental groups.

The Marine Mammal Protection Act and Endangered Species Act have mandated that the Potential Biological Removal (PBR) on these whales be reduced to as close to "0" as possible and this particular team has the task of working towards that goal for fisheries. Another group is working on the major cause of serious injury and death from ship strikes, USCG "kills" and military interactions with these whales.

The first meeting was mostly involved with schedules, the operational format of the meetings detailed explanations of the problem at hand and review of statistics on whale entanglements, injuries and mortalities as well as a review of the various fisheries involved.

The NMFS noted that although the Agency has the legal authority under the Acts (MMPA-ESA) to close a fishery down to protect these whales, NMFS's Michael Payne, head of the Office of Protected Resources, stated that "there is no way that the Federal Government is going to do that". The direction will be to examine what measure might be useful particularly in Critical Habitat Areas (Cape Cod Bay - Stellwagen Bank, Great South Channel) to reduce or eliminate the possibility of whale entanglements in buoy lines or nets.

The lobster fishery has been included in this effort primarily because of its involvement with Right Whales and what pushed it into this category (Category 1 - Hazardous to the Right Whale) was the "reported" take of one Right Whale in 1995 (ID#2366 on chart in Notice Section). Since the legal formula for "allowable takes" of Right Whales is 0.4, one take pushes this fishery over the limit. (*Typical weird federal formulas*) (See Notice Section for more on this).

In a separate initiative, well sort of, the Commonwealth of Massachusetts is moving on its own to look at what to do in Cape Cod Bay on this issue. So far there has been no further action on the Max Strahan "Greenworld" legal initiative on Right Whales at this time.

THE MAGNUSON ACT BATTLE CONTINUES IN WASHINGTON



The Magnuson Act reauthorization process in Washington continues with time running out on getting the measure passed during this session of Congress. Among the glitches that have developed in the Senate over the bill are a series of amendments various Senators have been trying to add to the Act. Most of the proposals have been worked out. One amendment proposed by Maine's Senator Olympia Snowe would limit the landings of lobster by non-trap vessels to 100 lobsters per day with a maximum of 500 lobsters for a 5 or more day trip (sound familiar?). Massachusetts Senator Kerry, Chairman of the Committee on Fisheries became wedged between two Massachusetts fishing sectors on this issue. Gloucester and New Bedford draggers as well as Rhode Island fishing interests opposed inclusion of this amendment into the Bill (S.39). On the other hand the MLA, representing Massachusetts lobstermen, supported the amendment. Committee staff people began a two week marathon compromise session between Senator Snowe's office, the draggers, the MLA, other States' Senators (RI, NH) and Kerry's office in order to reach some wording that all sides could support. Compromise wording was drafted that causes this provision (non-trap lobster limits) to go into effect on December 31, 1997 if the ASMFC doesn't develop some limits in their own plan. **This compromise went to the Senator floor on September 18th and passed without dissent.** It is now included in the Act. The next step is to move the Act back to the House for concurrence. If the Act passes and this provision ever goes into effect, it would limit lobster landings by draggers to those numbers in all ports in the U.S. unless a State has a more restrictive law in place.

It remains important, however, that this Act get passed. It contains other important wording on habitat protection and a lobster minimum size. Action was expected to take place near the end of September.

In a related development, New Hampshire is siding with the Snowe compromise amendment and failing that is discussing the possibility of having state legislation filed to limit the landings in New Hampshire of dragger caught lobsters since it would be disastrous for that state to leave the door open with the two neighboring states (Mass. and Maine) now having restrictions.

GOVERNOR GETS FIRST HAND VIEW OF BLEACHING PROBLEM AND DETECTION TEST

Governor William Weld visited The Lobster Hatchery on Martha's Vineyard on Saturday, August 24th for a demonstration by hatchery Director, Mike Syslo, on how female lobsters have their eggs removed by dipping their tails in bleach. The Governor was also given a demonstration of how the test, now operational, detects the illegal practice. The Governor was accompanied by Environmental Affairs Secretary Trudy Coxe, DMF Director Phil Coates, MLA's Executive Director Bill Adler, several Environmental Police Officers and the Press.

Mike Syslo, during his presentation, alluded several times to the fact that these "large" lobsters are taken by "draggers" who seem to be the major users of this technique. The Governor watched the eggs "pour" off the underside of the lobster until it was "clean". He then was shown how the test is conducted.

The Governor indicated that he would file legislation to drastically increase the penalty for anyone found bleaching lobsters. In almost a universal response from everyone present, the suggestion made was that the penalty should be the revocation of the permit rather than any monetary fine. The Governor agreed.

MARINE FISHERIES COMMISSION REPORT (MFC)

The Marine Fisheries Commission at their September meeting approved two of the three proposals aired at the August public hearings and adjusted a third proposal.

1. The Commission approved a proposal to allow herring to be landed in Massachusetts ports during the three to four week herring spawning closure in the Gulf of Maine (Area 1) provided it was caught in Areas 2 or 3 (Georges Bank or Southern New England). This would include allowing the IWP ship currently in place in Gloucester to receive some of this herring as long as shoreside facilities were supplied as well. Without this approval, the IWP vessel would likely move South to Rhode Island and take its herring catch vessels with it thus denying Massachusetts shore based processors and bait suppliers access to the herring from Areas 2 and 3 during the Gulf of Maine closure. The current small by-catch allowance afforded draggers fishing in the Gulf of Maine at this time is unaffected by this decision.
2. The Commission approved a DMF proposal to amend current regulations to allow large old vessels to obtain Coastal Access Permits (CAP) to fish mobile gear in state waters provided they were built prior to 1945, had a CAP before the 72' rule went into effect, and had a history of fishing in state waters (there are 5 possible vessels in this class).
3. The Commission approved a DMF recommendation to allow gillnet vessels to fish in state waters North of Marblehead (42°31') between September 15 and December 31 provided they have "pingers" attached to the net. This was originally proposed for the September 15 to October 31st period with a total closure of all groundfishing by all methods for the November 1 - December 31st time period. The original proposal to close this area was only to compliment a similar closure directly outside in Federal waters. The feds, however, have changed their proposal to a Spring closure instead so there was no need to adopt a total closure for state waters during the Fall period. Gillnets were restricted during the November - December period previously in that area only because of harbor porpoise concerns, not groundfish, and so the "pinger" solution will permit gillnetters to now fish in that area if they use the acoustic alarm pingers to ward off the porpoises. (*Got all that?*)

The Commission is reviewing a proposal to make state gillnet permits "transferable". There is a moratorium on these permits now but unlike CAP permits for mobile gear and lobster permits, the gillnet permits are not transferable. The proposal closely mirrors wording in the current lobster permit transfer regulation but the Commission is concerned that a transfer plan for these permits might maintain or expand effort on groundfish when clearly effort reduction on groundfish is what is needed. The Commission will look at this proposal at its next meeting to see if it wants to take it out to a public hearing in November.

Among other business, the Commission reviewed the fluke, scup, striped bass and blue fish quotas and were updated on ASMFC and federal management proposals on these fisheries.

The Commission will meet again on October 10th in Weston, MA.

FISHING ENFORCEMENT WORKING GROUP ZERO'S IN ON AMENDMENT 7 COMPLIANCE

The USCG Commercial Fishing Enforcement Working Group, at their September meeting, discussed at length the enforcement of the Amendment 7 Groundfish regulations by NMFS agents and the USCG.

Aside from the Coast Guards Enforcement Officers, NMFS was well represented by four area enforcement agents as well as the new Chief of Enforcement for the Northeast Region.

Members identified a list of concerns that need to be addressed and not all were directly related to Amendment 7. The list included:

1. NMFS and USCG policy regarding fish racks used for bait; minimum sizes might be checked but the aim would be to identify the source of any illegal size fish. It was noted that the fisherman using such "bait" would not be cited.
2. Variances in vessel documentation ratings; depending on whether a vessel is documented by a "paid for" admeasurer or the "free" simple formula can make a difference in the sizes and tonnage listed. This in turn can affect a fishing license category and regulations.
3. Dragging for "bait" fish primarily for chum has developed into a problem. Authorizations are issued by NMFS for small mesh "bait" fisheries but reports indicate regulated species are being taken and used for bait. This goes counter to the effort to reduce groundfish mortality on small groundfish and other regulated species.
4. A possible serious safety factor exists on Jeffrey's Ledge where fishing vessels actually have "moorings" instead of using anchors. These frequently are located right in the middle of shipping lanes and pose a problem for tugs and other ships that, in fog conditions, have trouble differentiating between vessels and buoys.
5. The stowage of gear while passing through closed areas is controlled by strict regulations. While such measures are doable during the calm Summer seasons, the process to re-rig a vessel for fishing at sea in the colder, rougher winter season presents safety hazards for fishermen. It was noted that NMFS is revamping these restrictions to solve the problem.
6. Included in the scallop fishery regulations are restrictions on crew size. Several members of the Working Group indicated that emergency transfers of a crewman from one vessel to another vessel homeward bound could cause a problem unless an allowance is made for such an emergency. Officials indicated that this should not be a problem if the USCG is notified.
7. Compliance by groundfish boats is not as good as expected. Liners are being used and these vessels use a variety of methods to keep from being caught. These methods include fishing at times that it is known Coast Guard vessels are changing watches or are on mess call. Other procedures used are twisting gear or cutting off the net if being boarded, and fishing at night. The USCG as well as NMFS were challenged to find a way to catch the illegal operations because it is not fair to the honest fisherman and it continues to hurt the resource.

The Working Group commended the NMFS for their question and answer format published recently in Commercial Fishery News explaining the Amendment 7 Groundfish regs. The group suggested that this handout be available at Fish Expo, at public information gatherings for groundfishermen, and that these question and answer flyers be updated as needed to represent the latest changes. These handouts were designed to help fishermen understand what will be checked when Enforcement Officers board a vessel to check for compliance of the regulations.

The Working Group will hold their next meeting at the USCG Fishing Training Center on Cape Cod in November.

MEMBERSHIP RENEWALS -- IT'S "DELETE" BUTTON TIME

Okay.....okay.....we know that for some of you the MLA membership renewal invoice fell down between the desk and the bookcase and when you went after the pencil that rolled off the desk, you found it. Then it got placed behind the pile of *other* bills and last week when it made it to the top, the checkbook ran out of checks hey, we know, these things happen, but before you turn the page and forget about this again, if you haven't renewed yet "do it now".

Over here in MLA computerland, the "*delete*" button is about to be pushed. It brings tears to your eyes to watch this thing take the names (and there's only a few, but.....) and to see what it does to them, it's terrible. These "procrastinators", the MIA's from lobsterland, are *deleted, obliterated, wasted, erased, colored gone and shredded*.

Beginning with the November issue, only paid up members will be receiving newsletters or anything else for that matter. If you have renewed, please disregard this gruesome account and thank you. If you know of someone who hasn't renewed yet, "save" them by making sure they do -- RENEW -- 'nuff said.

DELEGATE ELECTIONS

This is an election year for the MLA. A ballot for the election of Delegates in each area will be finalized following the October 16th full membership meeting so that the office can print up the ballots for mailing during November. The actual election will be during December. If you would like to run for a Delegate seat in your area, and we do need members to consider running for Delegate from their respective areas, just give your name to an Executive Committee members (see list below) or you can call the MLA office and we will be glad to add your name to the ballot.

MLA Executive Committee Members (Election Committee)

Officers:	Ralph Maling (617) 238-0006	Geoff Thomas (508) 283-7913	Dave Casoni (508) 224-3038
Area 1	Bill Robinson (617) 231-0933		
Area 2	Alex Ferent (617) 268-4199	Warren Brow (617) 334-1410	
Area 3	Phil Mason (617) 834-7467	Mark Ferwerda (617) 834-4339	
Area 4	Dave Magee (508) 758-6751	Henry Cebula (508) 997-1632	
Area 5	Bill Souza (508) 487-9026	Brian Gibbons (508) 255-3607	



Shorts.....

MLA ANNUAL WEEKEND -- IT'S BETTER THAN ARUBA

This years' MLA Annual Weekend will be held at the Tara-Hyannis Resort Hotel in the Aruba of Massachusetts.....Cape Cod. The dates are **Thursday, January 30, 1997 thru Sunday, February 2, 1997**. To get there you won't have to take a plane, have your luggage searched, you searched (unless you want us to) wait in lines and all that "fun" stuff. Once again, it will be the best fun you can have for so little money. This is the largest trade exposition designed for lobster fishermen anywhere in New England and that's beside all the food, drink, relaxation and good conversation that always accompanies this event.

Mark you calendar now so there won't be any conflicts. We will be providing information as the Fall progresses. Call the office if you have any suggestions regarding activities or seminars that you think would be well received by those attending.

PETA AGAIN -- STILL TOO MUCH TIME ON THEIR HANDS

The latest foolishness from PETA (People for the Ethical Treatment of Animals) is a request that the Hudson River Valley town of Fishkill change its name to Fishsave. The suffix "kill" is common in the area from its Dutch heritage and means "stream".

(Reprinted from NEFDA --Fish Fax)

MLA AT FISH EXPO

The MLA will again have a booth at this years' **Fish Expo** which will be held at the **World Trade Center** in Boston from **October 17th to 19th**. Once again, the MLA will have available its promotional material and MLA clothing, etc. Be sure to stop by and say Hi!

ADDENDUM TO THE BOSTON HARBOR LOBSTER BOAT RACE

We have had an adjustment to the now famous Boston Harbor Lobster Boat Race. A mystery boat which did race in one of the heats and came in first has now been identified. The vessel is the **IDUNA** skippered by **Patrick Scanlan** of Dorchester, MA. There was apparantly some confusion as to the classification of this vessel as well as any details on the owners identity.

Please Note: Included in the Notice Section of this newsletter you will find:

- Article from The Working Waterfront: Trap limit, more or less
- Whale Stuff
- Newspaper Article: Environmental Police Catch Ex-Policeman with Shorts
- Notice of Conference on Impacts of Fishing on Habitat
- List of Pro-lobsterfishermen State Reps.
- Newspaper Article: Why Lobsters Aren't Food
- Gear Conflict Report Form
- Price / Catch / Market Report Form

DISCOUNTS AVAILABLE TO MLA MEMBERS

Check It Out

We would like to call to your attention several Marine Suppliers who are offering discounts to you because you are an MLA member. **Please check out the ads in this newsletter.** Take advantage of the discount and the fact that you are an MLA member - Have your MLA card with you when you contact these companies.

- Northeast Engines (Cowl Spiral Silencer) - Ipswich, MA
- H & H Propeller Shop - Salem, MA & Brunswick, ME
- Commercial Fishery News - Stonington, ME
- Nationwide Cellular Service
- EXECUTIVE CellularONE

OCTOBER and NOVEMBER CALENDAR

10/3	DMF/MFC Public Meeting, Gardner Auditorium, Boston (Gardner Auditorium is located <u>inside</u> the State House)	7 pm - 9 pm
10/10	MFC Monthly Meeting, Public Library, Weston, MA	12:00 noon
10/10	MLA Fishermen Services Corp. Meeting, MLA Office, Scituate, MA	7:30 pm
10/14	COLUMBUS DAY - MLA & FISH OFFICES CLOSED	
10/15-16	Whale Take Reduction Team Meeting, Tara-Ferncroft, Danvers, MA	9-5 & 8-3
10/16	MLA Full Membership Meeting, Sons of Italy Hall, Quincy, MA	7:30 pm
10/17-19	FISH EXPO , World Trade Center, Boston	10 am - 6 pm
10/20-24	ASMFC Annual Meeting, Tara-Hyannis, Hyannis, MA	
10/27	SET YOUR CLOCKS <u>BACK</u> 1 HOUR 	
10/TBA	ASMFC Public Informational Meetings (ASMFC Lobster Mgmt Plan) (Call Frank Lockart at ASMFC - (202) 289-6400)	TBA
10/30	MLA Executive Committee Meeting, MLA Office, Scituate, MA	7:30 pm
10/31	MFC Monthly Meeting, Public Library, Weston, MA	12:00 noon
10/31	HALLOWEEN -- GOBLIN NIGHT (Drive Safely)	
11/4	USCG Fishing Enforcement Working Group Meeting USCG Fisheries Training Center, Otis Military Base on Cape Cod	9:30 am
11/5	ELECTION DAY - Don't forget to vote	
11/5	South Shore Lobster Fishermen's Ass'n. Mtg, Ocean Cafe, Brant Rock	7:30
11/6	Boston Harbor Lobstermen's Ass'n. Meeting, Raffael's, No. Quincy, MA	8:00 pm
11/6-7	NEFMC (Federal Council), Radisson Eastland, Portland, ME	10:00 am
11/7	MLA Fishermen Services Corp. Meeting, MLA Office, Scituate, MA	7:30 pm
11/11	VETERANS DAY - MLA & FISH OFFICES CLOSED	
11/13	Conference - Impacts of Fishing Gear on the Sea Floor New England Conference Center, Univ. of NH, Durham, NH	9:00 am
11/14-15	North Atlantic Marine Alliance (NAMA) Development Team Urban Forestry Center, Portsmouth, NH	9:00 am
11/18-19	Whale Take Reduction Team Meeting (Location TBA)	9-5 & 8-3
11/20	MLA Delegates Meeting, Sons of Italy Hall, Quincy, MA	7:30 pm

REMEMBERING OUR FRIENDS

Next month the political worlds current attack on society will culminate with the grand election and then everything will settle back down to life as usual in the good old fashion American way. Meanwhile, during October and leading up to the election, we will be bombarded by our politicians and the want-a-be's as they place their names in front of us on billboards, lawn signs and bumper stickers. They will present their credentials, promises and visions of how things should be on radio, TV and at public gatherings, ah yes, the good old American political system at work. Actually, if one looks at the rest of the civilized and uncivilized world, we really shouldn't complain because it is still the best system going. Our politicians are only doing "their thing" and it is their time to shine.

While all of this is going on, lobster fishermen should remember that for better or worse, these people that end up in the halls of government, be it State or Federal, do play a part in our fishing world. One only need look at the legislative action this year as well as in the past to see just how important they can be. Again, how many times have we called upon state legislators and federal Congressmen and Senators to help us with one crisis or another or to pass or not pass some legislative proposal. Whether one likes or dislikes the system, these politicians remain one important part in our fishing world.

Most of these legislators, as well as those who would like to be, are good people and although they obviously want the job for whatever future aspirations they may have in mind, they are willing and able to help us.

At this point we need to look at who would be the best for us. Perhaps we need to ask ourselves what it is that we expect from a legislator, any legislator. Campaign promises are fine and sometimes a legislator actually does manage to succeed in making good on those promises. This has happened recently with our latest state legislative safari. This November, however, we do have a solid list of current legislators who have proven that they are with us. They went beyond just promises, they delivered. They have also been educated as to what are our needs, concerns and hopes for the future of this lobster industry. *They should be after the pounding we gave them on lobster, its life and times, et al.* This knowledge these legislators now have is incredibly valuable to us and so is their supportive position toward our causes. It might be that these legislators have earned our vote. A case in point are those in the Massachusetts legislature who worked for us up in that political "Disneyland" on Beacon Hill. This same basic rationale also rings true for those on the great Capitol Hill down in D.C.

We are not talking "parties" here, our friends came from both sides of the aisle. We are talking about "proven friends" as opposed to promising friends and those who actually sided against us.

Since it will be important to have legislators both in Massachusetts and in Washington that we can depend on when we need them, it is important that serious consideration and hopefully support be given by the lobster industry to those politicians who have proven to be supportive and thereby friendly to our causes. Support in this case need only be our vote. It says to them, thank you for your help and please keep up the good work.

Voting time is pay back time --- Do it!

Bill

Bill Adler, Executive Director



FEEDING TIME AT THE ZOO

Jeb left the
bait uncovered
again



MLA ©

MASSACHUSETTS HOUSE OF REPRESENTATIVES

S.1103

AMENDMENT: INSERT NEW TEXT

Yea and Nay
No. 386

78
31 YEAS

68
66 NAYS

07-01-96
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16 NOT VOTING

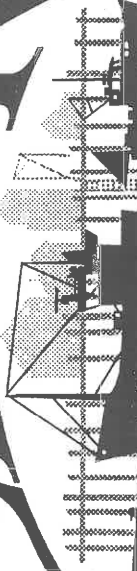
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NAYS ARE VOTES
FOR the lobster
INDUSTRY

Y	Mr. Speaker	Y	Goguen	N	Murphy	N	-Teague-
Y	Nagle	Y	Golden	Y	Naughton	N	Lewis, J.
Y	Gardner	Y	Gray	Y	O'Brien	N	Peters
Y	DiMasi	X	Greene	Y	Owens-Hicks	N	Coon
N	Angelo, S.	Y	Haley	Y	Panagiotakos	N	Barsom
N	Bellotti	Y	Hall	N	Parente	X	Brenton
Y	Binienda	Y	Harkins	Y	Paulsen	N	Cleven
Y	Bosley	X	Herren	Y	Pedone	N	Colt
X	Brett	N	Hodgkins	N	Petersen, D.W.	N	Corbitt
N	Brewer	Y	Honan	Y	Petrolati	N	Cousins
X	Broadhurst	Y	Hynes	Y	Quinn	Y	Cresta
Y	Businger	Y	Iannuccillo	N	Reinstein	N	Cuomo
Y	Cabral	N	Jehlen	N	Resor	N	DeFilippi
N	Cahill	Y	Kafka	Y	Richie	Y	Evans
N	Cahir	N	Kaprielian	N	Rodrigues	N	Gauch
Y	Canavan	Y	Kaufman	N	Rogers	N	Gomes
N	Caron	N	Keenan	N	Ruane	Y	Guerriero
Y	Casey	Y	Kennedy	N	Rushing	N	Hahn
Y	Chandler	Y	Kerans	N	Scaccia	N	Hargraves
Y	Chesky	N	Khan	N	Scibelli	N	Hawke
Y	Ciampa	N	Klimm	N	Serra	Y	Hyland
Y	Cohen	Y	Koczera	Y	Simmons	Y	Jones
Y	Connolly	X	Kollics	N	Slattey	Y	Kelly
Y	Correia	N	Kujawski	Y	Stanley	Y	Kraus
N	Creedon	Y	Kulik	Y	Stefanini	N	Lepper
N	DeLeo	X	Landers	Y	Story	Y	Locke
Y	Demakis	Y	Lane	Y	Straus	N	Marini
N	Dempsey	N	Larkin	Y	Sullivan, J.C.	N	Murray
Y	DiPaola	X	LeLacheur	X	Swan	Y	Peterson, G.N
Y	Donnelly	N	Lewis, M.	N	Thompson	N	Poirier
N	Donovan	Y	Mandile	N	Tobin	N	Rogeness
Y	Fagan	N	Manning	Y	Tolman	N	Sprague
N	Fennell	N	Mariano	N	Toomey	Y	Stoddart
X	Fitzgerald	N	Marzilli	Y	Travis	Y	Teagan
N	Flaherty	Y	McDonough	N	Turkington	Y	Whitney
X	Flavin	N	McGee	X	Valianti	Y	-Gately-
Y	Fox	Y	McIntyre	Y	Vallee		
Y	Galvin	N	McManus	Y	Verga		
Y	Garry	Y	Menard	X	Voke		
Y	Giglio	Y	Merrigan	N	Wagner		
N	Glodis	Y	Miceli	N	Walrath		

*=AFTER VOTE P=PRESENT X=NOT VOTING

Note: All Senators except Tarr and Montigny
were supportive of the lobster Industry

WATERFRONT



Published six times a year by the Island Institute

Trap limit, more or less

Maine lobster fishermen wrestle with the Legislature's work

By Nancy Griffin

It was an historic first in Maine. Last year, the Legislature passed a bill intended as a conservation and management tool that, among other things, established a limit on the number of lobster traps a harvester could set.

But the 1,200-trap limit set by the new law is higher than the number of traps most Maine lobstermen fish or want to fish, and harvesters have seven years to "build down" to the limit. It's possible the so-called limit will actually *increase* fishing effort at a time when the federal government is telling states to reduce effort because the resource is over fished. While the limit has not yet become reality, some lobstermen say the effects can already be seen. In some regions, more traps have suddenly appeared in the water than ever before.

The bill originally called for a four-year moratorium on lobster harvesting licenses, an apprentice-

ship program for new entrants and a 1,200 trap limit to start, with annual reductions for four years until the limit was down to 800 traps. Both the Maine Lobstermen's Association (MLA) and the Down East Lobstermen's Association (DELA) had agreed on the eventual 800 trap limit. Surveys done by several coastal legislators of harvesters in their districts and a 1995 statewide survey by the Maine Lobster Institute showed overwhelming approval for an 800-trap limit and also showed that most harvesters statewide fished a mean of 582 traps.

The 1,200-going-to-800-trap limit seemed headed for approval in the legislature's Marine Resources Committee when a group of irate Casco Bay fishermen who fish larger numbers of traps became very active in the process.

"Five or ten of them came to every committee meeting, every work session on the bill. They lobbied us hard," said Rep. David Etnier of Harpswell, a

Trap limit, more or less

Continued from page 1

former lobsterman and sponsor of one of the other lobster bills and representative for some of the harvesters fiercely opposed to the bill. "I could not have supported an 800-trap limit at this time. These people say they need to fish at least 1,200 to survive. Some of them fish 3,000 traps and they were very concerned about any trap limit. They worked the legislators in the halls. They were persistent and emotional and they made their point. They worked harder than the people in favor of trap limits," said Etnier.

But as Cousens points out, "You don't get people to scream and go mental when they're in favor of something. There were 250 people at a public hearing on the bill and 90 percent of them were in favor of it."

"Most lobstermen here run between 600 and 800 traps," said Rep. Theone Look of Jonesboro, Marine Resources Committee member. "The push for the larger amount was coming from Casco Bay. One man said he couldn't get along without 3,000 traps. You couldn't handle that many with one boat. It was a very difficult year in Marine Resources."

After the bill was amended, the same group of opponents, calling themselves "Full Time Fishermen for Fairness" raised around \$9,000 to pay a lobbyist to continue to oppose the bill. An attorney from the Portland law firm of Verrill & Dana then lobbied against the bill as it completed its course through the legislature. Marine Resources Commissioner Robin Alden spoke out against the bill's license moratorium provision.

By the time the bill passed, the trap limit was 1,200, but harvesters fishing more than 1,200 had seven years to reduce to that number. For instance, if they were fishing 5,000 when the law went into effect, they would subtract 1,200 from 5,000, divide the difference by seven and reduce their trap number by that many each year.

The largest gang fished in Maine is 5,000 traps. Those fishing 3,000 or more traps aren't doing it alone, obviously. They not only have sternmen, but two or three boats with two people on board. The new law also contains no moratorium on licenses, which many feel makes even a high trap limit pointless.

"There's no point telling you guys you can't fish more than 500 or 800 traps if we're going to have 6,000 new licenses and a net gain in traps," Rep. Jill Goldthwait of Bar Harbor told a meeting of Downeast fishermen last year.

"They worked the legislators in the halls. They were persistent and emotional and they made their point. They worked harder than the people in favor of trap limits."

Crowded waters

"I used to love this job, now I hate it," said David Cousens of South Thomaston, president of the MLA. "I go out every day and spend 12 hours untangling gear — we put 30 percent more traps in the water this year. Everyone I've talked to up and down the coast says the same thing."

In 1972, in the waters off South Thomaston where Cousens fishes, there were six lobstermen and fewer than 2,200 traps in the water. This summer, there are 34 fishermen and between 35,000 and 38,000 traps. "Every five feet there's a buoy," said Cousens. "It's sickening."

In 20 years of bills proposing limits on the lobstering industry, none ever made it out of committee. LD 782, originally proposed by Representative Chester Rice of South Bristol and endorsed by the MLA, was one of three offered to the Maine legislature last year. "There was a big push by lobster groups to get something passed," said Rice, who fishes 220 traps himself and has lobstered since he was 10 years old, starting on his grandfather's boat.

"I was a little disappointed in what came out," said Rice. "The lobstermen wanted more enforcement and the tag fee was supposed to pay for it, but they've paid their money and we haven't seen any additional enforcement yet. Also, there are so many traps in the water, it's hard to maintain them. It's self-defeating eventually. The catch has gone down this year."

Arnie Gamag, president of the South Bristol Co-op, said, "No one here is fishing 1,200 traps — yet. And probably 95 percent of fishermen here would be happy with 500 traps. A big gang here three years ago was 600. The same guys are now fishing 800 and next year it'll probably be 900. There's no end in sight."

"We're maxed out," said Gamag. "No one should be entering this fishery until someone retires. We also have to realize we do not own the ocean. There are recreational boat owners who won't come here now because the channel is so full of gear, they can't avoid it. We have to share. Right now we look like a bunch of hogs."

In 1994, Maine had 6,549 lobster license holders — up 992 over 1993. In 1995, another 662 applications for licenses were received by the Department of Marine Resources by the end of April. Currently, there are around 7,700 Maine lobster license holders.

A survey of all license holders by the Maine Lobster Institute published in July had a 25 percent return that showed a mean of 460 traps fished and the average desired for a trap limit was around 790. Most harvesters who answered the survey fell into the 41-50-year-old group, with the second highest group of respondents between 31 and 40 years old. The average had lobstered 21 or more years and fished boats between 28 and 35 feet long.

Patten White, a York lobsterman and executive director of the Maine Lobstermen's Association, is not as worried about the situation as many of his colleagues. He doesn't think fishing effort will really increase as a result of the 1,200-trap limit. "That's an old argument and I think it's time to put it to rest," said White. "More than 50 percent of lobster license holders are over 50, like me. I'm not going to change my way of fishing now. In fact, most older guys are cutting back 100 or 200 traps a year."

"We saw a massive acceleration over the past few years before the bill passed, but that would probably have happened anyway," White said, since the federal Atlantic States Marine Fisheries Commission will have complete jurisdiction over lobster management in a year.

"Everybody figures when the feds come in, they'll impose a trap limit and everyone wants to have as many in the water as they can before that

happens, so if they're told to reduce 20 percent, they can go back down to the number they were fishing before," White explained. He also believes license applications are dropping off. "A lot of people ran out the year before and got licenses" because with lobster harvests at record highs in recent years, they thought they could make a financial killing, White said. "It was a novelty."

The new law divides the coast into seven regions, each of which can hold elections for a council of representatives. Within their specific regions, inside the state's three-mile zone, councils can set their own trap limits. (When the councils get organized, rumor has it that a few regions are getting ready to set 800-trap limits.)

See you in court!

Meanwhile, the state is poised to request an extension of its jurisdiction to 30 miles for lobstering, hoping to protect the larger offshore brood stock from out-of-state offshore lobster operations. On the other hand, a Washington County Superior Court justice is expected to rule any day on a motion by the Attorney General's office to dismiss a law suit brought by a group of Downeast fishermen who claim the new regulations violate their rights. Justice Donald Alexander will also rule on the lobstermen's motion requesting a summary judgment to overturn the new regulations, which the group says illegally impose stricter rules on them than their Canadian

competitors or on harvesters from other states fishing outside the three-mile limit.

Besides a minimum harvest size for lobster shared with other states in the region, Maine has a five-inch maximum harvestable limit for lobster. Maine also does not allow draggers to land any lobster in the state. However, outside the state's three-mile limit, offshore lobster operations and draggers can harvest the larger lobsters many believe are vital to keep the inshore stocks healthy.

The biggest concern some lobstermen have is who gets control of the new zones. Will it be full-time or part-time lobstermen? If the zone councils are controlled by one license/one vote, part-timers outnumber full-timers. To year-round fishermen, part-timers are people who hold full-time jobs unrelated to fishing, and fish only in the easy summer months.

"A friend of mine just had a new boat built. We've both been in it more than 20 years," said Gamage. "He said to me, 'I should be so excited about going out with a new boat and all, instead, I just hate to get out of bed and go out there.' So many people are fighting, so much gear is snarled. And there's a lot of people out there who don't know what they're doing. You don't have to be a real fisherman to make a living now."

Unintended consequences

Gamage fears that young fishermen, like his 20-year-old son, will be driven out of lobstering by the

economics. "Seven or eight years ago you never saw banks advertising in newspapers, offering lobstermen money for boats and gear," Gamage said. "Now we're having record catches but these things are all in cycles. What's going to happen when we drop back to 20 million pounds? If they don't do something that really protects this fishery before it's too late, I don't know what will happen to coastal communities."

The new law also requires that each trap fished bear a tag. White believes many harvesters bought extra tags, but never put the extra traps in the water.

No one has ever even hinted that anything about the lobstering business is simple. Nowhere in the bill, at the public hearings, or during the discussion of trap limits has anyone mentioned the size of the traps. Russell Brazier, production manager at Friendship Trap, the state's largest supplier of lobster traps, says harvesters are not necessarily ordering additional traps, but they are replacing their old traps with bigger ones. "It's been a trend for the past four years," said Brazier. "They're upgrading from fishing a 21-inch trap to a two-foot wide trap, and from a three-foot long trap to a four-foot trap. So every time they haul two of these traps, it's like hauling three of the smaller traps. Some of them are fishing fewer traps, but they're bigger traps." ▼

Next issue: A WWF profile of Shaftmaster, Inc., a New Hampshire firm harvesting lobsters in federal waters.



**NEW ENGLAND WHALE RECOVERY PLAN
IMPLEMENTATION TEAM**

Thomas W. French, Ph.D., Chair
c/o MA Division of Fisheries & Wildlife
Route 135
Westborough, MA 01581

July 26, 1996

The Honorable Rolland A. Schmitten
Assistant Administrator for Fisheries
National Marine Fisheries Service
1335 East-West Highway
Silver Spring, MD 20910

Dear Mr. Schmitten:

As Chair of the New England Whale Recovery Plan Implementation Team, I am writing on behalf of the Team to recommend that the National Marine Fisheries Service undertake new actions to reduce the injury and death of northern right whales and humpback whales by entanglement in fishing gear. Although the content of this letter may not fully represent the opinions of all of the Team members, the letter follows extended discussions on this topic by the Team at its May 28, 1996 meeting which culminated in a unanimous vote that further actions are needed and that a letter representing the Team's recommendations be sent.

We recognize that the following steps will not eliminate entanglement risks for either species; however, we believe they are important steps forward that will reduce these risks. We trust the following comments in this regard will be helpful. The background is as follows.

Entanglement in fishing gear is the leading cause of known human-related mortality for humpback whales, and for northern right whales it is second only to ship strikes. With a population size of only about 300 animals in the entire western North Atlantic and with eight confirmed deaths since mid-July, 1995, it is clear that steps to minimize mortality and injury of northern right whales are urgently needed. Since 1970 at least three northern right whales are known to have died from entanglement in fixed gear and over 25 other right whales have been documented with attached rope or netting, some of which have disappeared and probably died. Also, a sub-sample of thoroughly photographed right

RECEIVED JUL 31 1996

whales observed between 1970 and 1990 show scars indicative of entanglements on 67 of 118 animals (57%). This information suggests that right whales are prone to becoming entangled and that some badly entangled animals die. Most fishing gear removed from, or seen on, right whales cannot be positively identified to gear type but appears to be lines from lobster gear, gillnets, or other fixed gear. Heavy gear, such as offshore lobster pots, could pose a particularly high risk of mortality given that the weight of large traps could quickly tire and drown entangled animals. Indeed, entanglement in such gear in Canadian waters is known to have killed at least one right whale. Gillnets have also been documented to entangle some right whales and, based on entanglement records for gray whales and humpback whales, could also pose a mortality threat.

Although right whales may become entangled anywhere within their range, it is reasonable to assume that reducing hazardous fishing gear in areas and times that whales occur in greatest numbers would be an important and appropriate step to reduce entanglement risks. Available data on right whale distribution indicate that they concentrate seasonally in at least three areas under U.S. jurisdiction, each of which has been designated as critical habitat (i.e., the Great South Channel, Cape Cod Bay, and coastal Florida and Georgia). Periods of peak occurrence by right whales in these areas are as follows: coastal waters off Florida and Georgia - December through March; Cape Cod Bay - February through part of May; and Great South Channel - April through June. The Right Whale Recovery Plan calls for the implementation of appropriate seasonal or geographic regulations for the use of fishing gear in these areas. In this regard, some relevant measures have been adopted. To date, however, the measures only partially reflect information on the times and areas whales are most likely to occur.

In 1994, the Service recommended in a Section 7 review that the New England Fishery Management Council (NEFMC) close part of the Great South Channel critical habitat to gillnet fishing during the months of February through May. The times and boundaries for the closure, initially set before 1994 to protect haddock spawning, were based on haddock spawning data rather than right whale sighting data. As a result, more than half of the Great South Channel area where right whales have been sighted regularly is not within the closed area, and one of the three months right whales are most likely to be present is not included. In 1995, to protect groundfish, this closure was expanded to include all groundfish gear year-round; however, it does not address entanglement risks posed by offshore lobster gear and drift gillnets.

In Cape Cod Bay, the Commonwealth of Massachusetts adopted a March gillnet fishing closure in 1994. This measure was designed to prevent displacement of fishing effort into the Bay due to a March gillnet fishing closure in adjacent waters to reduce harbor porpoise bycatch in sink gillnets. The State closure does not cover three of the four months right whales are most likely to use Cape Cod Bay, and does not address entanglement risks in other types of fixed gear, such as lobster gear or aquaculture gear.

To build on these actions as provided in the Northern Right Whale Recovery Plan, we recommend that the National Marine Fisheries Service use its authority under the Endangered Species Act and Marine Mammal Protection Act to proceed with rulemaking that would restrict the use of fishing gear posing a significant entanglement hazard to right whales (e.g., gillnets or offshore lobster gear) in the Great South Channel in the time period and area of peak right whale occurrence based on available sighting data. Because of the extremely critical plight of right whales, the team believes that these rules need to be in place by the spring 1997. Accordingly, we do not believe they should be deferred for consideration by the Large Whale Take Reduction Team that is to be formed shortly. As a related matter, it may be useful to consult with the Southeast Right Whale Implementation Team to determine if similar actions in federal waters of Florida and Georgia might be undertaken jointly with this recommended action. In addition, we recommend that the Service consult with the Commonwealth of Massachusetts to identify and implement further measures as may be appropriate and possible in Cape Cod Bay to reduce entanglement risks, such as those from lobster gear, gillnets, or aquaculture pens, during the Bay's peak right whale season.

In addition to these actions, we believe there are several other actions that the Service should take to address entanglement risks. The Team believes work is needed to explore ways of minimizing the number of vertical lines associated with fixed fishing gear that can entangle whales. In this regard, the Team understands that radio-operated and galvanic-timed float release mechanisms have been developed which could keep trap buoy lines submerged at the bottom until released at an appropriate time. If such devices could be used routinely in areas and seasons in which right whales and humpback whales occur, entanglement risks in buoy lines of lobster traps and perhaps other gear could be substantially reduced.

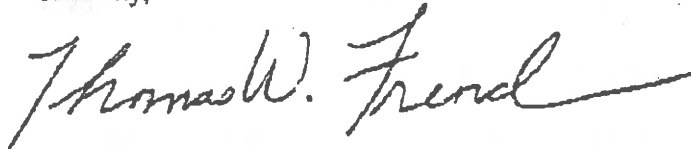
To assess the technical and economic feasibility of such devices, the Team recommends that the Service review available information on the technical capabilities, reliability, commercial availability, and cost of such devices for use on both inshore (shallow water) and offshore (deep water) lobster traps. If units are presently available, the Team recommends that the Service, in cooperation with gear manufacturers and fishermen, undertake a pilot study to assess their effectiveness and suitability in different lobster fishing conditions. If such devices are not presently suitable for some reason, the Team recommends that the Service support a gear research effort to design or refine a cost-effective unit fitting the needs of New England fisheries. Although use of these devices on lobster traps would be particularly important given the sheer number of float lines involved in this fishery, they also may be useful for other types of set gear (e.g., sink gillnets and perhaps other trap fisheries).

The Team supports the Service's proposed reclassification of the New England lobster fisheries now listed as a category three fishery under the Marine Mammal Protection Act. A category III fishery is defined, in part, as one in which one percent or less of the

potential biological removal level is taken. As discussed above, there is clear evidence that right whale deaths and serious injuries have occurred as a result of entanglement in lines associated with lobster gear. Given that the potential biological removal level for northern right whales in the western North Atlantic is less than one animal, it seems clear that this fishery does not meet the definition of a category III fishery and should be relisted as a category I or II fishery.

Members of the Implementation Team believe these actions would provide additional protection for right whales, and could also provide some protection for humpback whales, which sometimes occur in the same areas as right whales at similar times. We would be pleased to answer any questions on these recommendations and to assist your staff in any way we can.

Sincerely,

A handwritten signature in dark ink, reading "Thomas W. French". The signature is fluid and cursive, with a long horizontal stroke at the end.

Thomas W. French, Ph.D.
Chair,
New England Whale Recovery Plan
Implementation Team

cc Michael Harris, Chair, Southeast U.S. Right Whale Implementation Team
Phil Coats, Director, Massachusetts Division of Marine Fisheries



CENTER FOR COASTAL STUDIES

A Private Non-Profit Organization for Research, Education and Conservation in the Coastal & Marine Environments

59 Commercial Street • P. O. Box 1036 • Provincetown, Massachusetts 02657 • Telephone: (508) 487-3622

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June 7, 1996

Dear Disentanglement Network participant:

On behalf of the Center for Coastal Studies' rescue team, I would like to thank you for your valued support of our disentanglement efforts. Since our last packet of information, several changes and additions have been made to the Center's responsibilities for conducting disentanglements of whales in the New England area and beyond. We have enclosed an updated "Entanglement and Boat Collision Reporting Form" and some information concerning new disentanglement procedures and the role that you can play in assisting these efforts. The following highlights the most important additions.

- With increased reports of entangled whales along the coast of Maine and Nova Scotia, we are expanding our ability to respond by training teams of experienced whale researchers, in key locations throughout the region.
- We are also increasing our offshore response capability by establishing a **Rapid Response Effort** in collaboration with the US Coast Guard to disentangle critically endangered whales, such as the North Atlantic right whale.
- We have established a disentanglement Hotline: (800) 900-3622 with a dedicated answering system and a 24 hour paging service (508) 522-9269 (see report form for specific instructions).

We would like to stress once again that the Center, and the newly trained teams of the expanding network, will not be able to respond on site to each and every report. The level of response will depend on a variety of factors assessed by a decision tree developed in consultation with the National Marine Fisheries Service. Some of the key factors include: the severity of the entanglement and level of immediate danger, the endangered status of the species involved, the accessibility of the site, the time of day and the weather, and the availability of support vessels. In addition, we do have a limited number of VHF radio tags on buoys that can be attached to the gear trailing behind a whale. When possible network members will attempt to respond to reports of severely entangled whales by attaching these tags as quickly as possible. This will allow a rescue to be attempted as soon as a team is in place and conditions are favorable.

Once again, we thank you for your support. If you have any questions about this material, please do not hesitate to contact Ed Lyman or David Mattila at (508) 487-3622 during regular business hours.

Sincerely,


Peter R. Borrelli
Executive Director

file 1514-03(B)

Revised Report



CENTER FOR COASTAL STUDIES

A Private Non-Profit Organization for Research, Education and Conservation in the Coastal & Marine Environments

59 Commercial Street • P. O. Box 1036 • Provincetown, Massachusetts 02657 • Telephone: (508) 487-3622

Review of Procedures for Disentanglement

Prepared by Stormy Mayo and David Mattila, Center for Coastal Studies(CCS)

1. Preparation and Reporting:

The period preceding the actual disentanglement of a large whale is probably the most important part of the effort. During this time, from the first sighting of the entangled whale to the time when the disentanglement team is on site, we depend on the careful assistance of our colleagues in order to maximize the chances for success. In particular we would note the following:

A. It is essential to the success of the disentanglement that we undertake the effort only when we have very good information on the characteristics of the entanglement.

Center for Coastal Studies Hotline Numbers:

(800) 900-3622 or (508) 487-3622

or

24 hour pager

(508) 522-9269

The Center has an entanglement and boat collision form that it fills out for each incident reported. Photos and/or video of an entanglement can greatly assist our assessment.

We cannot properly prepare for a disentanglement if the information we obtain is not accurate. We need very precise information on the species involved, nature of the entanglement, the kind of gear, whether the whale is anchored, and the condition of the animal. This last determination is critical to our preparations, because we will not mount a disentanglement effort if the entanglement is not potentially lethal. Very often the first reports of an entanglement, even from trained observers, are filled with alarm and little fact. We understand the concern and the passion which an entanglement engenders; however, it does not serve the whale's interest if the threat is misrepresented. It should be made clear to all observers that whales which are entangled and able to swim to the surface are usually not in immediate threat of drowning unless they are emaciated.

The question is whether the entangling gear can be thrown by the whale or not. If an entanglement involves large amounts of gear and/or anchors tightly wrapped around part of the body, or if there is a cinch in the mouth, the entanglement could be lethal and intervention may be needed. On the other hand, a loop of line over the tail, or a single wrap of net around the tail stock will likely not immediately threaten the whale and probably would not be considered for immediate disentanglement. We weigh the potential threat to the whale from the entanglement against the risk and the damage which might occur during the disentanglement effort. Obviously, the correct decision cannot be made if the observers do not accurately describe the entanglement.

B. Once an entanglement has been reported there is usually tremendous pressure on CCS to mount a rescue effort regardless of conditions (e.g. late in the day, bad weather) because of the perception of imminent threat to the whale. We have found that, except under the most extreme circumstances, recently entangled whales are not in immediate threat of drowning and we have time (many hours to many days) during which all elements of the effort can be put together. A humpback whale named Ibis was entangled for two months before being successfully disentangled. There is little question in our minds that the chances for a successful disentanglement are greatly increased (and any danger to the whale or to the disentanglement team decreased) when the effort is undertaken: (1) early in the day, 2) in good weather, and 3) with all of our equipment, vessels, and personnel in place. Disentanglement efforts will commence when we judge that the effort can be accomplished under the best logistic and weather conditions.

II. Disentanglement Operations:

During the period before our effort to disentangle a whale it is essential that well-meaning individuals, collaborators, or the public not attempt to disentangle the whale. Any intervention without a clear directive from CCS may compromise our effort. CCS is currently the only organization to hold a letter of authorization from the NMFS to disentangle large, free-swimming whales off the eastern United States.

A. In particular, whales which are anchored should not be set free unless they cannot breathe. Whales which are immobilized are relatively easily freed of gear while those which are swimming are much more difficult to deal with. The most difficult circumstance which we confront is that which involves a life-threatening disentanglement (e.g. mouth cinch) in which the whale is swimming free and there is no trailing gear. Therefore, it does not help the whale to simply cut an anchor line or shorten the trailing gear -- such intervention may compromise our rescue efforts by only partially freeing the whale and making the task of disentangling the whale completely more difficult or impossible.

B. We can occasionally use assistance in the form of support vessels. Support from the rescue team usually comes from CCS vessels; however, from time to time we may enlist the assistance of outside collaborators. Those collaborators must follow closely the directions which we give them (and they usually do). We have had occasions where both the whale and inflatables are moving erratically and at high speed. We would, therefore, request of the general public that a moving exclusion zone be placed around areas where we are disentangling a whale. If CCS does not establish the boundaries, assume a zone of two kilometer radius from the whale. We would also ask that aircraft not fly below 2500 ft. unless we permit. **At sea, CCS operates on Channels 16 and 80.**

A final note: We have available several floating VHF radio buoys which we could deploy on a tether by grappling the entangling gear. These buoys should significantly improve our chances for success, by allowing us to locate an entangled whale later and disentangle it under favorable conditions.

Right Whale entanglements in Fishing Gear Documented Since 1790, East Coast of North America

AUG-23-1996 13:26

CONSERVATION LAW FOUNDATI

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Date	ID #	Sex	Age	Location	Gear type	Fate	Source	Comment
1/27/70	?	?	?	FL, Neptune Beach	?	?	a	thought to be mother of calf found stranded 1/26/70
7/1/76	?	?	?	NJ, Long Branch	lobster gear	released	a,b,h,i	freed by divers
8/2/76	1005	F	A	NB, Grand Manan Is.	wier	released	c,j	cow
8/2/76	1076	?	0	NB, Grand Manan Is.	wier	released	c,j	calf of 1005
8/25/76	?	?	?	MA, Cape Cod Bay	gillnet	swimming entangled	b,d,h,i	net and lines around head
8/16/78	?	?	?	MA, Cape Cod Bay	gillnet	swimming entangled	b,d,h	net over head aft of blowholes, buoys attached, unsuccessful attempt to release
8/27/81	1152	M	?	Bay of Fundy	gillnet	swimming entangled	c,e	Necklace, net around tail, not monofilament, gone in 8/90
3/3/82	?	?	?	FL, Jupiter	gillnet	released	c,h	
4/5/83	?	?	?	NC, Wrightsville Beach	gillnet	partly released	a,h	10 feet of net remained on animal
5/15/83	1306	M	?	MA, Cape Cod Bay	lobster gear	escaped	b,d,g,h	anchored by lines with lobster buoys wrapped around body
7/26/84	?	?	?	Newfoundland	cod trap	presumed dead	c,k	swam off with whole trap wrapped around it after attempts to disentangle failed
9/5/84	1308	F	1	NB, Bay of Fundy	gillnet	swimming entangled	b,c	gillnet over head, seen free of net in 10/84
5/2/85	1406	F	1	ME, Boothbay	lobster gear	released	b,c,e	polypropylene line around tail dragging floats and several traps
9/2/1985	?	?	?	GOM, Jeffries L., Stellw.	gillnet	swimming entangled	d	entanglement not confirmed
10/14/85	?	?	?	MA, off Provincetown	lines	swimming entangled	b	around flukes, 6-8 mi. NE of Race Point
5/15/86	1411	M	2	Great South Channel	gillnet	swimming entangled	a,c,e	net around tail of 2-year-old whale, seen free of net in 9/90
8/27/86	1163	F	5	MA, Stellwagen Bank	line	swimming entangled	b,c,e,d,h	Stars, single line through mouth & over rostrum, seen free of line in 1990
10/2/87	1113	M	?	Nova Scotian Shelf	line	swimming entangled	c	line in mouth, seen free of line in 1991
11/17/88	?	?	?	Bay of Fundy	lobster gear	dead	c,e,j	tail wrapped up in -half of a trawl of 25 offshore lobster pots
8/2/90	?	?	?	Bay of Fundy	sink gillnet	released/escaped	i	buoy line wrapped around tail for ~20 min., snapped when fisherman pulled
8/16/90	1907	F	1	Bay of Fundy	gillnet	died in 3/91 in FL	e,h	Buoy Girl, net+buoy cutting into tail, emaciated 2/91, died from ship strike
9/18/91	2123	F	0	Bay of Fundy	line	released	e	line removed from open mouth, possibly not an entanglement
7/9/93	2233	F	1	Georges Bank	driftnet + other	released	f,g	partly released by fisherman, remainder 8/93, looking poorly 2 weeks later
8/20/93	1704	F	6	Bay of Fundy	sink gillnet	escaped	e,j	buoy line in mouth for ~30 min. till line snapped by struggling whale
12/21/93	2366	M	0	GA	line	died in 7/95 in RI	e,g	rope in mouth & around flipper cutting into bone, disentanglement aborted 8/94
8/24/94	2320	?	?	Bay of Fundy	gillnet	swimming entangled	e	line through mouth with small ball of monofilament, still present in 1995
9/2/94	1247	M	12	Bay of Fundy	line	swimming entangled	e	many wraps of line around tail and trailing, still present in 1995
11/16/94	2151	?	3	MA, off Newburyport	line	partly released	e,g	partly released 11/17/94, line over rostrum cutting into L. gum not removed
8/17/95	2503	F	0	MA, Cape Cod Bay	lobster gear	escaped	g	entangled for <1 hour, ID needs confirmation
9/16/95	2110	?	4	Bay of Fundy	sink gillnet	partly released	e	690' of trailing buoy line & buoy removed, line through mouth not removed
1/6/96	1707	F	9	FL	lobster gear	partly released	e	Metompinkin, 300' of line with 2 buoys around 1 or 2 flippers, satellite tagged
3/8/96	2220	M	?	Bay of Fundy	lobster gear	dead from ship strike	e	dead in Wellfleet MA; gear set 11/15/95; line thru mouth & around tail, rete cut

Date, location, and age are at first report of entanglement, unless gear location was established later.

Locations in bold type signify location of gear at time of entanglement.

ID # = individual identification number in the North Atlantic right whale catalogue maintained by the New England Aquarium

Sources listed on next page

List compiled by Eleanor M. Dorsey, Conservation Law Foundation, Boston, MA. July 23, 1996 Draft.

→ this is the one that put the lobster fishery into Category I

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- e. Personal communication with New England Aquarium staff (Scott Kraus, Philip Hamilton, Amy Knowlton).
- f. Memorandum from Douglas W. Beach, National Marine Fisheries Service, Gloucester, MA, 11/9/93.
- g. Personal communication with Center for Coastal Studies staff (Charles Mayo, Edward Lyman).
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- i. Reeves, R.R., J.G. Mead, and S. Katona. 1978. The right whale, *Eubalaena glacialis*, in the western North Atlantic. Rep. Int. Whal. commn 28:SC/29/Doc 44 pp 303-312.
- j. Personal communication with Laurie Murison, Grand Manan Whale & Seabird Research Station, North Head, NB.
- k. Letter from Jon Lien, Memorial Univ., St. Johns, NF.

F.Y.I.

FAIRHAVEN

The three-day Our Lady of Angels Feast begins today, featuring food, live music, auctions, and more. Sept. 6, 1996.

The Standard-Times

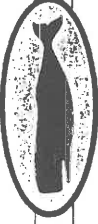
Serving the communities of Southeastern Massachusetts

Volume CXLVII, No. 170

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New Bedford, MA

Newsstand: 50 cents



Ex-cop charged with illegal lobstering

By Jack Stewardson
Standard-Times staff writer

FAIRHAVEN — A former Fairhaven police officer was charged with possessing 80 short lobsters and trying to ram a boat manned by undercover environmental police off West Island, environmental police said.

Robert Hobson, 55, who retired from the Fairhaven Police Department in March, was arrested along with a second Fairhaven man, Robert Sakwa, 46.

"This was a result of a lengthy investiga-

tion," said Robert Greco, a public affairs spokesman in the state environmental law enforcement offices in Boston. "This is a big case."

The occupants of Mr. Hobson's 24-foot privateer were arrested after a chase that began around 1:30 p.m. Thursday.

A state environmental police boat and two undercover boats manned by environmental police posing as pleasure boaters converged on the former police officer's boat off West Island.

"He blew away as soon as the officer identified himself and took off in a hurry," said Sgt. Robert Chausse, one of the officers involved. The chase led around a boat mooring area and, as they maneuvered, a container of lobsters was thrown overboard, according to Sgt. Chausse.

Sgt. Chausse said at one point the boat's operator attempted to ram one of the undercover boats.

The New Bedford Police dive boat recovered 68 lobsters from the container and

found another 10 lobsters roaming outside the container with bands on their claws. Two other lobsters apparently had fallen out of the container and remained on the boat, Sgt. Chausse said.

Environmental police said Mr. Hobson, of 4 Winsegansett Ave., was charged with possession of short lobsters; failure to display lobsters for police and dumping product; assault with a dangerous weapon, his boat; reckless operation of a motorboat; and failure to display a permit.

(See LOBSTERS, Page A2)

Lobsters: Retired policeman arrested

FROM PAGE ONE

ure to comply with an environmental officer for a safe boarding.

A 26-year police veteran, Mr. Hobson retired March 1. When reached by The Standard-Times yesterday, Mr. Hobson would not comment other than to deny he tried to ram any boat.

Mr. Sakwa, of 601 Farmfield St., also was charged with possession of short lobsters and failure to display product on demand, according to the environmental police.

Both men, were arraigned in 3rd District Court yesterday and had

their cases continued until Oct. 17. Arresting officer was Earl Burns.

The Environmental Police Department has seized Mr. Hobson's boat and plans to have it confiscated under civil procedures, which are separate from the criminal action.

Under recently passed legislation that increases the penalties for possessing short lobsters, Mr. Hobson and Mr. Sakwa could face fines of \$100 to \$500 for each short lobster found in their possession, Mr. Greco said. Mr. Hobson also could lose his lobster dealer's license.

This is not Mr. Hobson's first clash with environmental police.

In December, while still with the Fairhaven Police Department, Mr. Hobson and then town shellfish warden Thomas Allaire were boarded by environmental police off Cuttyhunk, where they had been lobstering.

Mr. Allaire was cited for catching 100 pounds of lobster without a proper permit and eventually paid a \$100 fine in Edgartown District Court. Mr. Hobson was cited for allowing more than one person to fish on his permit, failing to comply with the permit, and allowing lobstering without proper authorization. The complaints were continued without a finding.



Commonwealth of Massachusetts

Division of Fisheries & Wildlife

Wayne F. MacCallum, *Director*

**Effort Reduction on Lobster ...
Hunting Season Schedule ???**

For Immediate Release

Contact: Ellie Horwitz
(508) 366-4470
(508) 792-7270

(p,o,so,ss,tc,mc # 18 8/30/96)

1996-97 WATERFOWL DATES NOISE ALERT!

BIOLOGISTS USE AIRBOAT IN DUCK SURVEYS

1996-97 WATERFOWL DATES

The Massachusetts Fisheries and Wildlife Board met in Maynard on August 29 to hold a public hearing and to determine hunting dates and regulations for the 1996-97 waterfowl season. Those dates and associated regulations follow:

1996 MIGRATORY BIRD REGULATIONS

SEASON	DATES	BAG	POSSESSION
Sora Rail	Sept. 2 - Nov. 9	5	5
Virginia Rail	Sept. 2 - Nov. 9	10	10
Snipe	Sept. 2 - Dec. 17	8	16
Woodcock	Oct. 19 - Nov. 30	3	6

Ducks^A

Berkshire:	Oct. 15 - Dec. 3	5*	10*
Central:	Oct. 18 - Oct. 26	5*	10*
	Nov. 11 - Dec. 21		
Coastal:	Oct. 23 - Nov. 2	5*	10*
	Nov. 27 - Jan. 4		

Black ducks CLOSED Dec. 2 - 11 (Coastal zone only)

American Coot	Same as ducks	15	30
Mergansers ^B	Same as ducks	5	10
Regular Canada Goose	CLOSED		

Early Canada Goose (statewide)^C Sep. 3 - Sep. 25

3 Berk. 6 Berk.
3 Cent./Coast 10 Cent./Coast

Late Canada Goose			
(Central/Coastal only) ^{C,D}	Jan. 15 - Feb. 5	5	10
Snow & Blue Geese	same as ducks	5	10
Sea Ducks ^E			
(Scoter, Eider, Oldsquaw)		Oct. 7 - Jan. 20	7**
	14**		
Brant (Coastal Zone Only)		Nov. 27 - Dec. 14	
	2	4	
	Dec. 24 - Jan. 4		
Falconry (Ducks & Coot only)		Same as Sea Ducks	
	3*	6*	
Youth Waterfowl Hunt	Oct. 12	see note for special provisions	

* Singly or in the aggregate

** Singly or in the aggregate, no more than 4 scoter in the daily bag, 8 in possession.

Hunting Hours: 1/2 hour before sunrise to *sunset*.

A. The daily bag may contain no more than:

Mallard	5 (only 1 female)
Canvasback	1
Harlequin	NONE
Black Duck	1
Fulvous whistling	1
Redhead	2
Pintail	1
Mottled	1
Wood Duck	2
All other ducks:	5

Possession limits are double the daily bag. (e.g. Mallards -- possession 10 of which only 2 may be female).

B. Daily bag of mergansers may not include more than 1 hooded merganser; no more than 2 hooded in possession.

C. Permit required. Send self-addressed, stamped envelope, telephone number. Indicate whether for early season, late season or both to: Goose Permit, MDFW, Westboro, MA 01581.

D. Coastal Zone -- North of Rte. 139 in Duxbury/Marshfield to Brant Rock.

E. Scoter, eider and oldsquaw ducks during the open period other than open season for other ducks may be hunted only in coastal waters and rivers and streams seaward of the first upstream bridge.

• Non-toxic shot required for *all* hunting of waterfowl and American coot statewide.

Youth Waterfowl Hunt -- Youth ages 12-15. Ducks, coots and mergansers only. Bag limit 5. Youth must be accompanied by an adult hunter with MA license and waterfowl stamp. One firearm only. Adult may not hunt and may carry firearm only when unloaded and cased. No license or stamp needed for youths ages 12-14. License and state waterfowl stamp needed for youths age 15. No federal stamp required. All other hunting regulations apply.

BAITING - No person shall take migratory game birds by baiting, (placing corn or any other food to constitute a lure or enticement) or hunting over a baited area. An area is considered baited for 10 days after removal of the bait. It is not necessary for the hunter to know that the area is baited to be in violation of this section.

BOW & ARROW - Lawful for hunting migratory game birds.

DRESSING - The head and one fully-feathered wing must remain attached to each migratory game bird while it is transported to the hunter's home or preservation facility.

DRIVING - A person shall not hunt migratory game birds from or in connection with a motor driven land conveyance, aircraft or any kind of motor or sail boat used in concentrating or driving birds either for himself or for others.

ELECTRIC CALLS - No person shall take migratory game birds using pre-recorded calls or sounds or any electronic imitations of calls.

FALCONS - All permitted ducks and coot may be taken with falcons October 7 - January 20. Limits in falconry are 3 daily, 6 in possession singly or in the aggregate.

IMPORTATION - No person shall import migratory game birds killed in any foreign country except Canada unless such birds are dressed, drawn, and the head and feet removed. One fully-feathered wing must remain on each bird transported between port of entry and the hunter's home or preservation facility. No person shall import migratory game birds belonging to another. For further information on migratory game birds killed in another country, consult Title 50 CFR 20.61-20.66.

LIVE DECOYS - No person shall hunt migratory game birds with the aid of live decoys or domesticated fowl of any kind. Such fowl must be removed for 10 consecutive days prior to hunting and be confined in an enclosure which reduces the audibility of their calls and conceals them from the sight of migratory waterfowl.

NON-TOXIC SHOT - Is required for all waterfowl and coot hunting - no lead shot in possession. Waterfowl hunters must use non-toxic shot up to and including BBB shot while hunting waterfowl. Bismuth-tin shot is legal in 1996.

P.F.D. - Anyone aboard a canoe or kayak from Sept. 15 - May 15 must wear a life jacket or vest.

PROHIBITED DEVICES - No one shall hunt migratory birds using a sinkbox, trap, snare, net, crossbow, rifle, pistol, swivel gun, punt gun, battery gun, machine gun, fish hook, poison, drug, explosive or stupefying substance.

SHIPMENT - Any package containing migratory game birds must be marked on the outside with the name and address of the sender and recipient and number of birds, by species, contained inside.

SHOTGUN - Migratory game birds may be hunted with shotguns no larger than 10 gauge, fired from the shoulder. Shotguns capable of holding more than 3 shells may not be used unless plugged with a one-piece filler which limits the gun's total capacity to 3 shells and which cannot be removed without disassembling the gun.

STAMPS - Each waterfowl hunter 16 years or older must carry on his person a valid federal waterfowl stamp and each hunter 15 years or older must carry a valid Massachusetts waterfowl stamp. Both stamps must be signed across the face in ink. Stamps are required for hunting any ducks (incl. seaducks) geese or brant but not required for hunting rails, snipe, woodcock or American coot. Federal stamps are valid July 1 - June 30
Mass. stamps are valid Jan. 1 - Dec. 31

TAGGING - Any migratory game birds not in the custody of the hunter must be tagged with the hunter's signature, address, total number of birds by species, and dates such birds were killed. No person shall receive or have in custody another's migratory game birds unless such birds are properly tagged.

VEHICLES - No person shall hunt migratory game birds from or with the aid of a motor vehicle or other motor driven land conveyance or aircraft except that paraplegics may take game birds from a stationary motor vehicle or other land conveyance. Further, no person may hunt from or by means of any motor boat or sailboat unless the motor has been completely shut off and/or sails furled and all progress therefrom has ceased. However, a hunter may pick up or retrieve dead or crippled birds from a craft under power and may shoot injured birds from powered craft in coastal waters seaward of the first upstream bridge.

WANTON WASTE - All migratory birds killed or crippled shall be retrieved if possible, immediately killed, and retained by the hunter as part of the daily bag.

ZONE LINES - During the 1996 - 97 waterfowl hunting season the state will be divided into the following three zones:

Berkshire - Westward of a line running from the Vermont boundary, southward along I-91 to Route 9, West on Route 9 to Route 10, South on Route 10 to Route 202 and South on Route 202 to the Connecticut line.

Central - Eastward of the Berkshire zone line and westward of a boundary which will run from the New Hampshire line southward on I-95 to Route 1, South on Route 1 to I-93, South on I-93 to Route 3, South on Route 3 to Route 6, West on Route 6 to Route 28, West on Route 28 to I-195, West on Route I-195 to the Rhode Island line except that the waters and the lands 150 yards above the high water mark of the Assonet River to the Route 24 bridge and the Taunton River to the Center Street/Elm Street bridge shall be in the Coastal Zone.

Coastal - Eastward and southward of the Central zone line to the coast.

Note: No one may take migratory birds except during days and hours open to hunting as described herein. No one shall take more than one daily bag limit per day nor possess more than one daily bag limit in the field or while returning to vehicle, hunting camp, home, etc.

This is a summary of state and federal regulations concerning the hunting of migratory birds. The actual federal regulations may be found in Title 50, Code of Federal Regulations, Section 20, with some additional regulations in other locations. For additional information on federal regulations contact the Special Agent-in-Charge, Federal Office Bldg., US Fish & Wildlife Svc. Charlestown Navy Yard, 120 Second Av., Charlestown MA 02129 (617) 424-5750. State regulations may be found in the Code of Mass. Regulations, 321 CMR 3.02(2) and in several sections of Ch. 131 MGL. Special regulations may apply on National Wildlife Refuges open to hunting. A violation of state regulations is also a violation of federal law.

--30--

IMPACTS OF FISHING GEAR ON THE SEA FLOOR OF NEW ENGLAND

A Conference Sponsored by
the Conservation Law Foundation and MIT Sea Grant

DATE: November 13, 1996

LOCATION: New England Conference Center, Durham, NH

TIME: 9:30 - 5:00

Purpose: A number of recent scientific studies indicate that some types of fishing gear may reduce marine biodiversity and fisheries productivity because of impacts to the ocean bottom. Some fishermen have raised similar concerns. This conference will review (1) the role of the seafloor in fisheries productivity and ecosystem integrity, (2) the impacts of fishing gear to bottom habitats and fauna, and (3) regulatory issues. A panel representing fishermen, managers and scientists will discuss the implications for New England.

Presentation Topics:

- * Sea floor substrates in NE & natural disturbance
- * Benthic communities in NE and response to disturbance
- * Fishing gear that may impact the NE sea floor
- * Bottom habitat requirements of commercially important species
- * Scientific studies of gear impacts to sea floor in NE
- * Scientific studies in other parts of the world
- * Some fishermen's perspectives
 - Destruction of The Peaks
 - Rotational scalloping
 - Pipe clay
 - Other?
- * Regulatory authority to protect fisheries habitat and biodiversity

PRE-REGISTRATION REQUIRED

For pre-registration materials or more information, contact:

Eleanor Dorsey, CLF, (617)350-0990
or Judith Pederson, MIT Sea Grant, (617)252-1741

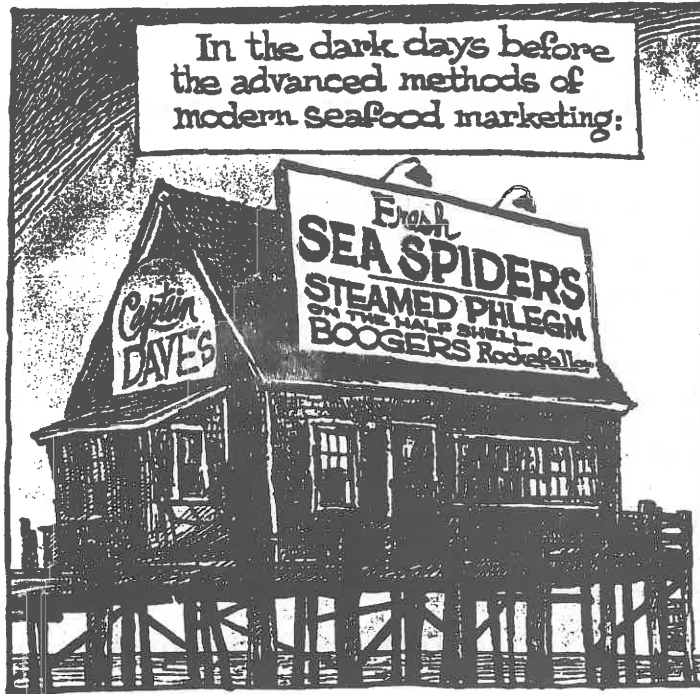
Why lobsters aren't food

I am pleased to report that the scientific community has finally stopped wasting time on the origins of the universe and started dealing with the important question, which is: Are lobsters really just big insects?

I have always maintained that they are. I personally see no significant difference between a lobster and, say, a giant Madagascar hissing cockroach, which is a type of cockroach that grows to approximately the size of William Howard Taft (1857-1930). If a group of diners were sitting in a nice restaurant, and the waiter were to bring them each a freshly killed, steaming-hot Madagascar hissing cockroach, they would not put on silly bibs and eat it with butter. No, they would run, retching, directly from the restaurant to the All-Nite Drive-Thru Lawsuit Center. And yet these very same people will pay \$24.95 apiece to eat a lobster, despite the fact that it displays all three of the classic biological characteristics of an insect, namely:

1. It has way more legs than necessary.
2. There is no way you would ever pet it.
3. It does not respond to simple commands such as "Here, boy!"

I do not eat lobsters, although I once had a close call. I was visiting my good friends Tom and Pat Schroth, who live in Maine (state motto: "Cold, But Damp"). Being generous and hospitable people, Tom and Pat went out and purchased, as a special treat for me, the largest lobster in the history of the Atlantic Ocean, a lobster that probably had been responsible for sinking many commercial vessels before it was finally apprehended by nuclear submarines. This lobster was big enough to feed a coastal Maine village for a year, and there it was, sprawling all over my plate, with scary insectoid legs and eyeballs shooting out in all directions. While Tom and Pat, my gracious hosts, smiled happily at



Not only do lobsters, flies, spiders and millipedes, contain the exact same gene, but they also are all descended from a common ancestor—probably a wormlike creature. Yum! Fetch the butter.

me, waiting for me to put this thing in my mouth.

Remember when you were a child, and your mom wouldn't let you leave the dinner table until you ate all your Brussels sprouts, and so you took your fork and mashed them into smaller and smaller pieces in hopes of eventually reducing them to individual Brussels-sprout molecules that would be absorbed into the atmosphere and disappear? That was similar to the approach I took with the giant lobster.

"Mmmm-MMMM!" I said, hacking away at the thing on my plate and, when nobody was looking, concealing the pieces under my dinner roll, in the salad, in my napkin, anywhere I could find.

Tom and Pat, I love you dearly, and if you should ever have an electrical problem that turns out to be caused by a seven-pound wad of old lobster pieces stuffed into the dining-room wall socket, I am truly sorry.

Anyway, my point is that lobsters have long been suspected, by

me at least, of being closet insects, which is why I was very pleased recently when my alert journalism colleague Steve Doig referred me to an Associated Press article concerning a discovery by scientists at the University of Wisconsin. The article, headlined "Gene Links Spiders and Flies to Lobsters," states that not only do lobsters, flies, spiders, millipedes, etc., contain the exact same gene, but they also are all descended from a single common ancestor: Howard Stern.

No, seriously, the article states that the ancestor "probably was a wormlike creature." Yum! Fetch the melted butter!

And that is not all. According to articles sent in by alert readers (this was on the front page of *The New York Times*), scientists in Denmark recently discovered that some lobsters have a weird little pervert organism living on their lips. Yes. I didn't even know that lobsters had lips, but it turns out that they do, and these lips are the stomping ground of a tiny creature called Symbion pandora (literally, "a cou-

ple of Greek words"). The zoology community, which does not get out a lot, is extremely excited about Symbion pandora, because it reproduces differently from all other life forms. According to various articles, when Symbion pandora is ready to have a baby, its digestive system "collapses and is reconstituted into a larva," which the parent then gives birth to by "extruding" it from its "posterior." In other words—correct me if I am wrong here—this thing basically reproduces by pooping.

So to summarize: If you're looking for a hearty entree that (1) is related to spiders, (2) is descended from a worm and (3) has mutant baby-poopers walking around on its lips, then you definitely want a lobster. I myself plan to continue avoiding them, just as I avoid oysters, which are clearly—scientists should look into this next—members of the phlegm family. Have you ever seen oysters reproduce? Neither have I, but I would not be surprised to learn that the process involves giant undersea nostrils.

And don't get me started on clams. Recently I sat across from a person who was deliberately eating clams. She'd open up a shell, and there, in plain view, would be this stark naked clam, brazenly showing its organs, like a high-school biology experiment. My feeling is that if a restaurant is going to serve those things, it should put little loincloths on them.

I believe that Mother Nature gave us eyes because she did not want us to eat this type of food. Mother Nature clearly intended for us to get our food from the "patty" group, which includes hamburgers, fish sticks and McNuggets—foods that have had all of their organs safely removed someplace far away, such as Nebraska. That is where I stand on this issue, and if any qualified member of the lobster, clam or phlegm-in-a-shell industry wishes to present a rebuttal, I hereby extend this offer: Get your own column. ■

Commonwealth of Massachusetts



DIVISION OF LAW ENFORCEMENT

349 Lincoln Street, Building 45 Room 208

Hingham, Massachusetts 02043

(617) 740-1163 or 727-0882

GEAR CONFLICT REPORT

Name _____ Filing Date _____

Address _____ Telephone No. _____

Your own:

a. License No. _____ d. Boat Name _____

b. Documentation No. _____ e. Type of Fishing _____

c. Boat Length _____

GEAR CONFLICT

(Please be specific and answer all questions)

DATE OF INCIDENT _____ TIME OF DAY _____ A.M. / P.M.

Location (Loran or most accurate position) _____

Vessel(s) Involved: List name(s), number(s) if visible, and other descriptive characteristics _____

Description of events: _____

(CONTINUED OVER)

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year in which _____

Value of gear foot: $\frac{1}{2} \times 10 \times 10 = 50$

Name and address of manufacturer: _____

Would you be willing to pursue this claim on your own? _____

Before Commit:

After Commit:

any other comments.

(PLEASE SIGN YOUR NAME IN INK)

LOBSTER PRICE / CATCH / MARKET REPORT

For MLA Members Only!

- What are fishermen elsewhere receiving for their catch?
- Is Maine or Canada clogging up the market?
- Are the Canadians fishing at all in a certain Province?
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- What is the outlook for the price over the next week?
(hold?, go up?, come down?)

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Title _____
Company/Vessel _____
Address _____
City, State, Zip _____
Phone _____
Fax _____

Please mark the category that best describes your business:

<input type="checkbox"/> Commercial Fisherman	<input type="checkbox"/> Boat Builder/Repairs
<input type="checkbox"/> Work Boat Operator	<input type="checkbox"/> Exploration/Production
<input type="checkbox"/> Shoreside Fish Handling	<input type="checkbox"/> Finance/Leasing/Insurance
<input type="checkbox"/> Seafood Processor	<input type="checkbox"/> Transportation/Traffic
<input type="checkbox"/> Aquaculture	<input type="checkbox"/> Machinery/Equipment
<input type="checkbox"/> Marine Services/Supplies	<input type="checkbox"/> Life/Safety/Rescue
<input type="checkbox"/> Manufacturer/Distributor	<input type="checkbox"/> Research/Educ/Gov't
<input type="checkbox"/> Marine Engineer/Architect	<input type="checkbox"/> Press

Or Mail this form to Diversified Expositions, 121 Free St. P.O. Box 7437 Portland, ME 04112

Supporting member of the Maine Lobstermen's Association and Massachusetts Lobstermen's Association

FISH EXPO®

B O S T O N

11/10/95 11:11 AM * TEL: (207) 842-5508 * FAX: (207) 842-5509

For Immediate Release: August 1996
For More Information, Contact:
Lara Gordon (207) 842-5596

FISH EXPO Boston Wants You!

With a Lobstering Pavilion, trap-building demonstrations and specially-tailored seminars, FISH EXPO organizers are creating a show with "lobstermen appeal."

BOSTON, MASSACHUSETTS -- Diversified Expositions is proud to once again welcome the Massachusetts Lobstermen's Association (MLA) to FISH EXPO Boston this October 17-19 at the World Trade Center. All association members will be receiving complimentary guest passes to attend the show and support the MLA, which will be exhibiting in booth #225. The 1996 FISH EXPO, sponsored by *National Fisherman* and *Seafood Supplier* magazines, will be placing a special focus on the lobster industry.

"Historically, FISH EXPO Boston has been a gathering point for thousands of lobster fishermen from New England," said Tom Archambault, Sales Manager for the show. "They've shown enormous support for the show and we try to return the favor by making the show an educational, fun and productive experience for all lobstermen."

This year, FISH EXPO organizers have announced the formation of a Lobster Pavilion, which will include the Maine and Massachusetts Lobstermen's Association booths, an area for trap-building demonstrations and booths from several companies supplying the lobster industry. Several seminars have also been created specifically for lobstermen including, "Overview of the HALE Concept," moderated by Bob Brown of the Maine Lobster Dealer's Association and "Making Headway in the Lobster Industry," presented by Robert Bayer of the Lobster Institute.

(more)

During FISH EXPO, lobstermen can take advantage of the USCG safety certification training in CPR and basic first aid which will be offered at substantially discounted rates. These courses will be hands-on sessions taught by a team of emergency and health experts and are tailored specifically to the medical emergencies that can occur at sea. Drill instructor training and safety and survival training will also be offered.

Another special feature of FISH EXPO Boston '96 will be a keynote address featuring the heads of the marine resource departments from Massachusetts, Maine and Rhode Island. Philip Coates, Robin Alden and David Boraen will discuss their views regarding the current and future goals of the industry and field questions from the audience regarding the Atlantic stocks. Lobstermen can take advantage of this opportunity to be heard by those responsible for managing their resources.

While the seminars and demonstrations entertain and inform, lobstermen will also have the opportunity to compare, price and stock up on supplies and gear. Companies will be exhibiting boats, engines, traps, and the latest in electronics and hydraulics. There will also be exhibitors selling wire mesh, rope, buoys, paint, bait, foul weather gear and non-slip coatings. Virtually every product or service a fisherman needs will be on display at FISH EXPO.

Pre-registration to attend FISH EXPO Boston is free for qualified lobster professionals. Call 800-261-8925 or fax 800-454-3002. Companies interested in exhibiting should call Tom Archambault at 207-842-5508 or fax 207-842-5509.

FISH EXPO Boston is produced by Diversified Expositions. For additional information, contact Diversified Expositions at: PO Box 7437, Portland, ME 04112-7437. Telephone: 207-842-5508. Telefax: 207-842-5509.

###

MASSACHUSETTS LOBSTERMAN

When can you stop fishing?

If you're like many business owners, most of your time is spent running your business and working to make it grow. Planning for retirement for yourself and your employees, while very important, may not be something you've been able to fully explore.

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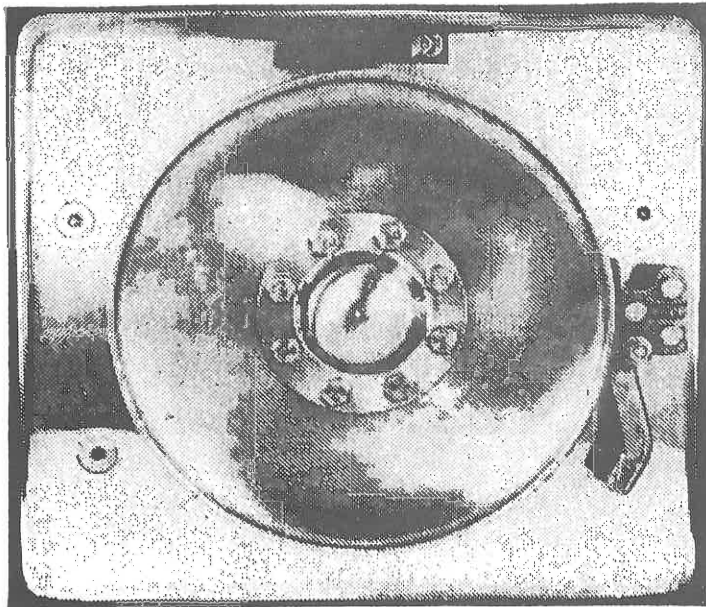
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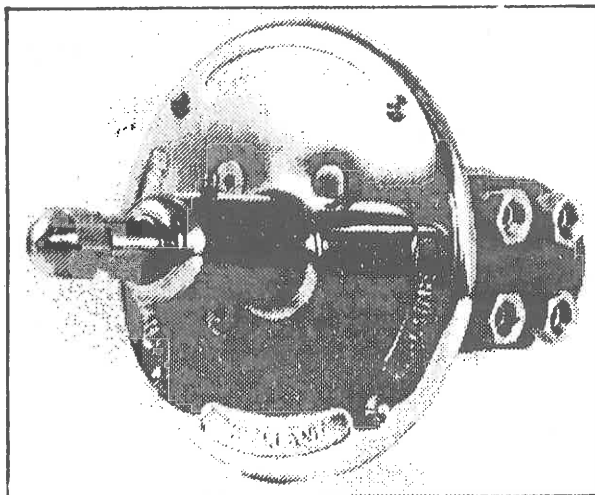
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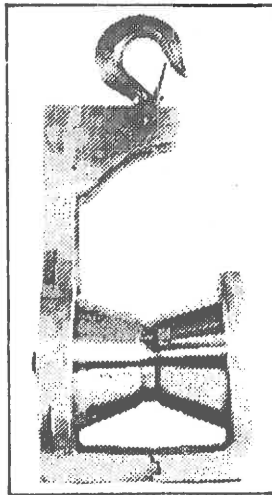
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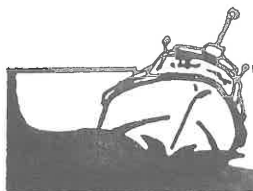
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30 ML		CALL
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150CXL EFI *		CALL
175XL		CALL
200XL		CALL
225XL OS '96 *	LOW PRIC	
225XXL EFI *		

* NON CURRENT MODELS.

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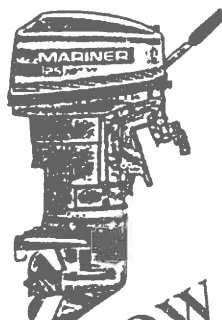
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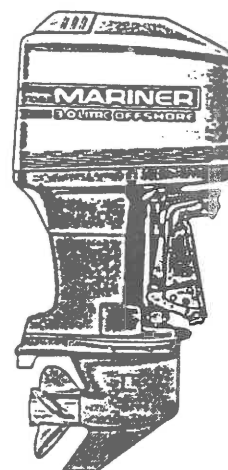
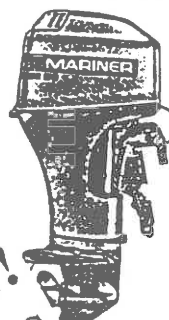
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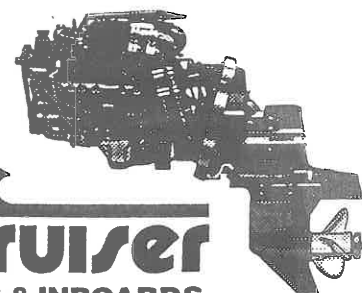
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4 Stroke



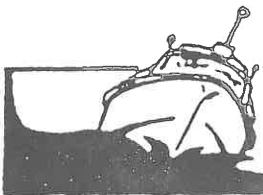
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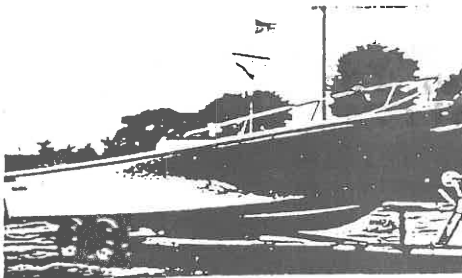
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PRIVATEER BOATS



255C

SPECIFICATIONS

Fuel capacity - 95 gal.
Centerline length - 25'6"
Beam - 12'0"
Draft - 12"



MODELS

Console or Work Cabin

POWER

Single Inboard - Gas or Diesel
Transom mounted outboard(s)
Bracket mounted outboard(s)
Sterndrive(s)

2400 Renegade

SPECIFICATIONS

Centerline - 24'5"
Beam - 9'1"
Cockpit depth aft - 24"
Freeboard aft - 27"
Draft - 11"
Maximum h.p. - 305
Minimum h.p. to plane - 50
Hand laid construction
Foam flotation opt.
Transom height - 25" std., 20" opt.
Fuel capacity - 95 gal. std. (88 inboard)
External keel - 2"

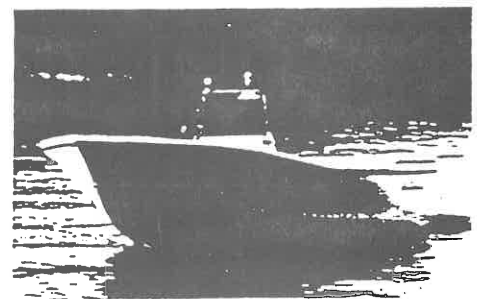
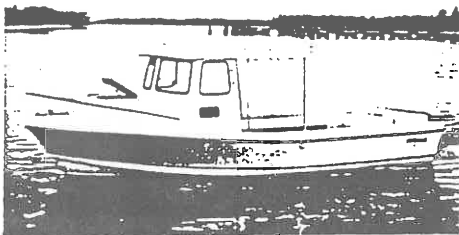
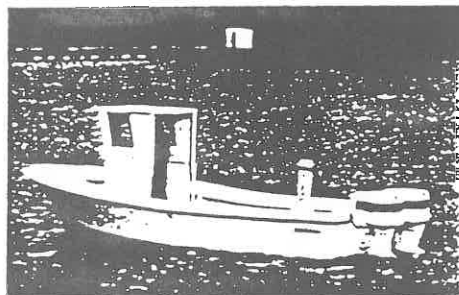
POWER OPTIONS

Transom mounted outboard(s)
Bracket mounted outboard(s)
Sterndrive(s)

Inboard

MODELS

Center Console
Delaware Cabin with/without enclosure



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To avoid an interruption in receiving the newsletter, please be sure you have renewed your membership **no later than October 20, 1996**. After that date, newsletter will only be sent to those who have already paid their dues.

If you have already taken care of this and have mailed your dues in to us, we thank you, the *computer* thanks you, and you can disregard this entire written message.



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Over 35 years in the industry makes
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The next time you order traps specify **AQUAMESH®**

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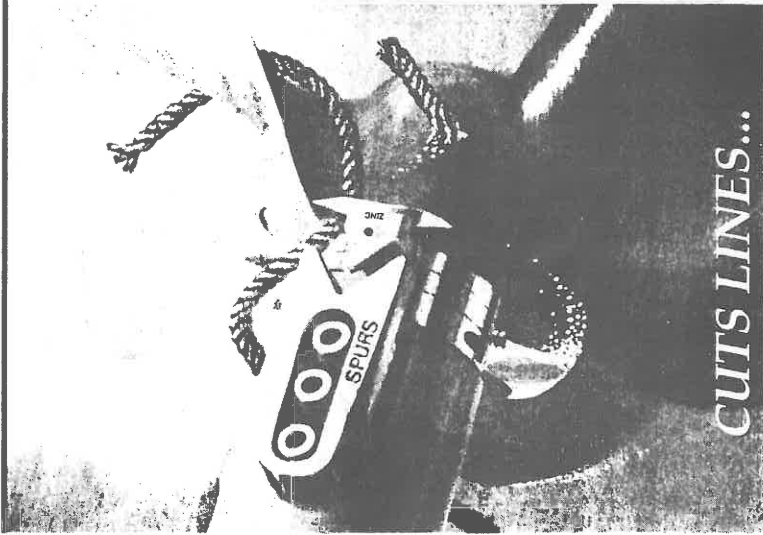
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Outside MA: 1-800-762-6374
FAX: 508-234-9593

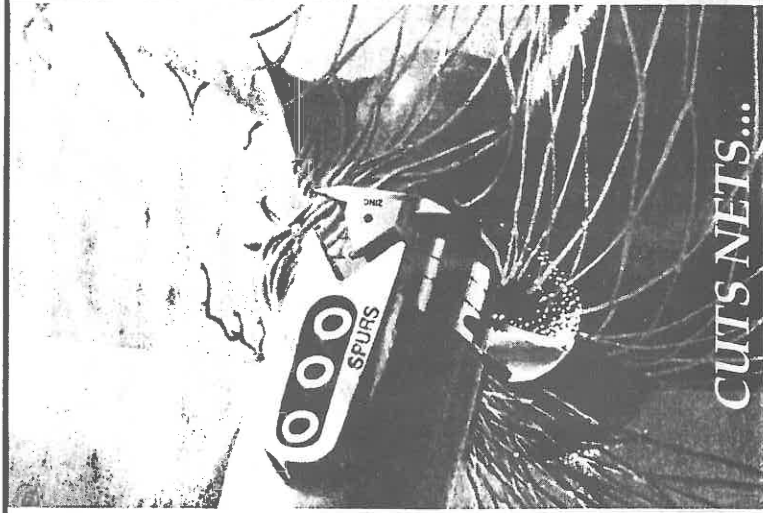
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Install At Next Haul-Out!
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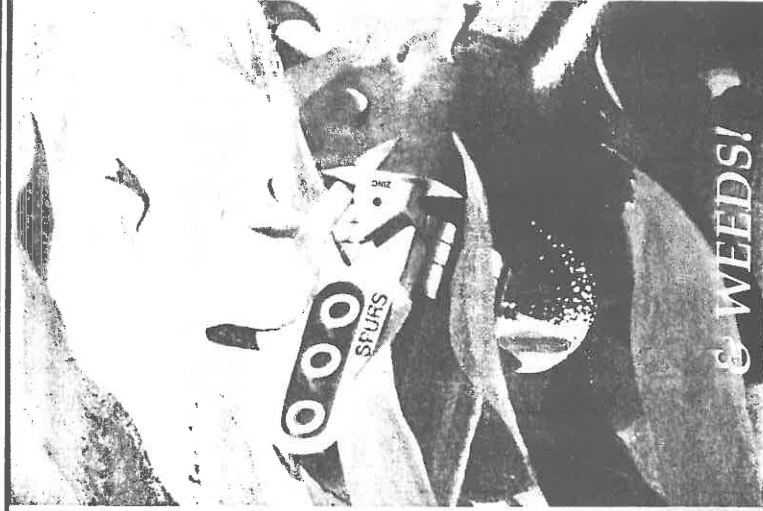
**AVOID
THIS!**



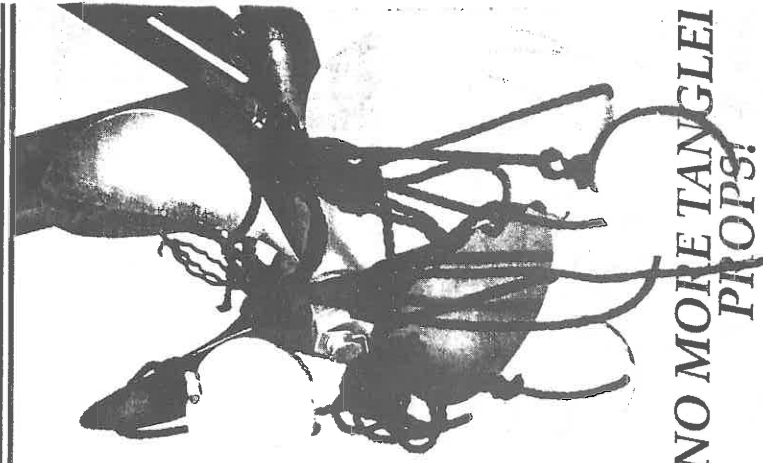
CUTS LINES...



CUTS NETS...



& WEEDS!



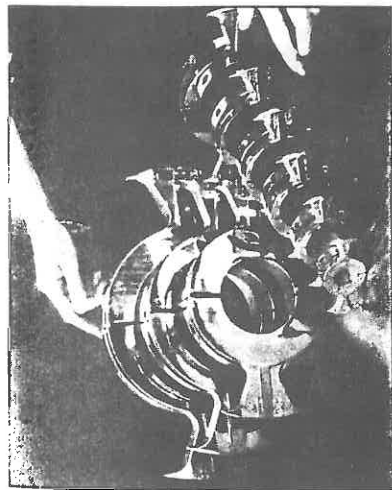
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INSTALLED ON: USCG, US Navy, Canadian CG,
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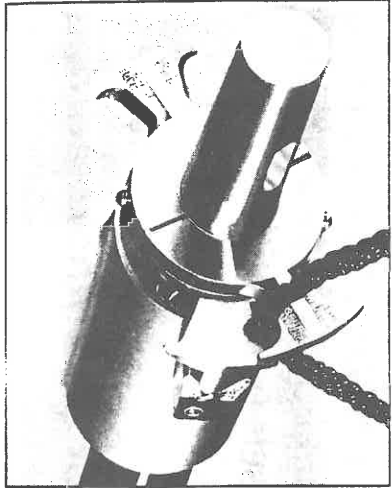
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■ Cuts line with each revolution (forward or reverse), with no loss of speed and efficiency.



■ "SPURS" are made of hardened stainless steel.
■ Don't leave the dock without "SPURS" protection!

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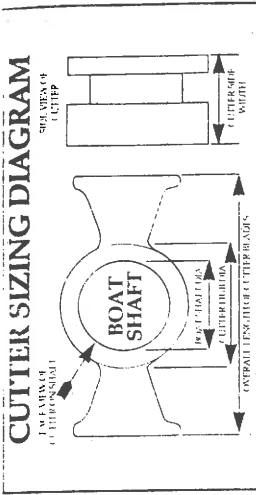
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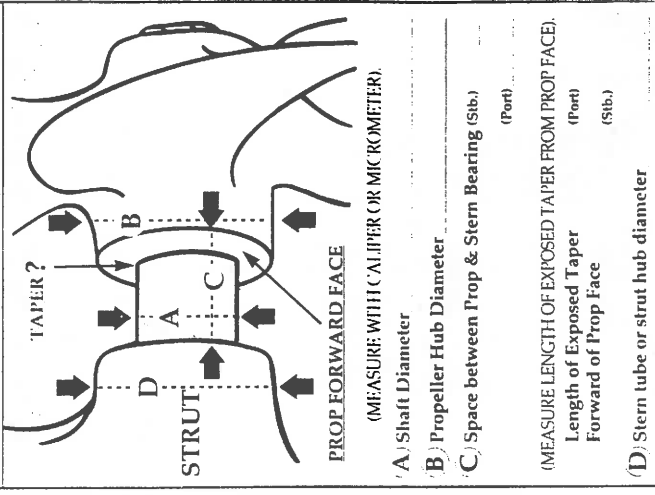
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A	3/4", 7/8", 1", 1-1/8", 1-1/4"	2"	4"	15/16"	1-1/8"	\$275
B	20, 25, 30 mm	51 mm	102 mm	24 mm	30 mm	\$325
C	1", 1-1/8", 1-1/4", 1-3/8", 1-1/2"	2-5/8"	5"	1-1/16"	1-1/4"	\$375
D	20, 25, 30, 35, 40 mm	67 mm	123 mm	27 mm	32 mm	\$425
E	1-1/2", 1-5/8", 1-3/4", 1-7/8", 2"	3-3/8"	6"	1-3/8"	1-9/16"	\$525
F	40, 45, 50 mm	86 mm	152 mm	35 mm	39 mm	\$625
F1	1-1/2", 1-3/4", 2", 2-1/4", 2-1/2"	3-7/8"	6-3/4"	1-7/16"	1-5/8"	\$825
F2	40, 45, 50, 60 mm	98 mm	171 mm	1-1/2"	1-11/16"	\$1,125
F3	2", 2-1/4", 2-1/2", 2-3/4", 3"	4-3/8"	7-5/8"	1-9/16"	1-3/4"	\$1,450
	50, 55, 60, 65, 70, 75 mm	110 mm	194 mm	1-9/16"	1-3/4"	
	2-1/2", 2-3/4", 3", 3-1/2"	140 mm	254 mm	1-11/16"	1-7/8"	
	60 to 90 mm	165 mm	280 mm	1-7/8"	2-1/8"	
	3", 3-1/2", 4", 4-1/2", 5", 5-1/2"	200 mm	343 mm	1-7/8"	54 mm	
	75 to 115 mm	9-1/2"	15-3/4"	48 mm		
	3", 3-1/2", 4", 4-1/2", 5", 5-1/2"	241 mm	400 mm			
	75 to 140 mm					
	4", 4-1/2", 5", 5-1/2", 6", 6-1/2", 7"					
	100 to 175 mm					

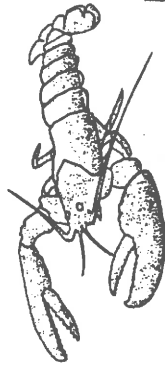
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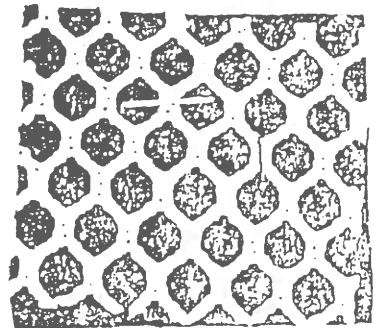


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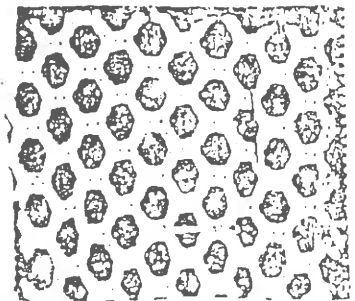
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1/4"	8"x10"	\$1.25
	10"x10"	\$1.35
3/16"	8"x10"	\$1.30
	8"x12"	\$1.35
	10"x10"	\$1.40
	10"x12"	\$1.45
1/8"	8"x10"	\$1.40
	10"x10"	\$1.50
	12"x12"	\$1.60
	12"x14"	\$1.85
	14"x14"	\$2.15
BEST FLEA BAG	8"x10"	\$1.60
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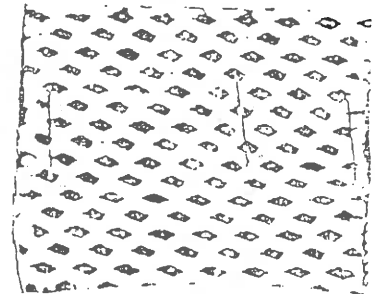
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Come See Us at Fish Expo - Boston
We will be at BOOTH # 230

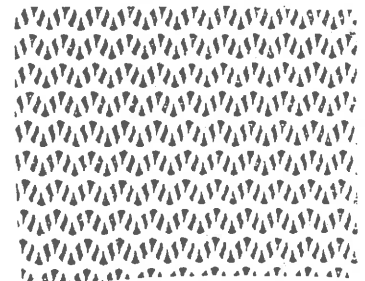
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Tomcat plans to close November 27, 1996
and will re-open May 12, 1997

1/8"



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before

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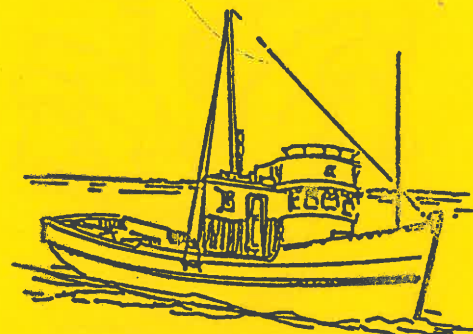
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**If it walks
like a lobster...
talks like a lobster...**

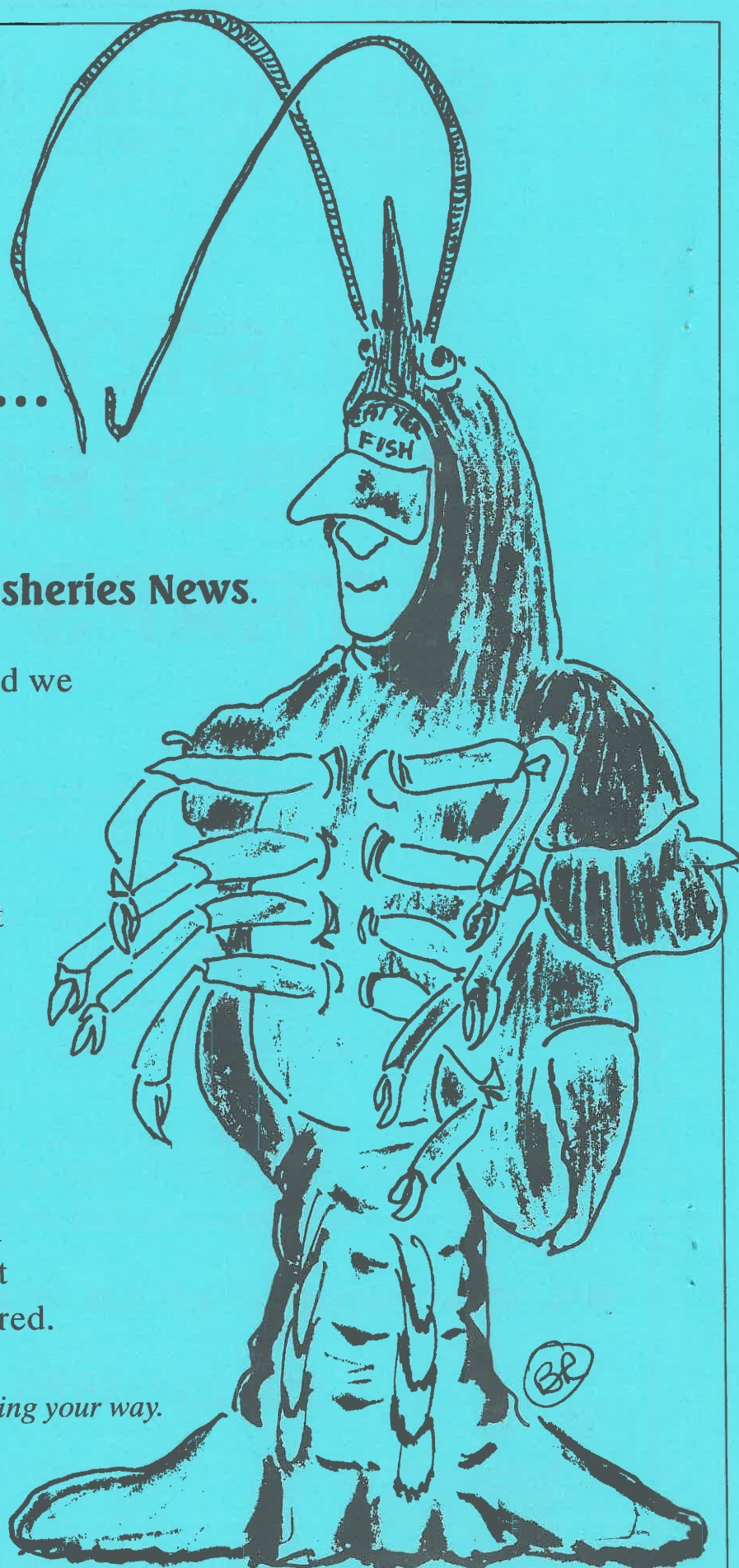
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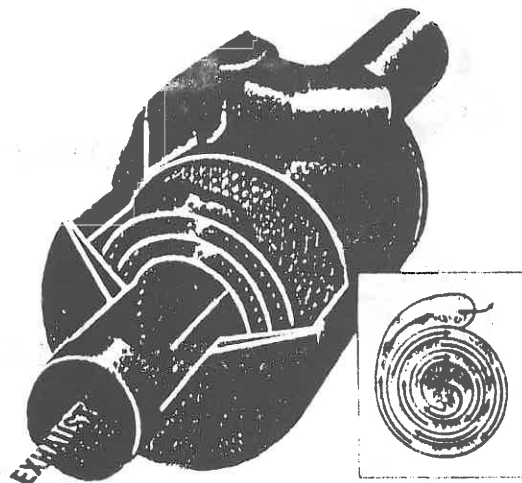
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Commercial Fisheries News



Northeast Engines
distributor for

Cowl® Spiral Silencer

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NEW ENGLAND
"NO WAITING - IN STOCK"



Performance Without the Bulk

Cowl provides premium sound attenuation without the bulk.

Cowl builds silencers that provide premium sound attenuation in a package about 1/3 the size and 1/3 the weight of most reactive silencers.

How?

Only Cowl silencers have a design that allows free flow of gas through a uniform cross section partially lined with stainless steel wool and mesh. Noise is diffused and progressively attenuated as gasses pass through the spiral. This unique spiral chamber design provides superior sound attenuation performance without the size and weight typically associated with other silencers.

So the next time you specify a silencer for a system that requires superior performance without the bulk, specify Cowl!

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or

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56 Mitchell Rd.
Ipswich, Ma 01938**

**In State
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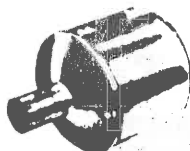
**MLA DISCOUNT
10%**

owl[®] Spiral Silencer

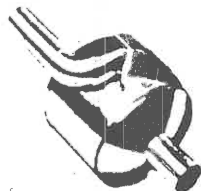
Standard Silencer Configuration



Slotted left hand outlet



SR
Slotted right hand outlet



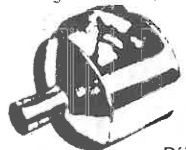
In line pipe left hand outlet



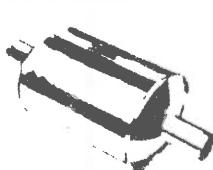
IR
In line pipe right hand outlet



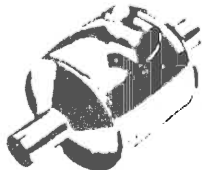
PL
Right angle pipe left hand outlet



PR
Right angle pipe right hand outlet



SL
Dual entry slotted outlet



PL
Dual entry pipe outlet

Slotted Outlet

In Line Outlet

90° Outlet

Dual Entry

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For Soft Shell Lobsters

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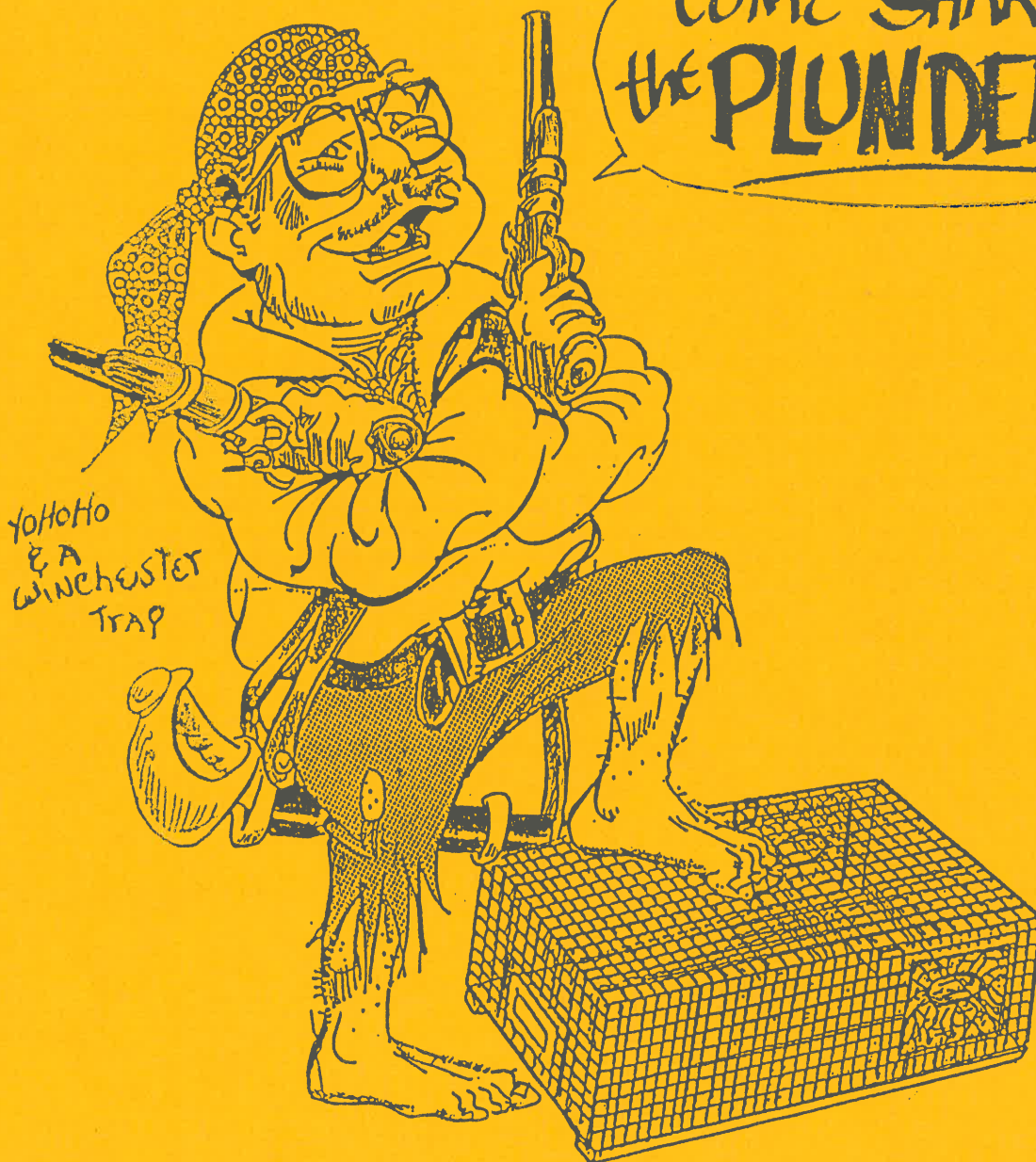
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GREEN and YELLOW POLY 5/16", 3/8", 1/2", 7/16" \$ 1.40 lb.

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*For a checklist of these items that
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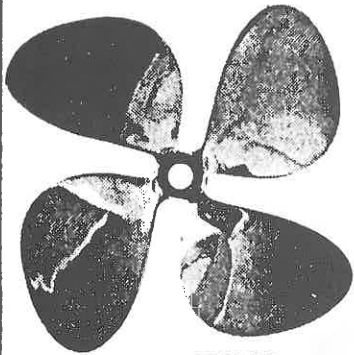
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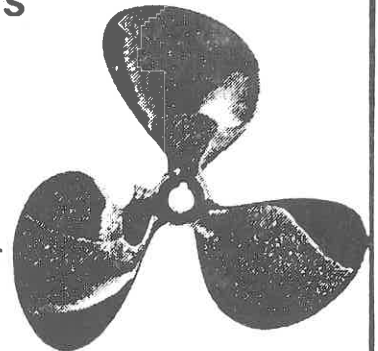
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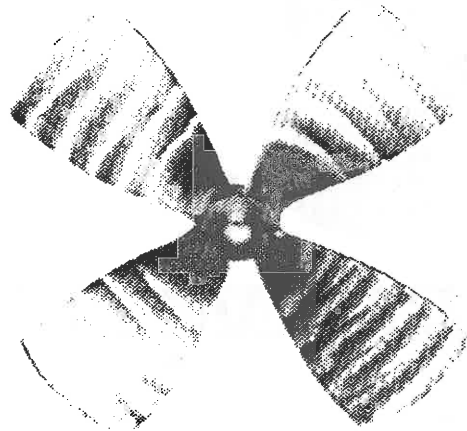
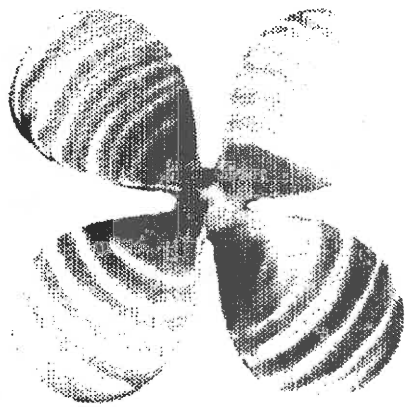
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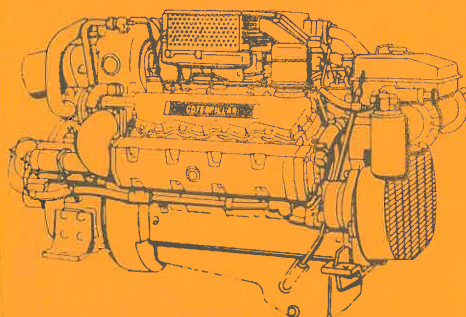
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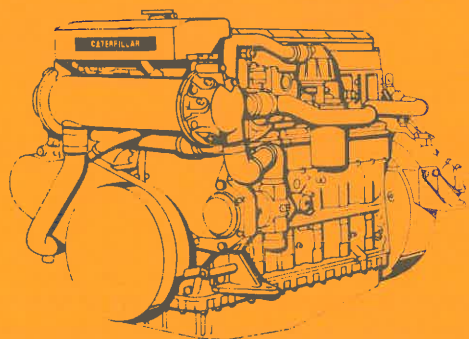
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