



Lobster Tales

Atlantic Offshore Lobstermen's Association

April/May 2018

Response to Right Whale Decline Continues page 3



Jonah Crab Migrations page 21



CONTENTS

FEATURES

Whales	3
Habitat/Wind Farms	12
Species Management	20
Research	21
News Briefs	24
Assn. News	27

EVERY ISSUE

Safety Alerts	28
Sponsor List	32
Articles of Interest	33

EVENTS

LOBSTER STOCK ASSESSMENT WORKSHOP

May 14-17

URI, Narragansett, RI

COMMERCIAL MARINE EXPO

Save the date: Oct. 17-18, 2018

RI Convention Center, Providence, RI

Exhibition space currently on sale.

ROPELESS FISHING CONSORTIUM & RIGHT WHALE CONSORTIUM

Save the date: Nov 6-8

Whaling Museum, New Bedford, MA

Happy Retirement to Bob and Mike Chandler at Fairhaven True Value Hardware and thanks for your many years supporting AOLA.

REMINDERS

CAUGHT A TAGGED LOBSTER OR JONAH CRAB?

Call/text office at 603-828-9342

tagging line at 774-251-9454.

Email at heidi@offshorelobster.org

Please report: Tag #, date, and location.

Carapace size (or a photo next to a gauge), egg & vnotch status also helpful.

Lobsters are tagged with yellow tbars.

Crabs have orange knuckle or green tbars

GOM/GBK EGGER DATA COLLECTION

REMINDER: If you fish GOM/GBK please consider counting eggers for the Association's research efforts

FY 2018 Dues

Members please take note of the new dues rates reflected in your May invoices (details page 27). Members or Associate Members interested in receiving invoices by email, please let Heidi know.

FY 2018 Fishing Year

Fishing Year 2018 started May 1.

Please take note of your permits' current trap allocations. FY 2018 trap tags should be affixed by June 1.

WHALES

ENTANGLEMENT GEAR ANALYSIS: Industry members have been pressuring NOAA to resolve the extensive backlog of right whale entanglement cases not yet linked to a fishery. From our tour of the stored gear, there are numerous cases where gear was collected that can be readily identified based on surface system configuration, trap construction, or rope diameter/material. To this aim, NMFS recently announced that three previously unresolved right whale cases (one each in 2016, 2017, and 2018) have been classified as entanglements in Canadian snow crab gear (see next page).

TRT SUBGROUPS: This spring, NMFS convened two subgroups of Atlantic Large Whale Take Reduction Team members and outside experts to discuss the feasibility of gear modification for U.S. fixed gear fisheries, in further attempt to protect right whales. The first group agreed that ropeless fishing technology needs years more R+D, with industry involved, before becoming a viable solution. The group also discussed limited deployment in currently closed areas. The second subgroup discussed the feasibility of 1,700 lb breaking strength rope—possible inshore, not likely offshore—and is pursuing changes to the gear marking requirements to better differentiate geographic areas (i.e., Area 3 GBK vs. Area 3 SNE). See next page for a gear marking reminder.

TRT REPORTING FORM: NMFS also continued work on a proposed annual supplemental report that federal fixed gear permit holders would need to complete once a year, with the aim of providing data elements of importance to whale management. The Association supplied comments on the latest draft (see page 5).

TRT INFO. SESSION: NMFS hosted an informational session highlighting evidence of changing abundance and distribution of copepods, the favored prey of right whales. Increases in winter/spring blooms of copepods in western Gulf of Maine (GOM) may be responsible for the large aggregations of whales near Cape Cod Bay and just south of Nantucket Sound, whereas decreases in summer/fall eastern GOM blooms are the likely reason why whales are seeking new summer forage habitat in Canada, not the GOM.

LAWSUITS: At last count, three lawsuits had been filed against NMFS related to right whale deaths. We have no timing updates to report, but state agencies and the Commission have met to discuss how and when to get involved.

GRANT: The State of Maine was recently awarded substantial funding for “An Assessment of Vertical Line Use in Gulf of Maine Region Fixed Gear Fisheries and Resulting Conservation Benefits for the Endangered North Atlantic Right Whale”. The project will ask harvesters to share information about vertical line riggings, including rope type and diameter, trap configurations and depth fished. The project will also include a breaking strength and load study. The region’s lobstermen’s associations, including AOLA, have signed on to be involved. More details to come.

CANADA: The Canadian government has announced regulations for segments of the Gulf of St. Lawrence snow crab and lobster fisheries, and transportation sector. These rules are limited in scope and scale compared to the coast-wide rules in place in the U.S. The new rules include: a seasonal closed area, mandatory speed limit for vessels over 65ft, dynamic speed limits and fishery closures when and where right whales are sighted, increased licensing and reporting requirements, and limits on vertical lines (see page 6). Canada is also investing in whale surveys, disentanglement efforts, and testing ropeless snow crab gear.

FINALIZED LIST OF FOREIGN FISHERIES: NMFS published a final list of foreign fisheries which impact marine mammals. The identified fisheries must demonstrate by 2022 that they are taking similar precautions to analogous fishing efforts in the United States to continue exporting to the U.S. Included on this list are Canada’s lobster and crab pot fisheries. At the urging of fishing industry groups, a number of Senators have signed onto a letter urging NOAA Fisheries to “*determine whether or not these Canadian fisheries have equivalent conservation standards by September 15, 2018. If Canada’s conservation standards are found to not be equivalent to those of the United States, then NOAA Fisheries, under the authority of the Marine Mammal Protection Act (MMPA), should consider taking action to prohibit imports of fishery and fishery products from the pertinent Canadian fisheries into the United States.*”

MEDIA COVERAGE: A day doesn’t seem to go by without a media piece on the whale issue. For example, John Bullard’s piece in the Boston Globe (page 7). The region’s lobstermen’s associations jointly submitted a rebuttal, which has yet to be published. Links to additional whale articles are provided on page 33.



Right Whale Entanglement Cases - Gear Identification

APRIL 18, 2018 NOAA NMFS GARFO

Dear ALWTRT members,

There has been a lot of interest in a number of right whale entanglement cases involving gear that had previously remained unidentified. GARFO's gear team always considers an unsolved case to be open, as new information could change our conclusions. Three entangled right whale case specifically have plagued us for some time:

- Deceased right whale #3694; first spotted on September 23, 2016 off Seguin Island, ME
- Disentangled right whale #3530, "Ruffian"; first spotted on January 5, 2017 off Cumberland Island, GA
- Deceased right whale #3893' first spotted on January 22, 2018 off Virginia Beach, VA

All three cases had line of similar large diameter, but no concrete markings to identify the fishery. There was a number of components that suggested a non-U.S. fishery, but we didn't have anything concrete linking them all together. The line construction was also unique and didn't fit any known U.S. permitted fisheries.

The Center of Coastal Studies provided one final key piece that helped put these three cases together from a humpback case. They discovered markings on a recovered buoy from an entangled humpback case first observed on July 21, 2017 to match markings found in a Canadian snow crab report, which listed specific fisherman's identification marks. This final piece allowed us to compare this humpback case that was now identified as Canadian snow crab and compare that recovered humpback gear with our three right whale cases. The unique line construction was the same for all four cases.

There has been significant interest in the 2018 entangled right whale from Virginia, so we've attached a gear analysis for this case, along with providing some photographs and details from the necropsy. You can read the attached gear analysis with our conclusions for the Virginia case and the unique properties of the line that we found among all four cases. We have not drafted similar gear analysis for the July 21, 2017 humpback case, the 2016 deceased right whale off Maine and the 2017 disentangled right whale off Georgia. However, our final conclusion is the same for all three right whale cases and the July 2017 humpback case - the recovered gear was a portion of a Canadian snow crab set.

DFO has also recently hired Ed Trippel as a gear expert. Ed brings a wealth of experience and gear knowledge to DFO and has worked with our gear team in the past. He has already made plans to visit our gear warehouse and we are working on strengthening our collaboration for gear investigation between our two countries. We will also be working with Ed to understand the physical characteristics of a number of different Canadian fisheries. There are already other right whale cases from previous years that have been identified by Ed to warrant a closer look. We will be conducting that analysis soon.

Finally, I would like to remind everyone that future additional information could modify our conclusions.

A very big thank you towards the Center for Coastal Studies for helping us break these cases!

As always, if you have any questions please don't hesitate to contact us.

Best,

The GARFO gear team - David Morin, Glenn Salvador, John Higgins and Mark Minton

GEAR MARKINGS

Given the focus on right whales and with haul-out season upon us, it's a good time to properly maintain your endline marks. In Area 3, vertical lines are marked with BLACK 12 inch markings, 3 markings per line (1-top, 1-middle, 1-bottom). Markings can be made with rope lashings, paint, or shrink wrap.

Additional gear marking is required in one section of Area 3 – Jordan Basin – which requires BLACK + PURPLE markings. Speak to Heidi if you need the coordinates of this area.

Additional gear marking is NOT required in the Great South Channel seasonal closure or in the Area overlaps - LMAs 2/3 & LMAs 3/5.

Association Comments on Proposed Supplemental Data Report - March 16, 2018

Michael Asaro
Protected Resources Division
Greater Atlantic Region Fisheries Office

Dear Mike,

Below are comments from the Atlantic Offshore Lobstermen's Association about the draft "Marine Mammal Protection Act 2017 Supplemental Data Report", which you recently circulated to the Atlantic Large Whale Take Reduction Team.

As we have noted in the past, we have reservations about the burden of additional harvester reporting, particularly when most federal fishermen already complete trip-level reports that including information on gear configurations and setting locations. Further, we continue to caution that implementation of new reporting requirements should be included in the scope of the Agency's Fishery Dependent Data Visioning Project; it is critical to understand existing federal and state data sources, and link information across reports and databases before asking industry to complete yet another form.

Specifically, we question the need for spatial information on this report, given that Federal Vessel Trip Reports (VTRs) and state landings reports already collect spatial information on a finer scale. It should be a simple matter of querying the appropriate databases to generate reports of monthly fishing locations from these existing data streams. Merging data sources in this manner should be addressed by the Agency's ongoing Data Visioning Project. Further, the current gap in lobster/Jonah crab reporting will be addressed if the Agency approves the federal data improvement recommendations included in the Atlantic States Marine Fisheries Commission's Addendum XXVI to the American Lobster Fishery Management Plan/Addendum III to the Jonah Crab Fishery Management Plan. If that rulemaking is promulgated, all federal lobster permit holders will submit VTRs that include spatial information in 10 minute square units.

Should the Agency opt to move ahead with the Supplemental Data Report, we provide the following suggestions related to the current draft:

Report Form:

- Introductory language should be added denoting this as an annual report and specifying when it must be completed and submitted, and by whom. It is unclear whether this report applies to federal waters fixed gear permit holders only or both state and federal harvesters.
- All references to the "Lobster Fishery" should be replaced with "Lobster/Jonah Crab Fishery".
- For pot/trap fisheries, we suggest using "endline" throughout, rather than interchanging "endline" and "buoy line".

Supplemental:

- The surface system table should appear before the maps, given the order of questions.
- There are additional surface system configurations not provided in the table, for example using non-standard floats, which are allowed in some areas (e.g., a milk jug).
- We continue to find the maps confusing and question the need to create new reporting areas or re-name areas already familiar to industry. Why not ask for statistical area(s) fished for offshore activity and state reporting area(s) fished for nearshore/inshore activity? Those are the spatial standards currently used for other compulsory reports. Of note, lobster and Jonah crab harvesters will report spatial information as 10 minute squares with the implementation of the Commission's latest Addendum.

In summary, we strongly urge the Protected Resources Division to coordinate with other federal and state data collection programs. We appreciate the need for accurate and robust information to properly protect marine mammals, however we oppose unnecessarily burdening an industry that is already highly regulated and monitored. Information not already available from existing data streams should be collected in a manner that limits confusion and complements existing reporting.

Thank you for the opportunity to comment,
Heidi Henninger, Program Coordinator

The Government of Canada is concerned about the deaths of endangered North Atlantic right whales. That is why we are implementing measures to help protect North Atlantic right whales in the Gulf of St. Lawrence.

Last year, an unprecedented number of right whales died in the Gulf of St. Lawrence. To protect these whales from further harm, the Government of Canada put urgent measures in place, which included shutting down the snow crab fishery in the area to minimize gear entanglements, increasing surveillance, and implementing a slowdown on large vessels to avoid collisions. Today, the Honourable Dominic LeBlanc, Minister of Fisheries, Oceans and the Canadian Coast Guard and the Honourable Marc Garneau, Minister of Transport, announced several new measures for 2018 to help protect this highly endangered species.

After extensive consultation this winter with partners, experts, stakeholders and Indigenous groups, the following measures will be put in place in 2018:

- Imposing a mandatory speed restriction from April 28 until November 15 for vessels 20 metres or longer to a maximum of 10 knots when travelling in the western Gulf of St. Lawrence. The speed restriction zone may be changed as needed.
- Allowing vessels to travel at normal speeds in parts of two shipping lanes north and south of Anticosti Island when no whales are in the area. A 15-day mandatory slowdown of 10 knots will be activated within a section of the shipping lanes when one North Atlantic right whale is spotted and can be extended as needed.
- Opening the southern Gulf snow crab season earlier (if possible) and closing the season earlier with all fishing fleets in area 12 beginning simultaneously. All snow crab gear must be removed from the water by June 30, 2018, two weeks earlier than normally scheduled.
- Introducing temporary and fixed fisheries management areas and closures where right whales are observed.
- Lifting the pause on right whale disentanglements following a review of the risks involved and using advice from experts. Fisheries and Oceans Canada is committing \$1 million per year to support marine mammal response groups, which is a significant increase from previous years.
- Reducing the number of traps in the midshore fishery in Crab Fishing Area 12 compared to 2017.
- Increasing aerial and at-sea surveillance to detect whales.

- Implementing licencing requirements at certain fisheries for harvesters to keep better track of rope and buoys, and mandatory reporting of lost gear.
- Adding a reporting requirement to all commercial licences that all interactions with marine mammals must be reported.
- Increasing the frequency that snow crab vessels are now required to report their activity on the water through Fisheries and Oceans Canada's (DFO) vessel monitoring system to ensure compliance with new measures.

The Government of Canada has heard the concerns raised by communities, fishers and the marine transportation industry regarding the impact of speed restrictions for vessels and fisheries management measures in the Gulf of St. Lawrence. Protecting Canada's endangered whales from harm is a shared responsibility that weighs heavily on all of us.

These new measures aim to protect these endangered whales from further harm and minimize possible economic losses for local economies. The measures may be changed as needed over the season.

In addition to these investments and measures, the Government of Canada's Budget 2018 includes \$167.4 million over five years to help protect and recover endangered whale species in Canada, notably the Southern Resident killer whale, the North Atlantic right whale and the St. Lawrence Estuary beluga. This includes funding for science activities to help better understand factors affecting the health of whale populations, as well as actions to help address the threats arising from human activities.

In late April, DFO surprised Gulf of St. Lawrence lobstermen by announcing the following measures:

- A "static closure" for the entire April 28—June 30 fishing season for portions of two lobster fishing areas.
- The possibility of dynamic closures when and where right whales are sighted.
- Requirements to reduce the amount of rope floating at the surface.
- Requirement to report all lost gear and inform DFO of interactions with marine mammals.
- Requirement to report sightings of whales.

Lobster industry must lead on right whales

APRIL 2, 2018 JOHN BULLARD OPINION IN THE BOSTON GLOBE

A number of events over the past two weeks have probably gotten the full attention of the US lobster industry and increased pressure for it to take the lead in fighting the potential extinction of the North Atlantic right whale.

In response to the deaths of the endangered whale, including 12 in Canada last year, Canada has imposed new restrictions on ship speeds and snow crab fishing, as well as earmarked \$1 million more annually to help free marine mammals from fishing gear.

In addition, survey teams on Saturday ended their aerial search for right whale calves off the southeastern US coast. For the first time since the spotters began their survey, in 1989, they recorded zero births this calving season. Last year only five births were recorded, well below what used to be the average of 15 per year. Last year there were 17 confirmed right whale deaths. Already this year, a 10-year-old female, who was just entering her breeding years, died after becoming entangled in fishing gear. She was discovered off Virginia.

There are only about 450 North Atlantic right whales, including about 100 breeding females. Females used to give birth every three to four years. Now they give birth only every eight years, if at all. Photographic evidence suggests that about 85 percent of right whales show signs of entanglement in fishing gear, which affects the whale's fitness and is likely one of the reasons for the longer breeding cycle.

The \$669 million lobster industry must assume a leadership role in solving a problem that it bears significant responsibility for creating. Entanglements occur in other fixed-gear fisheries, but the number of lobster trawls in the ocean swamps the other fisheries.

Lobstermen know the gear, the ocean, and how to adapt. And they know best how to save whales. They have already modified their gear to reduce their effects on large whales. They participate in gear research and continue to work with the Take Reduction Teams at the National Oceanic and Atmospheric Administration. But it is time to acknowledge that these efforts are not enough. The industry needs to consider other ideas, including closing additional areas and reductions in trap limits as well as trying out lower-breaking-strength ropes or testing ropeless gear technology.

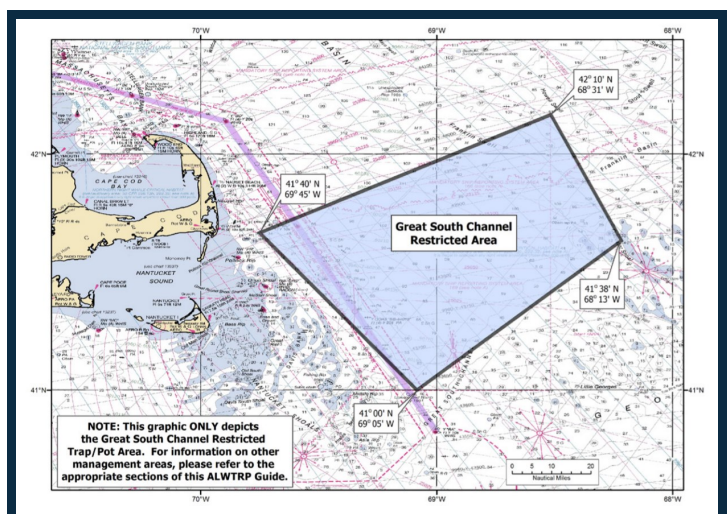
They don't have to do it alone. Scientists are willing to share their knowledge of whale behavior and location. NGOs are willing to shake the bushes for funding to help implement changes. And I know from my time at NOAA that finding solutions is the agency's highest priority.

The American lobster industry, not solely responsible, also

cannot solely end whale mortalities in fishing gear. Our Canadian friends know that they cannot have a repeat of last year and have announced measures that are tough, fair, balanced, and equivalent to what the United States has had in place in our waters. They also announced a significant financial investment in further survey and research. In the United States, more than 25,000 miles of rope have been removed from the paths of whales. Along the Atlantic coast, 25,000 square miles of area have been closed to protect whales. But more needs to be done to save the right whales.

The decision on March 20, by the Marine Stewardship Council, to suspend the sustainability certification of Canada's Gulf of St. Lawrence snow crab fishery because of its links to the deaths of the North Atlantic right whale is news the US lobster industry should take note of. As the word "extinction" gains currency, as the public sees photos of the gruesome injuries sustained by these whales, consumers may ask themselves if they want to participate in the species' demise.

The right whales don't care about our borders. They just want to live. They want to go about their business eating and reproducing without humans hitting them with ships or wrapping them up with fishing gear. We should want this too. Two hundred years ago, my ancestors and others from Nantucket and New Bedford thought these were the "right" whales to hunt. For New Englanders, and the lobster industry, they are now the right whales to save.



IMPORTANT U.S. REMINDER: Great South Channel trap gear closure in Area 3 waters April 1—June 30. Starting May 1, NOAA OLE and USCG will be increasing enforcement efforts of closed area and gear regulations.



Marine Electronics for Over 30 Years
Sales . Service . Installation

Chris Electronics is a factory authorized, servicing marine electronics dealer. We provide service as well as operational instruction on all equipment sold.

255 MacArthur Dr. New Bedford, MA 02740
N41°38'03.81", W70°55'21.18"
508-994-8257

T&K MARINE ELECTRONICS, INC.

AUTHORIZED SERVICE, SALES &
INSTALLATION OF MARINE ELECTRONICS



TONY VIEIRA, PRESIDENT

FCC LICENSED w/SHIP RADAR
ENDORSEMENT

FULLY INSURED

54 WRIGHT ST., NEW BEDFORD, MA 02740
TEL: 508-961-2480 FAX: 508-961-2481



BOATS & PERMITS FOR SALE

To view our listings
visit www.athearnmarine.com
or call 508-999-4505

10 Union Wharf Fairhaven, MA 02719
Tel: (508) 999-4505 Fax: (508) 984-5596

Serving Fishermen Since 1946

Know Your Source

Supporting our
Coastal Fishing
Communities



East Coast Seafood

448 Boston Street, Topsfield, MA 01983 USA
Corp: 978.561.3800 www.myseafood.com

Fishermen's View

Seafood Market & Restaurant



Local fishermen Bob and Denny Colbert have fished out of the Sandwich Marina for over thirty years. In August 2015, the two brothers obtained an adjacent piece of land on the Cape Cod Canal and constructed a boat-to-table seafood market and restaurant, which opened in August of 2016. With a focus on fresh, locally-sourced seafood coupled with stunning views of the canal and marina, the brothers hope to give guests a truly unique dining experience -- Fishermen's View!

FROM OUR BOATS TO YOUR TABLE



RESTAURANT & BAR, RETAIL MARKET, WHOLESALE

20 Freezer Road Sandwich, MA 02563 | 508-591-0088

**BOSTON
WHOLESALE
LOBSTER
CORP.**

BWLC is always looking for a steady supply of offshore lobsters. We will pay for the product on delivery.



Boston Wholesale Lobster Corp.

781-592-2000

78 Marine Blvd.

Lynn, MA 01905

www.bostonwholesalelobster.com





New England Marine & Industrial

www.newenglandmarine.com

We Carry:

Cold Water
Shedder
Bands
for Chill
Systems



The Complete
Polyform
LD Buoy Line
(including LD4)



7/16" & 1/2"
Esterpro Rope
and
Neutral Buoyant
Line



Aquamesh and Cavatorta
Lobster Trap Kits and
Repair Wire

294 Ocean Street
Brant Rock, MA
888-834-9301

Call for Pricing
Quantity Discounts Available

200 Spaulding Tpk
Portsmouth, NH
800-492-0779



Need a lender who understands **YOU?**

Farm Credit East specializes in providing loans and lines of credit to Maine's commercial fishing industry. With long- and short-term financing options for real estate, boats and equipment, Farm Credit East is the right choice for you. We provide attractive rates and solid advice for aquatic businesses of every type and size.

Our lending experts understand your business. Call them today at the branch office closest to you.

Loans and leases for:

Boats / Trucks / Real estate / Wharves / Bait storage facilities / Equipment / Haul out and repair / Operating lines / Permits



FARM CREDIT EAST

Scott Kenney
Auburn, ME 800.831.4230 / FarmCreditEast.com

HABITAT

HABITAT: NMFS implemented changes to habitat areas and scallop rotational access areas in April. In offshore waters; Closed Area (CA) II remains, CA I is replaced with a southern habitat research area and northern seasonal groundfish spawning closure, Nantucket Lightship (NLS) is removed and replaced with a nearshore habitat area. Contact Heidi or see the February issue of *Lobster Tales* for details and charts. With a trailing action, NMFS added new scallop rotational access areas in parts of CA I and NLS. In FY2018, scallop access areas are open in middle/northern CA I, middle and southeast NLS, and the Mid-Atlantic. The CA II access area is closed. AOLA members sat down with scallopers in mid-April to discuss gear conflict avoidance. AOLA staff have also been coordinating with groundfish representatives.

MONUMENT: In March, a federal court ended the 10 month stay on the industry's lawsuit and ordered the government to respond to our complaint. In April, the government filed a motion to dismiss the suit (i.e., defend the monument), arguing that: 1) As long as a President refers to the Antiquities Act's language, their actions are lawful; 2) "lands" include the ocean because Presidents have designated other marine monuments and the Supreme Court has upheld the inclusion of water within land-based monuments; and 3) "owned or controlled by the United States" only requires that the government have the power to regulate an area, such as in the exclusive economic zone.

In a case of odd bedfellows, a week after the government's motion, Natural Resource Defense Council, Center for Biological Diversity, Conservation Law Foundation and one individual submitted an intervening brief to also dismiss the case.

Reporting in the Washington Examiner speculates that the Trump Administration is defending the use of Presidential power (by Obama in creating monuments and by Trump in shrinking them) not necessarily the conservation value of this monument, which may ultimately be repealed, regardless of the legal outcome. (See page 33).

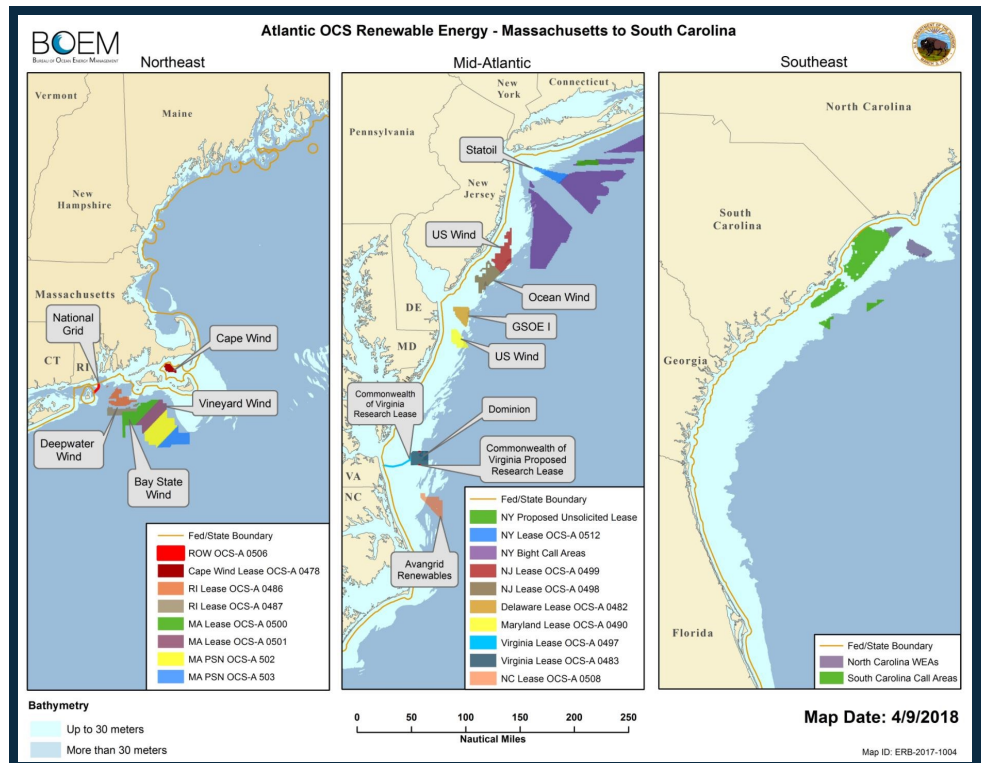
MARINE ENERGY: Similar to whales, energy development is a primary industry focus of late. Off of MA/RI there are three active federal wind farm leases—Deepwater Wind, Vineyard Power, and Baystate Wind—with two additional eastern areas now open for

lease offers. These eastern areas creep into Area 3 waters near Nantucket Lightship. Further south, Deepwater Wind has leased a state waters area off of Long Island. This is in addition to state and federal lease areas from New Jersey to South Carolina (see below).

AOLA has submitted comments about two of the proposed wind farms projects (see next page), as well as coastal power (by Obama in creating monuments and by Trump in shrinking them) not necessarily the conservation value of this monument, which may ultimately be repealed, regardless of the legal outcome. (See page 33).

Members of the National Coalition for Fishing Communities, submitted a letter to Massachusetts' Governor Baker asking for better coordination with the fishing industry regarding cumulative impacts of marine energy projects (see pages 14-15).

Of note: Vineyard Power is surveying possible transmission cable routes across Nantucket Sound into Hyannis Harbor and will be doing so through August. Contact Heidi for details.



Association Comments on Proposed Wind Farms

To: Michelle Morin, BOEM Office of Renewable Energy
April 30, 2018

The Atlantic Offshore Lobstermen's Association (AOLA) provides the following comments on the Notice of Intent to Prepare an Environmental Impact Statement for Vineyard Wind LLC's Proposed Wind Energy Facility Offshore Massachusetts. AOLA supports, through advocacy and leadership, the efforts of the offshore lobster industry to develop and maintain a strong, stable, and sustainably minded fishery. We are the sole organized voice of the offshore lobster industry, representing a majority of the active fleet from New Jersey to Maine, including fishing vessels and shoreside businesses in Massachusetts and Rhode Island.

While clean energy is a laudable goal, marine wind farm development must not displace local fishing fleets and should only be sited in areas that do not impact ocean resources, including fish and crustacean stocks, marine mammals, and essential habitat. Specifically regarding the Vineyard Wind's proposed facility, we offer the following cautions:

In recent years, much of the southern New England lobster fleet has transitioned to a mixed crustacean fishery targeting both Jonah crabs and lobsters. The emerging Jonah crab effort is increasingly active in an area along the eastern border of the RI/MA lease area. The EIS should address not only the fisheries and economic impacts to this mixed crustacean fleet, but also the biological impacts to migrating lobster and Jonah crab. Impacts of constructing, siting, operating, and decommissioning should be considered.

Since 2011, the areas within and around the RI/MA lease area have become important forage habitat for the critically endangered North Atlantic right whale. An oceanographic model developed by Dr. Nicholas Record and colleagues, indicates that this area has increasingly become a spring hotspot for blooms of the copepod *Calanus finmarchicus*, favorite prey of right whales. This is evidenced by NOAA declaring Dynamic Management Areas south of the Cape & Islands from February through July 2017 and in March and April, to date, this year. BOEM must consult with NOAA and consider the requirements of the Endangered Species Act and Marine Mammal Protection Act as part of this EIS. Further, BOEM should consider the oceanographic impacts of Vineyard Wind's proposal,

considering how changes to habitat or local currents, for example, could affect the seasonal copepod aggregation,

which are prey not only to whales, but also forage fish.

The MA/RI lease area is near busy, historic, and highly valued fishing ports in Rhode Island and Southern Massachusetts, the impacts of an energy facility and transmission cables on transiting vessels, port access, and infrastructure need to be considered as part of the EIS. Additionally, strategically place, well-defined 2-4 mile wide transit lanes should be considered a necessity within the wind farm field to limit impacts on vessel traffic.

Commercial fishing is one of the oldest industries in the United States and the fishing tradition continues to support coastal economies throughout the Atlantic Coast. It would be incredibly foolish to put that heritage at risk without fully analyzing the cumulative needs, costs, and benefits of all offshore energy proposals, including the Vineyard Wind LLC's proposed facility.

Thank you for the opportunity to comment.
J. Grant Moore, President

To: East Hampton, NY Town Board and Trustees
April 4, 2018

I'm writing as representative of the Atlantic Offshore Lobstermen's Association to ask that you address the concerns of the local fishing community related to the proposed South Fork Wind Farm. While clean energy is a laudable goal, marine wind farm development must not displace local fishing fleets and should only be sited in areas that do not impact ocean resources, including fish and crustacean stocks, marine mammals, and essential habitat.

Commercial fishing is one of the oldest industries on the East Coast and the fishing tradition continues to support the coastal economy of Long Island. It would be incredibly foolish to put that heritage at risk without fully considering the needs, costs, and benefits of the South Fork Wind Farm and all other marine based energy extraction activities proposed off the East Hampton coast.

The Atlantic Offshore Lobstermen's Association supports, through advocacy and leadership, the efforts of the offshore lobster industry to develop and maintain a strong, stable, and sustainably minded fishery. We are the sole organized voice of the offshore lobster industry, representing a majority of the active fleet from New Jersey to Maine, including members of the Montauk fleet.

Thank you for the opportunity to comment.
J. Grant Moore, President

Dear Governor Baker:

We the undersigned are members and supporters of our nation's \$60 billion commercial fishing industry. We are committed to speaking out about the offshore wind energy industry's efforts to develop in the United States, whenever and wherever offshore wind development has the potential to significantly impact our livelihoods.

Now is a particularly critical time for our collective voice to be heard. In April your Administration is scheduled to select a company to construct the nation's first industrial-scale offshore wind project off the coast of Massachusetts. We therefore seek your immediate, direct involvement to ensure that our concerns are promptly given the attention they deserve; and if further time is needed to address these issues, then we ask you to consider delaying the April selection.

It is imperative that the MA wind project and any that follow, which propose to share those same waters which have been inhabited by our historic fishing industry for centuries, are designed, constructed, and operated in a way that takes into account the activity of the nation's commercial fishing fleet. Based on the past several months of interaction with the offshore wind industry, we do not have confidence that our interests are being adequately taken into account, nor will be in the future.

Three issues of key importance have emerged, first, the project size and number of turbines; second, the lack of a plan or process to study impacts; and third, a lack of coordination or communication among projects.

At the same time, there is an increasing consensus among industry members that these specific issues reflect an underlying problem: The "fishing engagement" efforts of offshore wind developers have shown themselves to be woefully insufficient, lacking in transparency, and unnecessarily burdensome on fishermen. We are concerned that our voices are being divided and diluted by the current patchwork of engagement initiatives, and we do not have any confidence that the situation will improve without firm direction from state and

federal policy-makers.

Three separate, developer-led outreach efforts have been launched, and all are stumbling to produce meaningful dialogue or move us closer to real solutions in areas ranging from navigation, access, cable routes, radar interference, and gear loss. Equally troubling, it has become clear that offshore wind developers are unwilling or unable to coordinate their interactions with commercial fishermen to tackle issues that cut across multiple project areas. Thus far these efforts have been more akin to "window dressing," disparate activities designed ultimately to provide a means to claim that fishing interests have been considered, rather than an actual serious and successful engagement with fishing interests.

In sum, the "engagement process" as presently constituted is proving to be a wholly ineffective means of interacting with the commercial fishing industry—an industry whose members are already required to attend dozens of regular public meetings on a myriad of regulatory issues related to our profession.

It is ironic that the possibility of oil and gas development off the U.S. East Coast—as problematic as that may be for many fishermen—has not generated nearly the same level of consternation among fishermen recently as the prospect of an offshore wind industry unwilling to undertake the hard work of a serious, substantive engagement with our industry.

We believe a better, simpler path forward exists. We outline such a path in the second half of this letter, and we ask you to endorse our plan.

Three Issues of Critical Concern:

1) Project Size/Number of Turbines -

We believe Massachusetts should curtail the numbers of turbines associated with first offshore wind project to allow for a robust foundation of impact studies on fisheries and fishing activity before any decisions are made regarding additional offshore wind projects. If a decision is made to approve a wind project this Spring, that project should be as modest in size and scope as possible to facilitate the study of its many impacts through all the phases of the

project.

We are pragmatic and we understand that we do not "own" the ocean where these wind farms are being sited. But we do not believe that a renewable resource like wind energy should be allowed to displace another renewable resource like wild fisheries. To guard against that outcome, a measured, restrained approach to the initial project size is best. It is irresponsible to allow construction of sizable wind farms without a deep understanding of their impacts. That understanding must be informed by a robust analysis of local data—not just extrapolations from the European offshore wind experience. The U.S. Continental Shelf is not the North Sea, and our fisheries and fishing operations are also very different.

We are strongly in favor of a cautious procurement approach that allows U.S. state and federal regulators time to study and then correct policies governing domestic offshore wind projects. We encourage the Commonwealth to award no more than 400 MW in this round of solicitations to allow fishermen, fisheries scientists, and regulators the opportunity to fully determine the impact offshore wind farms have on our businesses and the resource.

2) Lack of a Plan or Process to Study Impacts -

Even if a smaller wind project is approved, there is not currently a process or plan in place to measure its varied impacts on the fishing industry. To be sure, there are BOEM guidelines that require developers to study fisheries impacts. The problem lies with what the BOEM guidelines lack. For example, there is no framework for deciding who will perform the studies to ensure their rigor and credibility; and nothing to ensure that studies even take into account input from the fishing industry.

The MA Coastal Zone Management's Fisheries Working Group is making efforts to address the problem, but a detailed Study Plan that enjoys broad support among fishing stakeholders is urgently needed. A Study Plan could lead to analyses that helps developers locate individual turbines within a project area. Under the current process,

CONTINUED NEXT PAGE

Construction and Operations Plans (Plans that detail turbine layouts) may be finalized by developers with no input at all from the fishing industry and no impact analysis. Without a Study Plan in place, BOEM's existing guidelines are proving of little value to fishing industry stakeholders.

3) No Coordination or Communication Among Projects - The combination of federal and state processes for selecting and managing offshore wind projects is resulting in narrow, siloed decision-making among developers and regulators alike. The result is little, if any, communication or coordination among projects. This has major implications for the fishing industry. For example, transit lanes for vessels accessing the fishing grounds south and east of the project sites may not align as individual projects are left to pursue their own solutions.

Coordination around cable corridors is likewise absent. Coordinating cable routes can significantly lessen the impact to fishing operations and prevent unnecessary exclusions to mobile gear or prohibitions on grappling for lost fixed gear. The importance of coordinating with the fishing industry on the cable routes is a lesson learned from the European experience, but one that it appears is being ignored here.

The Path Forward: A Standardized Process for Developer Engagement With Fishing Stakeholders

Our view is that a "hitting of the reset button" is needed. If honest communication and effective approaches to issue resolution can be established, that success will broadly disseminate and serve both industries well for years to come. The reverse is also true: if the nascent offshore wind industry fails in its relationship-building in in this first round of procurement, then negative consequences will extend far beyond.

The Port of New Bedford is utilized daily by vessels home ported from Maine to North Carolina. One need only spend a morning in the auction house there to hear a multiplicity of languages, and accents from down-east to southern drawl. As both the nation's most economically valuable fishing port for nearly two decades, and the primary

offshore wind staging port on the East Coast, New Bedford is a logical place to serve as the point of interaction between the offshore wind industry and the commercial fishing industry.

It is in this context that we support having the New Bedford Port Authority take on a leadership position as the central facilitator of communication between the two industries for all offshore wind projects in development in the Massachusetts Wind Energy Area (WEA). This could potentially grow into a role as central facilitator for other wind projects in development along the Northeast seaboard where commercial fishing impacts are anticipated. In our view, establishing the NBPA as the central clearinghouse charged with administering a standardized, consolidated information-exchange and issue-resolution process, can only serve to benefit the interests of both the fishing and offshore wind industries.

The NBPA has the technical expertise and the credibility within our community that is essential to effective communication and problem-solving among stakeholders. Moreover, as a public entity, the NBPA is in a unique, independent position to operate in this role.

A standardized, consolidated process for the offshore wind industry's engagement on fisheries issues is the only path forward. We envision the NBPA, as the facilitator of that process, creating a constructive environment where project plans and information about operations are shared with the fishermen, where issues in need of attention are articulated back to the wind developers, and where potential conflicts are diffused and problems solved.

We also expect that this sustained engagement with the fishing industry can translate into more conciliatory interactions with fishing communities all along the Eastern Seaboard. To be sure, every wind project will have its own unique characteristics, and differing fishing-related impacts, but we are convinced that the framework we are proposing has the greatest chance of success irrespective of the particular issues that may arise.

It is with this goal in mind that we would like you to endorse the following

"standard operating procedure" for engagement with the commercial fishing industry for all Massachusetts WEA projects. We also ask for your help in encouraging the federal Bureau of Ocean Energy Management to require other developers pursuing projects along the Eastern seaboard to adopt the same process.

- Each wind project will follow a common, standardized process for fisheries engagement, but with different components that reflect the unique makeup of that project's fisheries stakeholders.

- Each wind project will strictly adhere to the Fisheries Communication Plan process for WEAs (as described in BOEM's 2015 Guidelines), including the holding of quarterly public meetings with fishing interests and monthly meetings with a smaller advisory committee (for the MA WEA the NBPA Fisheries Advisory Committee on Offshore Wind would assume this role).

- The monthly advisory committee will provide regular advice to the wind project on the following: Affected fisheries; Communication methods and tools; Impact reduction measures for fishery resources and fishing operations; The effectiveness of impact reduction measures; Opportunities for coordination across projects; Best practices for project dismantling/decommissioning at end of project life; Mandatory Mitigation

The concerns we are voicing are serious, but we have confidence in the potential of the process outlined above to successfully address these concerns. Likewise we have confidence in your leadership as Governor in these matters. We are grateful for the willingness you have shown in the past to take sensible steps to ensure that one of great and historic industries of the Commonwealth and our nation--commercial fishing--is respected in the state and federal policymaking process. We appeal to you to take sensible action again on our behalf.

In response, Governor Baker vowed to address fishing industry concerns. See the New Bedford Standard Times April 10th coverage for details. See page 33 for related press coverage.

Association Comments in Opposition to oil and gas leasing - March 1, 2018

Dear Secretary Zinke,

The Atlantic Offshore Lobstermen's Association submits the following comments in response to the 2019-2024 National Outer Continental Shelf Oil and Gas Leasing Draft Proposed Program. The Association strongly opposes oil and gas leasing in all Atlantic Ocean areas under consideration.

The Association opposes leasing in the Atlantic for the many reasons expounded by our state and federal representatives and regional fisheries bodies. Specifically, we note the following concerns:

- Seismic surveying operations negatively impact the bottom of the marine food web¹. Healthy plankton populations are essential for the survival of commercially fished species and protected and endangered marine mammals and turtles.
- Changes in whale behaviors in response to air gun noises² could render them hard to detect by survey operators, making immaterial regulations to cease operations when whales are present. There is also evidence that air gun noises have long distance impacts in the ocean.
- Surveys and extraction would harm sensitive deep-water benthic habitats, including cold water corals, which are distributed throughout the Atlantic continental shelf³.
- Surveys and extraction activities in traditional fishing areas would cause users conflicts, potentially dangerous conditions for fishermen, and damage to their gear.
- Oil and gas industry infrastructure could impact near-shore fisheries' habitats and contribute to the loss of fisheries' waterfront infrastructure because of competition.

- There are significant risks associated with leaks and spills during extraction and transportation activities.
- The Draft Proposed Program document inaccurately predicts the financial benefits of government leasing. Presently, companies rarely compete for leases and as a result the federal government's 2017 leases paid less than 3% per acre compared to 1983 leases⁴.

The US is a net exporter of fossil fuels with oil and natural gas surpluses projected into the future. There is absolutely no reason we should be threatening environmental and economic devastation of our coastal resources and economies – including small business from Maine to Florida - to support the profits of a few multi-national energy companies. Instead, the Department of Interior should be working to secure our future energy needs through renewable resources and partnering with the Department of Commerce to address the United States' seafood trade deficit. Despite having one of the largest Economic Exclusive Zones in the world, and being a global leader in sustainable fisheries, 90% of the seafood consumed in this country is imported.

In closing, we reiterate our opposition to expanded oil and gas leasing and ask that the south, mid and north Atlantic areas be excluded from lease consideration. As a bare minimum, the existing withdraw areas should be expanded to exempt wide swaths around all habitats of importance to the marine environment, commercial species, corals, and protected species. Commercial fishing is one of the oldest industries on the East Coast and the fishing tradition continues to support coastal economies from Maine to Florida. It is incredibly foolish to put that heritage at risk for short-term corporate profits.

Sincerely,

J. Grant Moore, President

¹ McCauley, RD, et. al (2017). Widely used marine seismic survey air gun operations negatively impact zooplankton. *Nat Ecol Evol*: 1 (7): 195

² Dunlap, RA, et. al (2017). Determining the behavioural dose-response relationship of marine mammals to air gun noise and source proximity. *Journal of Exp Bio*: 220:2787-2886

³ <https://deepseacoraldata.noaa.gov/>

⁴ Hilzenrath, DS. & N. Pacifico (2018). Drilling Down: Big Oil's Bidding. Project on Government Oversight. <http://www.pogo.org/our-work/articles/2018/drilling-down-big-oils-bidding.html>

We have your bottom line in mind

ANACKO CORDAGE COMPANY

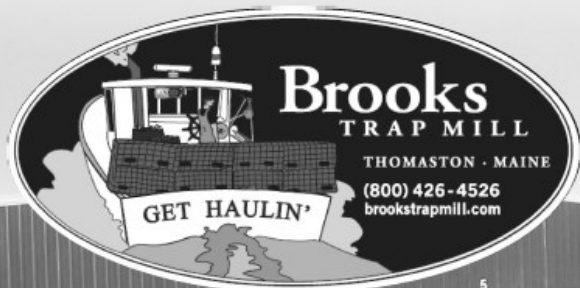
YOUR LOCAL MANUFACTURER OF HIGH STRENGTH ROPES

**FACTORY DIRECT SAVINGS
ROPE IS ALL WE DO
LOBSTER LINE IS OUR MAINSTAY
WE DELIVER**

Get the lead out with our 5/8+” Steel Shield. We are now able to cover the polyester core of each rope yarn with polysteel fiber. This process leads to superior abrasion resistance than other blends.

Research and development is an ongoing process and your input plays an important role.

**102 DEAN KNAUSS DRIVE
NARRAGANSETT, RI 02882**
(401) 792-3936 | www.anackocordage.com
michaelanackocordage@verizon.net

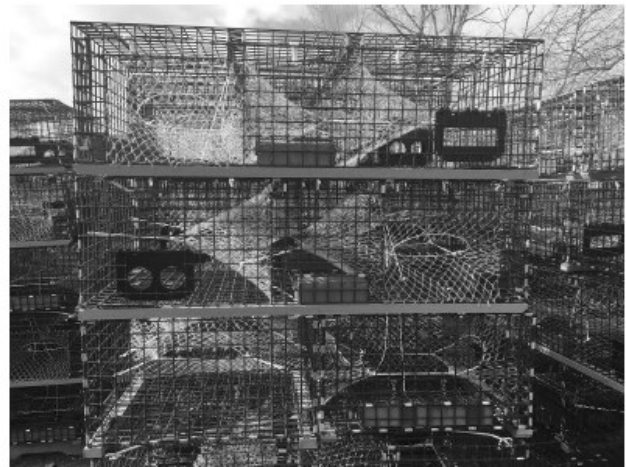


Family-owned for over 60 years



Traps • Wire • Rope • Buoys • Rain Gear • Tools • Boots • Aquaculture Gear and MORE!

— BE AMONG THE FIRST TO KNOW! —
Follow us on Facebook to see listings of new and used traps, promotions and more!



Find us on 
facebook.com/BrooksTrapMill

Brooks Trap Mill & Marine Supplies

www.brookstrapmill.com

Jonesboro, ME
(207) 434-5791

Portland, ME
(800) 244-8727

Thomaston, ME
(800) 426-4526

West Bath, ME
(855) 840-6027

LOBSTER/JONAH CRAB MANAGEMENT

ASMFC: The Atlantic States Marine Fisheries Commission' (ASMFC) Lobster Management Board met on May 2nd to discuss the following lobster items. There are currently no proposed or planned Jonah crab actions.

The first issue of business was to review proposals to reduce latency from the Areas 4, 5, and 6 Lobster Conservation Management Teams (LCMTs). These proposals were prompted by a memo from the SNE Working Group, which recommended the Board investigate latent effort in the fishery after the Board did not approve Addendum XXV. Given the wide range of LCMT suggestions and natural attrition of the SNE fleet, the Board opted not to initiate a formal latency Addendum at this time. However, all states were encouraged to review latency in their permit databases and collaborate with states that share jurisdictions over Areas to ensure there is an accurate catalog of latent effort in both stock areas.

In February, the Board tasked the Law Enforcement Committee (LEC) with reviewing the enforceability of ropeless fishing in the lobster fishery. The LEC met on May 1st and generated the following list of concerns with ropeless rigging, which were shared in detail with the Lobster Board.

1. Inability to enforce current lobster regulations, such as trap tag allocations and vent sizes, when gear can't readily be retrieved.
2. Additional cost and time required to retrieve ropeless fishing gear.
3. Keeping acoustically transmitted gear location in-

formation secure

4. Physical limitations of enforcement vessels, given that many ropeless technologies require additional deck space for storage/deployment equipment.
5. Impacts on other fisheries to persecute ropeless fishing without gear conflicts.

Lobster Board members agreed to ask the Policy Board to send a letter to NOAA NMFS GARFO highlighting these concerns with ropeless technology.

Commission staff provided a very brief update on Addendum XXVII (27) development. The Board initiated Draft Addendum 27 to increase the resiliency of the GOM/GBK stock. The PDT has begun work to draft the Addendum and the TC is conducting analyses to understand the biological impacts of standardizing various management measures. There is no timeline for this Addendum, as of yet.

The Board's subcommittee to consider electronic tracking for the lobster fishery also met in April—via conference call. David is on this subcommittee and he reports that they are considering a one-year proof of concept test on a few boats. One system they are looking into is a ~\$600 unit from Faria Beede that transmits via the cellular network, but can store up to 24,000 fixes when outside of cell range.

NOAA: rulemaking is in the works for the outstanding trap cap provisions previously approved by ASMFC. Once the proposed rule publishes, the staff will notify members. This rulemaking could be problematic, because of the current mismatch between ASMFC and NOAA trap caps.

(508)994-2961 - (508) 994-8384 - (508) 999-4297

Fax: (508) 993-4108 Email: nbss.nbship@verizon.net

NEW BEDFORD SHIP SUPPLY CO.

108 Front St
New Bedford, MA 02740

Hours: Mon-Fri 7:00-4:30 - Sat: 7:00—11:30
Harriet Didriksen, Pres. Cell: (508) 509-7208

REMINDER: LCMA 4 Seasonal Closures

Effective April 30 to May 3: Lobster Conservation Management Area (LCMA) 4 is closed to lobster fishing. Possession or landing of lobster taken from LCMA 4 by federal permit holders is prohibited. All traps and gear must be removed from LCMA 4 prior to Apr. 30. Lobster vessels with a federal permit may transit the area with stowed gear.

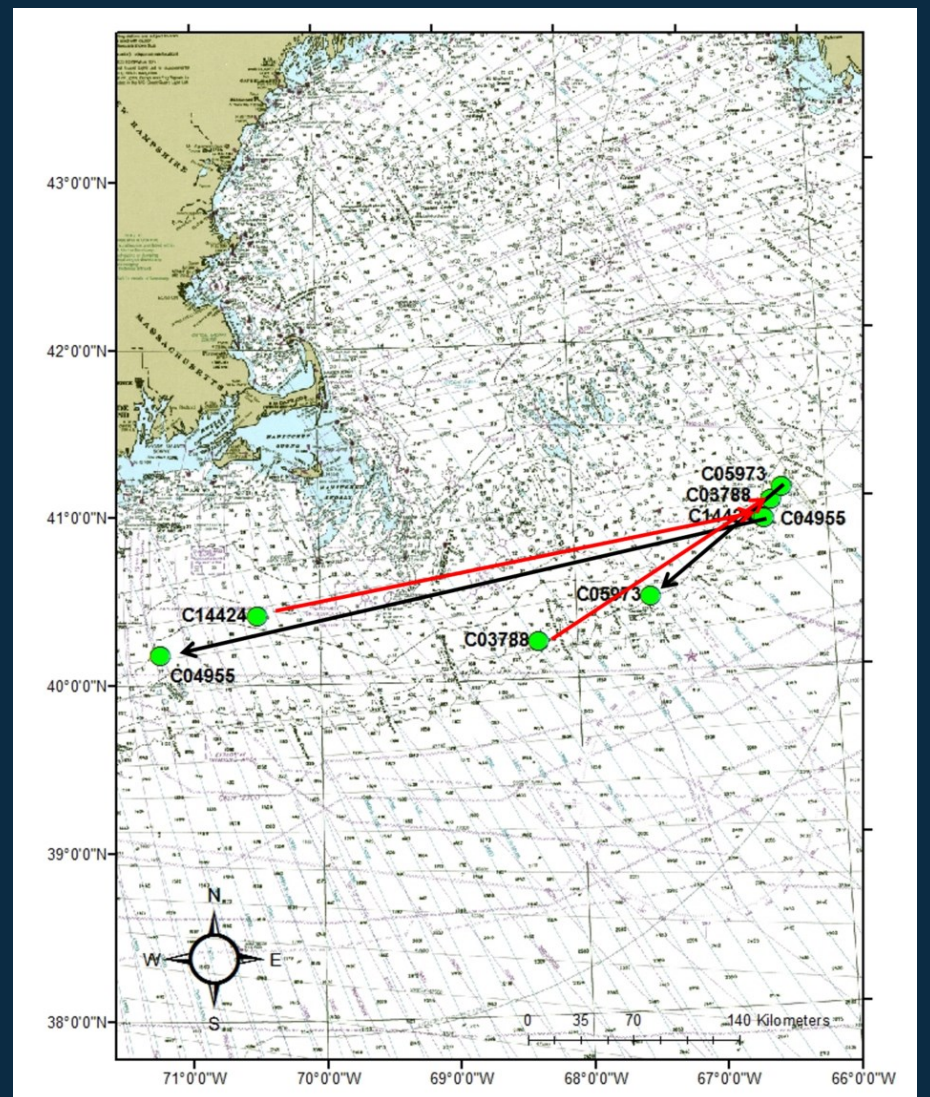
RESEARCH UPDATES

Tagging: PLEASE CONTACT HEIDI WITH CRAB & LOBSTER RECAPTURES. You can call, text, mail or email. You can send photos of animals, logsheets, plotters, etc. Whatever method is easiest for you and your crew. (See contact details on page 2). If at sea, release the animal with tag intact. If the animal is landed, please do not release it in coastal waters. As a reminder, we hope to use recapture reports to gather growth rate information about both species. To that aim, submissions with width measurements (crab) or carapace length and/or a photo next to a gauge (lobster) are entered into higher value raffles. The next round of cash raffle will be drawn July 1 from reports called in between last July's raffle and June 30, 2018.

Eggers: Related to the lobster tagging project, we mailed out directions and data sheets to GOM/GB members last fall asking crews to count the number of eggers in 2-4 trawls per trip during most trips between November 2017 and November 2018. If you haven't already, please consider starting this important effort now. Data sheets can be mailed, texted, or emailed to Heidi.

Stock Assessment: In May, Heidi will be presenting results of prior and ongoing lobster tagging projects at the first data workshop being held as part of the next lobster stock assessment. Tag recapture charts developed for that presentation will be included in June's *Lobster Tales*.

Whales: As noted in the whale article, the State of Maine has received funding to develop a regional profile of vertical lines used in the trap fisheries and to test breaking strength and working loads of common line and hauler configurations. Maine DMR and NMFS staff are working diligently to fast track the research, given the dire need for additional information to inform the North Atlantic right whale crisis response. AOLA, MLA, and MLA have signed on to help DMR with this effort. However, we do not yet have specifics on our role in the project. Stay tuned for updates.



CRAB RECAPTURE RESULTS: Male Jonah crabs that have moved the longest distance to date. Red lines show movements northeast, black lines show movements southwest.

- ◇ **C05973** released 6/24/17, recaptured 2/9/18, moved 113 km.
- ◇ **C03788** released 5/26/17, recaptured 8/20/17, moved 169 km.
- ◇ **C14424** released 8/13/17, recaptured 1/27/18, moved 341 km.
- ◇ **C04955** released 6/25/17, recaptured 1/12/18, moved 417 km.



MARINE • FISHING GEAR • SAFETY

44 South Street, New Bedford, MA 02740
 Phone: 508-993-0010 Fax: 508-993-9005
Securing - Lifting - Rigging
 82 MacArthur Dr. New Bedford, MA 02740
 Phone: 508-992-9519 Fax: 508-992-9419

JohnReardon@Hercules-SLR-US.com



www.Hercules-SLR-US.com

USCG Safety Inspection Station #327

Commercial Fishing-Marine Safety-Rigging

- ❖ Marine Hardware
- ❖ Cotesi - Netting, Leaded/Sink Rope
- ❖ Stormline & Climate Technical-Foul Weather Gear
- ❖ Buoys & Floats
- ❖ Lobster Bands
- ❖ PFD's, Vests, Float Coats
- ❖ Fish Totes
- ❖ Insulated Tubs
- ❖ Cordage & Twine
- ❖ Mooring Equipment
- ❖ Boarding Ladders
- ❖ Polysteel Rope- Esterpro Sinking, Hydropro
- ❖ Leadline
- ❖ Wire Rope - FC Galv, IWRC, Dyform
- ❖ HiFlyers 12', 14' & 15' XHD
- ❖ Golf & Batting Cage Netting



Inflatable PFD's

Life Raft Sales

- ❖ Revere
 - ❖ Elliot
 - ❖ Survitec
 - ❖ Switlik
- All brands accepted for service



Fenders & Buoys-All Colors



ACR Electronics
 Sales & Service
 for your E.P.I.R.B.



Boots from
 Honeywell Safety



On-Board Vessel Inspections & Safety Drills

Call our USCG Certified Drill Conductors:

Rodney Avila 508-889-0401

Ted Williams 508-264-5779



Imperial
 Survival Suits
 Sales & Annual
 Inspections
 Done in house



- 24 Hour Emergency Service
- 400 Metric Ton Marine Travelift
- Sandblasting
- Mechanical Repairs
- Electrical Repair
- Spray Painting
- Machining
- Fabrication
- Welding
- Pipe Fitting
- Mobile Crew
- Rigging

Sims Metal Management's Providence, Rhode Island, facility is committed to performing the highest quality marine repair and service with the quickest possible turnaround, because each day your vessel is out of the water means lost revenues to you. Our facilities, equipment and staff are prepared to handle your vessel's needs with efficiency on a moment's notice.

BOTTOM TRAWL SURVEY

The Spring NOAA Bottom Trawl continues its movement north and east. Georges Bank and the Gulf of Maine stations will be surveyed through May 14th. At sea, you can also contact the survey crew at via channel 16 and track vessel movements using AIS.

BAIT

SKATES: The New England Fishery Management Council recently approved a plan to adjust down the uncertainty buffer for skate wing and bait fisheries from 25% to 10%. This will open up more quota to the fleet, allowing the fisheries to operate longer each year without triggering the incidental trip limit of 500 lbs, which effectively shuttered the directed fishery and severely impacted the monkfish fleet the last two winters. This is as another interim measure (in addition to splitting bait and wing accountability measures in 2017) to respond to increased fishing effort ahead of the next stock assessment and development of a limited access program, which will takes years to craft.

At industry's urging, the Council also asked that the Skate Plan Development Team (PDT) and Committee to analyze options to give NMFS authority to more moderately adjust trip limits before the incidental trip limit is triggered. The PDT is working on two options: 1) an intermediary possession limit that is triggered when a certain percent of the quota has been caught and 2) reducing the existing possession limits to levels that are economically viable, but limit the risk of triggering the 500 lb. defacto closure. These measures won't directly affect the bait fishery, but they do impact the bait byproducts generated from wing processing.

MENHADEN: Last fall, the Atlantic States Marine Fisheries Commission increased the overall quota for menhaden by 35 million pounds for 2018 and redistributed the catch among states, giving each state a minimum of 0.5% of the quota. This redistribution has triggered push back from the southern states that are losing quota and excitement from northern states that will benefit from larger quotas as menhaden abundance shifts north.

GARFO eVTR App **Available for** **Online Reporting**

With our new NOAA Fish Online App (iOS), you can now submit your electronic Vessel Trip Reports (eVTRs) using your iPhone or iPad. With the free app, you can:

- Create a new eVTR
- Edit an existing report
- Be alerted to any errors made
- Auto-fill forms
- Start and complete a form at different times prior to landing

Reports submitted via this app will meet all of GARFO's reporting requirements for both commercial (except ITQ Clams) and recreational fishing.

If you have a valid Federal fishing permit and would like to use this convenient app, first contact our Help Desk at 978-281-9188 or [nmfs.gar.helpdesk@noaa.gov](mailto:helpdesk@noaa.gov) to obtain log-in information. Then search for "NOAA EVTR" in the Apple App Store, use the Filters dropdown menu to select "iPhone Only", and download the free app to your iOS device. Our Help Desk is available if you need additional assistance.

In addition to our NOAA Fish Online App, we approved other applications for electronic reporting. Go to our Electronic Vessel Trip Reporting [website](#) for more information.

From the latest The NOAA Navigator.

FY 2018 OBSERVER COVERAGE

The Observer Program has announced the FY2018 Standardized Bycatch Reporting Methodology (SBRM) seaday schedule. Trips using lobster traps to target lobsters or Jonah crabs have been assigned days as follows: Mid-Atlantic Lobster—16; New England Lobster—17. Since the days are further distributed across calendar quarters, it is unlikely that any offshore trips will be observed this fishing year.

VESSEL DISCHARGE LEGISLATION

As a reminder, the EPA requires vessel incidental discharge permitting as part of the National Pollutant Discharge Elimination System. Since the inception of this program, commercial fishing vessels have been exempt from the permitting requirements. However, exemption has been granted via short-term legislation only. In January, the most recent exemption expired. The Senate is at work on a permanent exemption, the "Vessel Incidental Discharge Act (VIDA)", which is currently embedded in the proposed Coast Guard Reauthorization, however the legislation has been delayed because of regional discharge concerns in the Great Lakes.

Heidi spoke to Senate staff and there is little hope for another short-term exemption, because some Senators are using the expiration as leverage to push forward a permanent solution for both commercial fishing vessels and all small commercial vessels. That said, they also reported that neither EPA nor the US Coast Guard are enforcing the permit requirements at this time. To learn more about the permit requirements, visit: <https://www.epa.gov/npdes/vessels-svgp>.

The following was submitted to Maine, New Hampshire, Massachusetts, Rhode Island, New York, and New Jersey Senators in early May, along with a longer more detailed letter on the issue that the Association originally submitted to the same Senators and Members of the House of Representatives last June.

"I'm writing as representative of the Atlantic Offshore Lobstermen's Association, to urge Senators to act expeditiously to secure passage of the "Vessel Incidental Discharge Act", currently included as part of pending U.S. Coast Guard reauthorization legislation. The latest temporary exemption to the Federal Water Pollution Control Act for commercial fishing vessels of all sizes and other commercial vessels less than 79 feet, expired on January 19th. Without swift action, approximately 80,000 commercial vessels will need to acquire permits to legally discharge effluent generated during normal operations.

For background on this issue, please find attached a letter the Association submitted last June."

Thank you,
Heidi Henninger

From RIDEM: Candidates Sought for Membership on Rhode Island Marine Fisheries Council

On behalf of Governor Raimondo, DEM Director Janet Coit seeks candidates for one seat on the Rhode Island Marine Fisheries Council (RIMFC). Anyone with skill, knowledge, and experience in the commercial fishing industry is welcome to apply.

The Council serves in an advisory capacity to the Director, providing recommendations on proposed marine fisheries regulatory issues and other matters pertaining to marine fisheries management in Rhode Island. Members are appointed to four-year terms, are expected to attend about eight meetings per year, and serve without compensation.

There is a pending vacancy on the Council, pertaining to a seat held by a representative of the commercial fishing industry.

Anyone interested in becoming a candidate for this Council seat is invited to submit a letter of interest and resume to: Robert Ballou, Assistant to the Director, DEM, 235 Promenade Street, Providence, RI

Canal Fuel Co.

147 Cranberry Highway • PO Box 692 • Sagamore, MA 02561

800-356-3133 • 508-888-1469

www.canalfuel.com

OUR COMMITMENT TO YOU

At Canal Fuel Company we believe it is our customer loyalty and strong commitment to remaining Cape Cod's premier full service home heating oil company that will keep customers coming back. We do business the old fashioned way with no gimmicks or hidden fees attached. We offer service contracts that include a free cleaning and tune-up. Our service department will tune your burner for maximum efficiency and peace of mind. You can count on us for the best C.O.D. price on Cape Cod. Our staff is a strong, knowledgeable and responsive team who are always there for all your needs. In the field and on the road you can be sure our drivers will go above and beyond to provide you with the best service possible.

MARINE DIESEL & LUBE OILS

Canal Fuel has been serving the marine fishing industry for over 50 years. We would like to take this opportunity to assure you that we will do our utmost to meet your fuel needs with excellent service at the lowest cost. We offer a wide variety of marine lube oils that we have in stock at all times. If we do not stock it, we can get it.



111 Myrtle Street
New Bedford, MA 02740

 @ketchamsupply



www.ketchamsupply.com
info@ketchamsupply.com
508.997.4787

Now selling "Pro Flex" Sinking Rope

Hi-tensile co-polymer light green (steel rope) float blended with sinking polyester

Available in the following diameters and coil sizes. ALL SIZES \$2.00/lb

5/16" x 1800' 3/8" x 1200' 1/2" x 1200' 5/8" x 2400'

11/32" x 1800' 7/16" x 1200' 9/16" x 1200' Tons is stock

Association NEWS

AOLA's Board of Directors met on April 23rd to approve fishing year 2018 vessel dues rates for both highliner and standard levels. Each year the Board reviews finances before committing to the incremental dues increase schedule approved by the membership in 2016. That schedule was developed to coincide with the five year Area 3 trap reduction schedule which reduces allocations by 5% per year from 2016 through 2020.

For the second year in a row, the Board opted for a dues increase less than what was scheduled. For Fishing Year 2018 there will be a minimal increase that reflects improving Association finances.

- Highliner Level - largest allocation vessel: **\$3.125** up from **\$3.05**
- Highliner Level - all other active A3 vessels: **\$1.125** up from **\$1.05**
- Standard Level: **\$1.30** up from **\$1.10**

May dues invoices reflecting these changes were mailed on April 24th. These rates are effective May 2018 through April 2019, with the following caveat.

The Board spent much of the meeting discussing right whales, and for that reason they are caveating their dues decision with a caution about the serious nature of the right whale issue and draconian impacts that the pending lawsuits against NOAA could have on the lobster industry. The staff and Board will be working on a number of fronts to stay proactive on this issue. To that aim, the Board may need to secure funds to support a legal effort later this year. If this is the case, dues rates may be reconsidered.

The Board also initiated a member and associate member recruitment/renewal campaign to continue to expand AOLA's representation and support the Association's financial health. With haul-out season in full swing, members are encouraged to speak to their suppliers about supporting AOLA via an annual Associate Membership donation. Associate Members are given advertising space in this newsletter and at www.offshorelobster.org.

The Board received updates from the staff on the wide ranging issues being addressed by the Association. Whales, monument, bait, management updates, renewable energy, closed area changes, and more. You can read about the Association's efforts on those issues throughout this issue.

As always, please don't hesitate to contact David or Heidi if you have any questions, concerns, or ideas you would like to share.

Connect with AOLA online at www.offshorelobster.org and www.facebook.com/AtlanticOffshoreLobstermenAssn



BOARD OF DIRECTORS

Grant Moore - President
 Jon Shafmaster - Vice President
 Norbert Stamps - Vice President
 William Palombo - Treasurer
 Eric Burcaw - At Large
 Marc Palombo - At Large
 Lars Vinjerud - At Large
 Jon Williams - At Large

AOLA STAFF

David Borden, Exec. Director
 Heidi Henninger, Program Coord.

Main Office - 603-828-9342
 23 Nelson St. Dover, NH 03820
heidi@offshorelobster.org
www.offshorelobster.org

ADVERTISE WITH AOLA

ANNUAL RATES

Full Page Color.....\$3000
 Full Page.....\$1000
 Half Page.....\$500
 Quarter Page.....\$250
 Business Card.....\$100

Call 603-828-9342 for details

*Interested in AOLA Merchandise?
 Contact Heidi.*

SAFETY

FIRE EXTINGUISHER RECALL—USCG Marine Safety Alert 3-18

Don't Wait! Ensure a Better Fate! Check your immersion suit zipper seams *MAR. 20*

During a recent inspection, U.S. Coast Guard Port State Control examiners discovered a significant flaw involving almost all of a vessel's immersion suits. The examiners noted that the glue used to attach the main zipper to the body of the suit had failed. Failure of the suit at this location will prevent the suit from achieving a watertight seal. Such conditions present serious risk to crewmembers in a survival situation.

Due to the high failure rate discovered during the Coast Guard exam (35 out of 40 suits were defective), the Coast Guard strongly recommends that vessel operators inspect their Immersion Suits for this potential unsafe condition. Do not wait to discover the problem during a real emergency. As a reminder, any replacement survival suits need to be approved by the vessel's Flag State. Distributed by the Office of Investigations and Casualty Analysis, Washington DC.



OceanMedix

The Source For Medical, Emergency & Safety Equipment - Since 2006

<http://www.OceanMedix.com>
1-866-788-2642



Working Fishermen
Our Goal is to Exceed Your Expectations

Fishing Vessel Medical Kits

Coastal & Offshore Configurations

Available in three sizes to accommodate the number of POB, duration of trip and distance away from professional medical care

SAFETY

FREE Upcoming Safety & Survival Trainings

PORTSMOUTH, NH SAFETY AND SURVIVAL TRAINING

May 2 | Urban Forestry Center, 45 Elwyn Rd.

For information or to register for a training, contact the Fishing Partnership Support Services Navigator in your area or visit www.fishingpartnership.org

PORSTMOUTH, NH DRILL CONDUCTOR TRAINING

May 3 | Urban Forestry Center, 45 Elwyn Rd

Lori, South Shore—781-635-0011

Morgan & Shannon, Cape Cod—508-237-9402

Nina, Gloucester/NM/ME—978-282-4847

Deb, New Bedford/NY—508-991-3043

GLOUCESTER, MA SAFETY AND SURVIVAL TRAINING

May 3 | USCG Station Gloucester, 17 Harbor Loop

GLOUCESTER, MA DRILL CONDUCTOR TRAINING

May 4 | USCG Station Gloucester, 17 Harbor Loop

RELATED: MIT Sea Grant has released a version of their “Responding to Emergencies at Sea and to Communities Under Extreme Stress” (RESCUES) specific for ME and NH operations. They previously released a version for MA.

NEW LONDON, CT SAFETY AND SURVIVAL TRAINING

May 10 | 1084 Shennecossett Rd, Groton, CT

The new version can be found at: https://seagrant.mit.edu/press_releases.php?nwsID=641

NEW LONDON, CT DRILL CONDUCTOR TRAINING

May 11 | 1084 Shennecossett Rd, Groton, CT

Commercial Fishing Vessel Safety Examiner Contact List

Updated March 2018

Name	Mil (M)	Unit / Location	Phone	E-Mail
	Civ (C)			
First District				
Ted Harrington	C	CCGD1 (dpi)- Boston, MA	617-223-8440	Ted.R.Harrington@uscg.mil
Paul Bassick	C	CCGD1 (dpi)- Boston, MA	617-223-8315	Paul.M.Bassick@uscg.mil
Kevin Plowman	C	Sector N. New England- South Portland, ME	207-780-3256	Kevin.F.Plowman@uscg.mil
Brian Smith	C	Sector N. New England- South Portland, ME	207-664-3931	Brian.M.Smith@uscg.mil
Dan Hieter	C	Sector N. New England- Belfast, ME	207-838-4440	Daniel.J.Hieter@uscg.mil
John Buckley	C	Sector Boston Boston, MA	617-223-3045	John.F.Buckley@uscg.mil
Ben Webster	C	Sector Boston Boston, MA	617-223-3045	Benjamin.P.Webster@uscg.mil
Kevin Coyle	C	Sector S. New England- New Bedford, MA	508-991-6812	Kevin.R.Coyle@uscg.mil
Scott Maccaferi	C	Sector S. New England- Otis ANGB, MA	508-968-6556	Scott.D.Maccaferi2@uscg.mil
Kyra Dwyer	C	Sector Long Island Sound- New Haven, CT	203-468-4437	Kyra.M.Dwyer@uscg.mil
Steve Pigeon	C	Sector Long Island Sound- Coram, NY	631-732-0190	Stephen.C.Pigeon@uscg.mil
MSSD2 Ian Bowes	M	Sector New York Staten Island, NY	718-354-4016	Ian.G.Bowes@uscg.mil



- » Encore Hartco Tools & Clips
- » Stanley Spenax Tools & C-Rings
- » Wematic Tools & D-Rings
- » Simonds Pneumatic Wire Cutters
- » Spotnail Staplers & Staples



Complete Parts Inventory & Tool Repair Service

(781) 826-2522 | chris@fisherairfasteners.com | www.fisherairfasteners.com



Pine Hill Equipment, Inc.

Products

- Bow & Stern Thrusters
- Capstans
- Cranes
- Engines & Marine Equipment
- Fishing Equipment
- Power Units
- Remote Controls
- Weighing Systems
- Winches
- Used Equipment
- Parts and much much more...

“Done right the first time!”

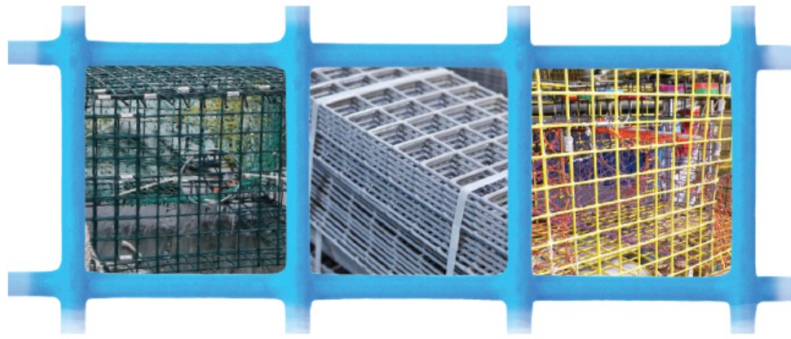
Some of the brands we sell...



...and we service everything we sell.

Call today or visit us online @ www.pinehillequipment.com 508-636-5971

AQUAMESH®



A Legacy of Success

– Since 1980 –

At Riverdale Mills we firmly believe that success is not a coincidence, it is based on consistent and measurable results.

AQUAMESH® has been manufactured the same way for over three decades using an exclusive Galvanizing After Welding and automated PVC coating process. AQUAMESH® is welded and then galvanized with a thick layer of zinc and finished with a proprietary marine grade PVC coating that is engineered to withstand saltwater environments. Our specialized manufacturing process and commitment to excellence ensures that AQUAMESH® will outlast and outfish its competitors and continue to deliver exceptional results year after year. With over 38 years of proven performance, it is no surprise that AQUAMESH® is the best-selling and most trusted marine wire in the industry.

Now, that's what we call success.



1.800.762.6374 | 1.508.234.8400 | info@riverdale.com | www.riverdale.com



POLYSTEEL ATLANTIC LTD.

EAST COAST ROPE LTD.

468 Portsway Ave.,
Edwardsville, NS

Tel: (902) **562-8889**

Fax: (902) 562-8887

www.polysteel.ca

More Strength...

Less Stretch

POLYSTEEL® Ropes

ASSOCIATE MEMBER SPONSORS

WE ENCOURAGE YOU TO PATRONIZE THESE COMPANIES WHICH GRACIOUSLY SUPPORT AOLA.

COMPANY	LOCATION	PHONE
Anacko Cordage	Narragansett, RI	401-792-3936
Athearn Marine Agency	Fairhaven, MA	508-999-4505
Boston Wholesale Lobster	Lynn, MA	781-592-2000
Brooks Trap Mill	Thomaston, ME	800-426-4526
Canal Fuel	Sagamore, MA	508-888-1469
Chris Electronics	New Bedford, MA	508-994-8257
East Coast Seafood	Topsfield, MA	978-561-3828
Fairhaven Shipyard Companies	Fairhaven, MA	508-999-1650
Farm Credit East	Multiple regional locations	860-741-4380
Fisher Air Fasteners	Pembroke, MA	781-826-2522
Fishermen's View Seafood	Sandwich, MA	508-591-0088
Friendship Trap	Friendship, ME	800-451-1200
Guard Oil	Fairhaven, MA	508-992-3030
Harbor Hydraulics	Fairhaven, MA	508-991-2433
Hercules SLR U.S.	New Bedford, MA	508-993-0010
Ketcham Traps	New Bedford, MA	508-997-4787
Liberty Lobster	New Bedford, MA	508-997-4500
Marine Safety Consultants	Multiple regional locations	508-996-4110
New Bedford Ship Supply	New Bedford, MA	508-994-2961
New England Marine & Industrial	Portsmouth, NH	603-436-2836
OceanMedix	Wilson, WY	866-788-2642
Pine Hill Equipment	Westport, MA	508-636-5971
Polysteel Atlantic (East Coast Rope)	Edwardsville, NS, Canada	902-562-8892
Rhode Island Engine, Co.	Narragansett, RI	401-789-1021
Riverdale Mills Corp.	Northbridge, MA	800-762-6374
Sims Metal	Providence, RI	401-467-3730
Smithwick & Mariners Insurance	New Bedford, MA	508-993-7411
T & K Marine Electronics	New Bedford, MA	508-961-2480

Don't See Your Company's Name?

To advertise, become or renew your company's associate membership.

Rates start at \$100 per year for space in six issues.

Email or call Heidi Henninger with questions.

What have we been reading?

To Read: click on the links or search online using the article title

Lobster

- * [Maine's annual lobster landings drop by nearly 100 million in value](#), Bangor Daily News, Mar. 2
- * [\[MA\] lobster catches declines, boat prices rise](#), Gloucester Times, Mar. 9
- * [What's happening to lobster babies? Portland dealer will pay to get an answer](#), Port.Press Her., Mar. 5
- * [New Research shows 'strong correlation' between baby lobster decline, possible food source](#), MPR, Mar. 27.
- * [Lobster shell disease nudges up slightly off of Maine](#), AP, Apr. 11

Marketing/Commerce

- * [US fisheries' leader Oliver asserts 'business-minded' stance at Boston 2018](#), UndercurrentNews, Mar. 12
- * [US Commerce Secretary Wilbur Ross questions safety of seafood imports](#), SeafoodSource, Mar. 22
- * [US seafood not included in Chinese retaliatory trade tariffs](#), UndercurrentNews, Apr. 2.

Whales

- * [Snow crab fishery's sustainability designation suspended in wake of whale death](#), CBCNews, Mar. 20
- * [Path to extinction for North Atlantic right whales](#), Cape Cod Times, Mar. 24
- * ['Truly alarming': No babies for endangered right whales](#), Boston.com, Mar. 26
- * [Spying on whales to save them](#), The New Yorker, Mar. 31
- * [Lobster fishery reduces floating rope in hopes of protecting NARWs](#), CBCnews, Apr. 4
- * [Bullard's right whale challenge angers lobstermen](#), Gloucester Times, Apr. 4
- * [Right whale extinction threat is being overstated, lobstermen fear](#), Portland Press Herald, Apr. 9
- * [...Bay State Wind offer more than \\$2 million in environmental \(whale\) research grants](#), SouthCoastToday, Apr. 10
- * [Can anyone save the North Atlantic right whale?](#) Boston Globe Magazine, Apr. 11
- * [US lawmaker rekindles talk of moving NOAA ESA power to Interior](#), UndercurrentNews, Apr. 13
- * [Coast Guard, NOAA increase efforts to protect NARW](#), Cape Cod Today, May 1

Wind Farms/Oil Drilling/Climate Change/Monument

- * [Seismic surveys planned off U.S. coast pose risk to marine life](#), NPR, Feb. 19
- * [Plans for massive offshore wind farm stir fear among fishermen](#), The Boston Globe, Mar. 17
- * [Federal agency to study effects of electric pulses from proposed wind farm](#), 27east.com, Mar. 27
- * [Offshore wind projects make headway](#), Cape Cod Times, Apr. 4
- * [Zinke calls for more wind energy proposals off LI](#), Newsday, Apr. 6
- * [Fishermen missing one big thing in opposition to offshore wind](#), TalkingFish.org, Apr. 11
- * [NJ revives plan for wind farm off Atlantic City coast](#), Bloomberg, Apr. 12
- * [Interior secretary: 'Opposition' to offshore drill plan](#), The Washington Post, Apr. 6
- * [BP granted approval to start drilling off Nova Scotia's coast](#), CBC, Apr 21
- * [The ocean's circulation hasn't been this sluggish in 1,000 years. That's bad news.](#) The Washington Post, Apr. 11
- * [Deep current of record-breaking warm water causes concerns for Gulf of Maine](#), Portland Press Herald Apr. 24
- * [Sens. King, Collins push for more research on ocean warming in Gulf of Maine](#), Portland Press Herald, Apr. 30
- * [Why Trump is defending a marine monument made by Obama](#), Washington Examiner, Apr. 20
- * [Marine Monument case aligns Trump, Conservationists](#), Courthouse News Service, May 1

GUARD OIL



AVAILABLE 24 HOURS A DAY FOR YOUR HEATING AND FUEL NEEDS

(508) 992-3030

(508) 748-1OIL

(508) 758-2OIL



HOME

RESIDENTIAL

COMMERCIAL

In addition to home heating oil and services, Guard Oil can also provide heating oil to your commercial building, diesel and most utility vehicles, along with fuel delivery for boats. Guard Oil is Coast Guard certified and able to fuel any size vessel. With our marine fueling services we can fuel boats over 10,500 gallons.

We offer competitive pricing and first rate service you can rely on. We are dedicated to providing your business with on-time delivery, quality service and competitive pricing. Become a Guard Oil commercial customer today!

ADDRESS:
100 ALDEN ROAD
FAIRHAVEN, MA
02719



We offer:

- Automatic Delivery
- Diesel Fuel, On-Road Fuel
- Off-Road Fuel
- Marine Fueling for boats over 10,500 gallons
- Ability to fuel any size vessel
- All Credit Cards Accepted
- Consistent Low Prices
- No Obligation
- 24 Hour Service
- Experienced and Courteous Drivers

Guard Oil can also provide you with all or your lubrication needs:

- Motor oil
- Hydraulic oil
- Gear oil
- Anti-freeze
- Grease
- Diesel fuel conditioners/anti-gel
- Filters - air, fuel, and oil





R.I. ENGINE IS THE ANSWER TO YOUR FULL-SERVICE MARINE NEEDS!

**ENGINES - GENSSETS - TRANSMISSIONS
SALES - SERVICE - INSTALLATIONS - REPOWERS**

Dedicated to providing the best and latest in marine equipment.

Engines, transmissions, generators, hardware and more.

Factory-authorized sales and service dealership.

Offering every major marine diesel engine and transmission.

Family owned and operated since 1947.

Your Factory Authorized source for:



SCANIA



JOHN DEERE



RHODE ISLAND ENGINE CO. INC.

79 State Street
Narragansett, RI 02882
(401) 789-1021
www.riengine.com

HARBOR HYDRAULICS & MACHINE, INC.

Tel. 508-991-2433
Fax 508-992-6456

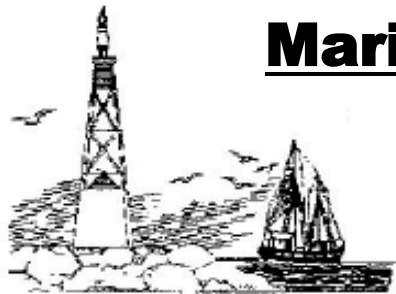
Machine hauler plates 16" - 24"

Fabrication of new hauler plates 16" - 24"

Fast turn around time!!

42 WATER STREET, P.O. BOX 307
FAIRHAVEN, MA 02719-0307
harborhydraulics@msn.com

PETTER ULRICHSEN



Marine Safety Consultants, Inc.

26 Water Street P.O. Box 615
Fairhaven, MA 02719
(508) 996-4110

- Hull, machinery and cargo surveying
- Maritime consulting and training
- P & I claims management, including personal injury and oil spills
- Basic Safety Training and Drill Conductor Courses

TAUNTON OFFICE

128 Dean Street,
Front, 1st Floor
Taunton, MA
02780-2762
508-884-5055

"Safety Is Our Middle Name"

MAINE/NH OFFICE

400 Commercial St.,
Suite 403
Portland, ME
04101-4660
207-775-7933



**BUILT THE BEST.
BUILT TO LAST.
BUILT YOUR WAY.**

PROVEN PERFORMERS!

ROCKBOTTOM RUNNERS



**THEY MAKE
THE BEST
CRAB
TRAPS
TOO!!**

Our precision formulation and process has been refined over the years to provide the optimum balance of strength and flexibility – and the vise test shows it.



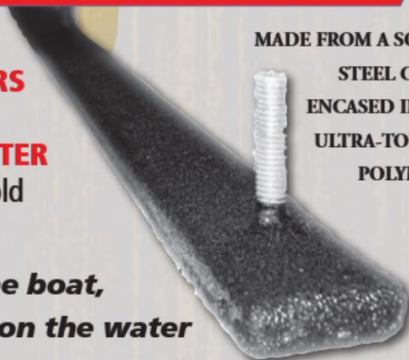
Could you do this with any other concrete runner?

Over **20 YEARS** of fishing; Well over **HALF A MILLION** sold

Lite Load

Over **6 YEARS**
of fishing
Over a **QUARTER**
MILLION sold

MADE FROM A SOLID
STEEL CORE
ENCASED IN AN
ULTRA-TOUGH
POLYMER



**Light on the boat,
but a load on the water**

GORILLA WOOD RUNNERS

Newer to Friendship Trap, but **OCEAN-TESTED** for years as aircraft carrier decking, boardwalks, and as pilings in the marine borer intense Panama Canal Zone.



The toughest species of junglewood we've found and the only kind we sell.

**We are constantly listening to our customers:
Your feedback + continuous improvement = proven reliability**

SERVING CUSTOMERS FROM CANADA TO THE MID-ATLANTIC

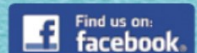
Jerry Wadsworth
jerryw@friendshiptrap.com
(207) 542-0842

Jimmy Emerson - Columbia Falls
jemerson@friendshiptrap.com
(207) 483-6555 • (800) 339-6558

FRIENDSHIP TRAP OFFICE:
(800) 451-1200 • (207) 354-2545
Mike Wadsworth: (207) 542-0841
mikew@friendshiptrap.com



VISIT OUR WEBSITE: www.friendshiptrap.com





Liberty Lobster
WHOLESALE SEAFOOD

Dockside Unloading Facility and Seafood Wholesaler

We unload, buy, and sell **lobster, crabs, and scallops.**

Lobster bait available to our suppliers.

Try selling to a former fisherman:

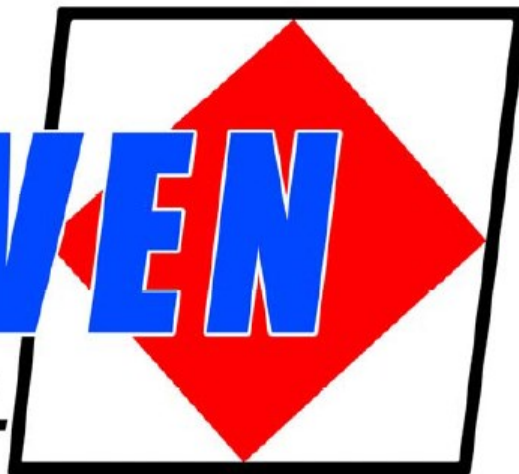
Contact - Skip Manchester

skip@libertylobster.com - T: 508-997-4500 - www.libertylobster.com

35C Homers Wharf - New Bedford, MA 02740

FAIRHAVEN

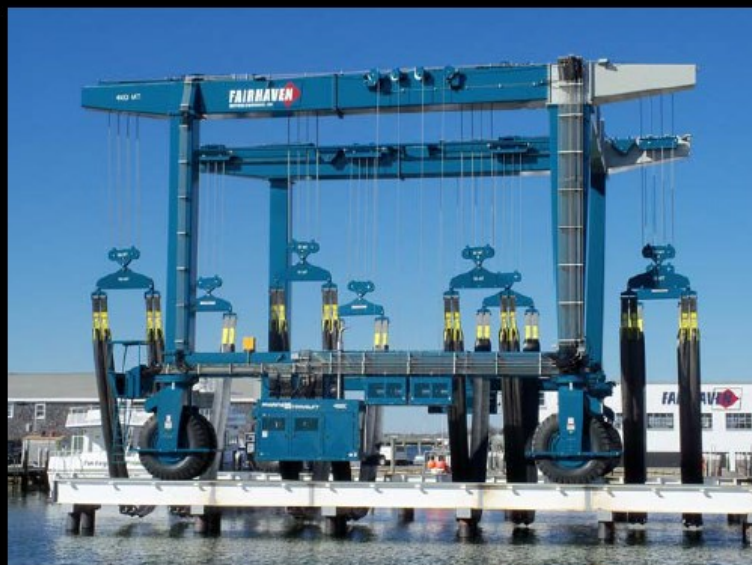
SHIPYARD COMPANIES, INC.



First in Experience, First in Service

One of the oldest and largest shipyards in the region, Fairhaven Shipyard, has over 15 acres of state-of-the-art facilities and highly experienced staffs. With our 3 marine travelifts and 2 railways, Fairhaven Shipyard offers quick and easy haul-outs anytime, day or night. Our crew has the expertise to accomplish any repair, refit, renovation or maintenance on-time, on-budget, and at very competitive rates.

Fairhaven Shipyard's superior capabilities are built on our reputation for high quality commercial work which demands an extreme level of performance under the sea's most dangerous conditions.



AUTHORIZED SERVICING DEALERS

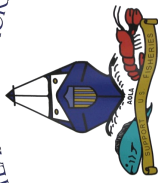


North Yard
32 Water Street

www.FAIRHAVENSHIPYARD.com
508.999.1600
Fairhaven, Massachusetts

South Yard
50 Fort Street

ATLANTIC OFFSHORE



LOBSTERMEN'S ASSOCIATION

Return Address:
Heidi Henninger
A.O.L.A.
23 Nelson St
Dover NH, 03820

Visit us at www.offshorelobster.org