



# Lobster Tales

Atlantic Offshore Lobstermen's Association

December 2015

## Happy Holidays



## Tiding For 2016

Artwork Credit: Andrew M. Cook (see inside cover)

### CONTENTS

Pg 2 - Bulletin

Pg 5 - Transferability & Trap Reductions

Pgs 8-9 - Monument Opposition

Pg 3 - Year End Review

Pg 6 - Research

Pgs 12-15 - Safety Alerts

Pg 4 - Lobster Board Meeting

Pg 7 - Thorny Skate ESA Review

Pgs 16-20 - Articles of Interest

Pg 5 - Habitat & Corals

Pg 7 - Black Sea Bass

Pgs 21-44 - Advertisements

## EVENTS

Dec 15, 6pm | URI's Coastal Institute

Dec 17, 7pm | via webinar

Info. sessions about cable installation to connect Block Island Wind Farm to shore.  
Info. @ [ngrid.com/sea2shore](mailto:ngrid.com/sea2shore)

Jan 21-24 | MLA Annual Weekend

Sea Crest Beach Hotel, N. Falmouth, MA  
Info. @ [lobstermen.com/annual-weekend](http://lobstermen.com/annual-weekend)  
FREE ADMISSION

Come check out the AOLA BOOTH and stay for a reception (*details to come*).

Jan 26-28 | NEFMC Winter Meeting

Sheraton Hotel, Portsmouth, NH

Feb 2-4 | ASMFC

Weston Alexandria, Alexandria, VA

*Save the Date:*

April 27-28 | Commercial Marine Expo

State Pier, New Bedford, MA

Under new ownership and management

## SAFETY ALERT S

### NEW USCG SAFETY MEASURES

**OCT. 2015:** Mandatory dockside safety exams

**FEB. 2016:** updated survival crafts requirements

**MAR. 2016:** AIS required for all vessels over 65 feet

**Jan. 2020:** Vessels 25 years and older will have to meet the requirements of an alternate load line compliance program. The requirements for this program will be developed in the coming years via coordination with the fishing industry. Currently, newly constructed vessels over 79 feet are required to have load lines.

## REMINDERS

### CAUGHT TAGGED LOBSTERS?

#### PLEASE LET HEIDI KNOW!

You can email ([Heidi@offshorelobster.org](mailto:Heidi@offshorelobster.org)), fax (603-509-2473), and call/text (603-828-9342) with **TAG NUMBER, DATE, and LOCATION. EGG PRESENCE, V-NOTCH STATUS, and LENGTH** are also helpful. Please release the animal with tag intact and consider v-notching females.

Boats in all locations should be on the look out for migrating lobsters marked with yellow tags. All tag recapture reports will be entered into a drawing for cash prizes.

### LAND JONAH CRABS FOR SIZE AT MATURITY RESEARCH

Participants needed to land crabs for research.

50 male and 50 female Jonah crabs as small as possible. Also looking for large crabs over 2 lbs. You need only land crabs, NO other data collection needed. Funds available to pay for the crabs.

We need samples from inshore and offshore areas in SNE, GB, and GOM regions. AOLA staff will coordinate sample pickup and transport.

Contact Heidi if you are interested in selling or donating crabs to AOLA for this research.

### TRANSFERABILITY — next steps

Dec 31: GARFO will mail applicants a decision letter by December 31.

May 1, 2015: Federal permit holder transfers and 5% per year trap reductions become effective.

### COVER ARTWORK:

"Lobster Christmas Tree"

By Andrew M. Cook, Lobstering Is An Art.

More of his unique lobsters at [www.lobsteringisanart.com](http://www.lobsteringisanart.com)

---



---

## YEAR END REVIEW

---

In 2015 your dues and donations helped AOLA work on the following issues of importance.

**ASMFC MANAGEMENT:** AOLA Executive Director, David Borden, serves as the Atlantic States Marine Fisheries Commission's Lobster (and Jonah Crab) Board Vice Chair. AOLA members serve on the Area 3 lobster conservation management team and lobster and crab advisory panels. This positions AOLA to be informed of, and involved in, all management and stock assessment issues discussed at the Commission.

**Lobster:** In 2015 the Lobster Board approved Addendum 24, which made some state and federal trap transferability regulations consistent; changed close season dates in LCMAs 4 and 5 to continue to address the SNE inshore stock collapse; and began work on a management response to the recent peer reviewed stock assessment. Deciding on a management response to continued poor recruitment in SNE will be a long and iterative process.

**Crab:** AOLA staff and members have been actively involved in the Jonah crab management issue since the beginning. Provisions of the Jonah crab fishery management plan approved in 2015 will become effective for the start of fishing year 2016.

**NMFS:** AOLA tracks all NMFS rule making that might impact Association members. AOLA submits public comments or otherwise lobbies for issues

directly related to lobster and Jonah crab, as well as issues related to bait species, bycatch, gear conflict, whales, and habitat. In 2015, AOLA worked closely with NMFS staff to make sure members were well informed of the trap transfer application process. Trap transfers and initial trap reductions become effective for the start of fishing year 2016.

**CONGRESS/ADMINISTRATION:** AOLA tracks Congressional bills and works with Congressional staff from ME, NH, MA, RI and NJ to advocate for fishing interests. In August, a collective of environmental NGOs announced a campaign to lobby the Obama Administration to establish Marine Monuments in New England waters. Since that time, AOLA has been working with other regional fisheries associations and fishing businesses to oppose monument designation. This response has included letters to the President and work with the Congressional delegation, Councils, and NMFS.

**MANAGEMENT COUNCILS:** AOLA follows closely the actions of the New England and Mid-Atlantic Fishery Management Councils. Recent issues include the NEFMC's omnibus habitat amendment and action on cod, both Councils' coral amendments, and the MAFMC's actions on black sea bass. AOLA staff attend meetings, make public comments, submit written comments and work directly with Council Members to lobby for lobster fishing interests. Thanks to these efforts, gear separation provisions will be included in the New England omnibus habitat rulemaking which will seasonally pro-

hibit mobile gear from portions of eastern George Bank.

**WHALE:** AOLA holds a seat on the Atlantic Large Whale Take Reduction Team, allowing the Association to directly advocate for industry's interests. In 2015, AOLA successfully lobbied against a seasonal fishing ban for areas near Jordan Basin and Jeffrey's Ledge and commented on NMFS proposals to delist humpback whales from the endangered species act, and update the right whale critical habitat designation. Vertical line regulations (minimum traps per trawl and gear marking) were also implemented in 2015.

**RESEARCH:** AOLA partners with state agencies and academics to conduct research to improve knowledge of the lobster and crab resources and improve fishing gear. Participation in these research efforts also helps to financially support AOLA. Currently, AOLA is working on a gear project with the University of Rhode Island, a lobster data collection and tagging project with New Hampshire Fish and Game, and various projects aimed at gathering desperately need Jonah crab data with Massachusetts's Division of Marine Fisheries. These projects will continue into 2016. AOLA has also submitted grant proposals for future lobster, crab, and Olrac work.

**ALERTS:** AOLA notifies members of relevant fisheries news, meetings, possible gear conflicts, maritime installations (i.e. pioneer array, wind farms, fiber optic cables), safety alerts, loan opportunities, etc.

---

---

## *Continued:* YEAR END REVIEW

---

---

### **ISSUES ON THE HORIZON FOR 2016:**

#### Southern New England Lobster Stock:

The management response to the poor SNE stock assessment will be highly relevant to all Area 3 lobstermen, since Area 3 overlaps both SNE and GB/GOM stocks. There will be serious and important decisions to be made.

#### Possible Marine Monument Declara-

tions in GOM/GB: We continue to track this issue closely and await further information from NMFS and the Obama Administration. This issue is relevant to all Area 3 lobstermen, since closures could cause a cascade of gear conflicts and set a precedent for additional monuments in the Atlantic.

Corals: The NEFMC will take up the issue of coral habitat protection in GOM and GB. The MAFMC may also revisit the lobster trap exemption to the SNE coral provisions they approved in 2015. This issue has the potential to impact fishing in the Gulf of Maine as well as most of the canyons from the Hague Line to Virginia.

Crab Management: There will certainly be concerns to address as Jonah crab management provisions are phased in and the Lobster Board settles into managing both lobster and crab resources. In 2016, the Commission will work on three addenda to the Jonah Crab FMP: 1) effort controls for historic

crab only trap fishermen, 2) exemptions for historic claw only fishermen, and 3) non-trap gear incidental bycatch trip limits.

Fleet Consolidation: As trap reductions and transfers become effective in 2016, the Area 3 fishery will continue to experience consolidation. This has direct implications for the membership and dues structure of AOLA.

### **HOW IS AOLA FUNDED?**

1. Membership Dues
2. Associate Member Donations & Advertising Sales
3. Grant Income
4. Olrac Commission

---

---

## SUMMARY LOBSTER BOARD MEETING, NOV. 2, 2015

---

---

The Lobster (and Jonah Crab) Board last convened on November 2nd. Below is a summary of Board actions:

**SNE LOBSTER:** The Board reviewed reports from the SNE subcommittee and the Technical Committee (TC) and had a lengthy conversation about what, if any, actions should be taken to address the weak stock status in SNE. Ultimately, the Board decided to further tasked the TC with information gathering and analysis before considering any management actions. The TC has been asked to address a number of items, including the relationship between inshore and offshore SNE stocks and fisheries (see Board Memo on page 11).

**LOBSTER FMP REVIEW:** The Board approved the annual Management Plan review and agreed to retain de minimus status for MD, VA, and DE for 2016. The Board also approved new

members to the Lobster AP, including Grant Moore to fill the MA seat left vacant by Bro Cote's retirement.

**JONAH CRAB:** The Board reviewed three provisions of the Jonah Crab FMP: 1) effort controls for historic crab trap only fishermen, 2) exemption for the historic claw only fishery, and 3) non-trap gear incidental bycatch trip limits. The first two items appear to be state waters only issues and were remanded back to the states for data gathering. The Board acted on the third item by initiating Addendum I to liberalize or remove the non-trap bycatch limit, which is currently set at 200 crabs/day or 500 crabs/trip (see press release, page 10). The NEFMC and NOAA GARFO provided data showing that bycatch is limited to a handful of dayboat druggers and gillnets.

In a related discussion, the NEFMC set 2016 priorities at their early December

meeting. Thanks in large part to the Lobster Board's proposed Addendum, the Council opted against developing a separate federal fishery management plan for Jonah crab. This means that management of the species stays with the Commission's Lobster Board. The Council will be monitoring closely the incidental catch amendment and will continue to have a representative participating in Jonah crab management via a seat on the Lobster Board.

**NEXT MEETING:** The Board meets next on February 2nd, 2016. Agenda items include: Technical Committee Report on SNE, discussion of SNE management, consideration of Jonah crab FMP draft Addendum I, discussion of other outstanding Jonah crab issues, review of Jonah crab FMP implementation plan, and an update of possible changes to the lobster observer program.

---

## HABITAT & CORAL

---

**OHA2:** Staff at the NEFMC plan to submit the final Omnibus Habitat Amendment 2 document to NMFS by early 2016. NMFS will then engage in the rule making process, with new rules expected at some point in FY 2016.

**MONUMENTS:** AOLA recently spearheaded the submission of a second multi-organization letter to President Obama in opposition to designation of Marine Monuments in the Atlantic. This letter was signed by over 20 organizations, representing fishing associations and fisheries related businesses, and was sent to the Administration, as well as Congressional delegates in ME, MA, NH, RI, and NJ and relevant management bodies (see letter on page 8).

The fishing industry continues to be a vocal opponent to Presidential action and this opposition has attracted the attention of Congress. However, given the unilateral authority of the President via the Antiquities Act, it is difficult to effectively advocate for fishing interests on this issue.

**NEFMC:** As part of their planned priorities for 2016 and in response to the push by the environmental community for Presidential action of Marine Monuments, the NEFMC is fast tracking work on an omnibus coral amendment. Their hope is that fisheries managers can demonstrate a

response to protecting habitat via the public process, making Monument designation unnecessary.

The NEFMC's Coral Amendment is expected to mirror the Coral Amendment passed by the MAFMC earlier this year. MAFMC's amendment exempted red crab and lobster gear from closure provisions. However, both Council's continue to consider options that could have them limiting lobster/crab fishing in coral protection zones. This issue has the potential to impact fishing in the Gulf of Maine as well as most of the canyons from the Hague Line to Virginia.

**SANCTUARIES:** There is speculation that the environmental community plans to push for marine sanctuary designations for the discrete coral zones identified in the MAFMC's Amendment (many canyon heads, Atlantis to the west). Marine Sanctuaries are governed by NOAA using the National Marine Sanctuaries Act.

For those of you keeping count that brings us up to four different laws relevant to this issue: Antiquities Act, Magnuson Stevens Fishery Act, Atlantic Coastal Fisheries Act, and the Marine Sanctuaries Act. Since there is such a wide breadth to this issue, we will be recruiting members to help attend meetings and serve on Advisory Panels, etc.

---

## TRAP REDUCTIONS & TRANSFERABILITY

---

At the recent AOLA meeting, members expressed confusion about trap reductions and transferability provisions. This is a complex issue, made more so because Commission and NMFS regulations are not yet in sync. As you will see in the timeline below, it has been a number of years since AOLA members debated and approved provisions that later became part of the Commission's plan. Below is a refresher; if you still have questions after reading, contact Heidi.

**COMMISSION ACTIONS:** 2003, Addendum 4: Initial round of trap reductions and establish transferability idea. 2009, Addendum 14: Rules for transferability and transfer tax. 2012, Addendum 18: Present day round of trap reductions. 2013, Addendum 21: Transfer rule tweaks - multi-LCMA transfers, transfer tax change, and active trap cap that reduces in response to annual trap reductions. 2013, Addendum 22: More transfer tweaks - individual permit cap (i.e. banking) and aggregate ownership cap.

**NMFS ACTIONS:** January 27, 2014, Control Date - owners

who accumulated permits/trap in excess of the aggregate cap before this date will be grandfathered. April 2014, Final Rule to implement basic provisions of transferability. January 2015, Final Rule to implement 2016-2020 annual trap reductions. June 2015, Notice that trap transfers will begin in 2016.

**CURRENT STATUS:** According to the Commission's plan, there is an active trap cap (what you can fish), which starts at 2,000 traps and reduces 5% each year of trap reductions to end at 1,548 traps in 2020. There is also an allowance for owning traps in excess of the active trap cap, called an individual permit cap (what you can fish + what you can bank). This permit cap starts at 2,333 traps and reduce 5% each year to end at 1,800 traps. Finally, the Commission's plan includes an aggregate ownership cap (maximum traps - fished and banked - that one entity can own), which would limit non-grandfathered permit holders to 5 permits and not more than 9,000 traps at the end of trap reductions.

*Continued*: TRAP REDUCTIONS

NMFS has yet to go through rulemaking for the above three trap cap provisions. We expect this rule making in 2016. Rulemaking will include a proposed rule, comment period, and final rule.

Year	Active Trap Cap	Individual Permit Cap	Aggregate Permit Cap
2015	2,000	2,333	11,665
2016	1,900	2,216	11,080
2017	1,805	2,105	10,525
2018	1,715	2,000	10,000
2019	1,629	1,900	9,500
2020	1,548	1,800	9,000

NMFS current federal transferability rules:

**For Area 3 Permits**

- Allocations will reduce 5% per year for 5 years, starting in FY 2016.
- Trap cap of 1,945 traps, no banking (awaiting NMFS rulemaking to adopt active trap cap and permit caps).
- The buyer is taxed 10% when traps are transferred, this includes between permits owned by one person, but not when a full business is sold.
- Any federal lobster permit holder can “buy-in” to a transferable area.

**For Multi-Area Permits**

- Area 2, 3, and OCC’s allocations are transferable. Area 1, 4, 5, 6’s traps cannot be bought or sold.
- For dual permit holders, state and fed. allocations for an area must be equal before transferring; if not equal, allocations must be adjusted to the lower allocation.
- For multi area transfers, all areas with an allocation will be debited from seller’s permits, including areas that are not transferable.
- If the seller has allocation in multiple areas, multi-area traps will be debited first.
- Buyers may choose not to fish in an area linked to transferred allocation, but area history is maintained.
- If an A1 permit holder also qualified in A2, A3, or OCC sells trap allocation, he/she can no longer fish in A1.
- If a buyer purchases traps that include history from a non-transferable area (4,5,6) the allocations for those areas can’t be fished.

RESEARCH

**GEORGES BANK LOBSTER:** The field season ended on October 31st. AOLA staff are now working with partners to complete data analysis and project reporting. The final project report will be available in March 2016. As part of this work, AOLA deployed observers for a total of 47 seadays to gather fishery dependent data and independently document eggbearing lobster abundance; AOLA members counted lobsters in over 400 trawl hauls; and our partners tagged over 3,000 eggbearing, vnotched, and large female lobsters. Tagging will continue at a low level during the rest of FY 2015 and may pick up again in earnest in 2016.

Tagging WILL NOT BE SUCCESSFUL if industry members don’t report tag recaptures. Please record tag number, date, and location each time you haul a tagged lobster. Lobster size and presence of eggs and vnotch are also valuable information. Lobsters should be released with tag intact and recaptures should be reported to Heidi.

**CRAB SIZE AT MATURITY:** Work to develop size at maturity indices for Jonah crab continues with MA DMF. AOLA’s role is to supply MA DMF with crabs for maturity evaluation. To accomplish this, Heidi is reaching out to crab fishermen in GOM, GB, and SNE to purchase crabs and coordinate delivery to MA DMF staff. If you are willing to land 100 crabs for this work, please let Heidi know.

**CRAB TAGGING:** AOLA and MA DMF have been awarded funds to operate a Jonah crab tagging and growth study. This project will start in the spring or summer of 2016.

**VENT RESEARCH:** The field season for this research has been postponed until 2016. When the field season starts, AOLA members will be testing modified vents and AOLA staff will play a role in grant administration.

**2016 Trap Tag Order Forms**

It’s time to order next year’s trap tags! RI DEM has released their 2016 order form at: [www.dem.ri.gov/programs/bnatres/fishwild/pdf/traptag.pdf](http://www.dem.ri.gov/programs/bnatres/fishwild/pdf/traptag.pdf)

NMFS’s and other state’s forms should be available soon. It may take up to 8 weeks for delivery, so plan to order early.

## THORNY SKATE ESA REVIEW

NMFS GARFO is undertaking a review to determine if thorny skate should be listed as endangered or threatened under the Endangered Species Act. This at the bequest of the conservation community. NMFS declined to list thorny skates after a similar petition in 2011.

NMFS does not have concerns about thorny skate bycatch in lobster/crab pots and thorny skate distribution does not overlap with the skate bait fishery. Therefore, this issue should not be of major concern to the lobster industry. However, we will continue to track the issue. NMFS is expected to publish their findings in the spring.

### AOLA Comments, RI DEM Black Sea Bass Comments Nov 20, 2015

RI Division of Fish and Wildlife

Dear Jason:

I was out of the State for the recent public hearing on the marine regulations and would like to offer a few comments in regards the Rhode Island black sea bass regulations, during the comment period which ends November 26, 2015. During each of the last two years, I have submitted letters in support of the adoption of a weekly aggregate limit for black sea bass, as a means of reducing regulatory discards in the fishery. Our Association, therefore, supports the Department's hearing proposal as written. The logic for this regulatory change has been included in my prior letters on the issue, which I have attached for the record.

However, the rationale for regulatory change can be summarized quickly by saying that during the period of September through April the black sea bass migrate offshore in the fall, and then return to nearshore areas in the spring. This migration is well documented in the literature and stock assessments for the species. The larger, and most valuable fish, generally start their offshore migration in Rhode Island in August. During this migration timeline, the fish are principally captured as a bycatch in the lobster, gillnet, and trawl fisheries as they move offshore. Most of these fisheries do not target black sea bass.

Since these fisheries take place at depths greater than 100 feet, most of the black sea bass caught exhibit air bladder expansion due to the pressure change, yet the low daily possession limits effectively require fishermen to discard fish that are unlikely to survive. In addition, as noted in my letter of October 15, 2013, undocumented discards create technical problems and raise the uncertainty levels in the stock assessment, therefore lowering future quota levels. It is logical to assume that these problems will expand as the sea bass population expands its range into northern waters.

As I recommended in prior correspondence, I believe that adoption of a properly structured weekly aggregate program could convert some of the dead discards to landings, particularly for vessels that make multi-day trips. I believe this to be a prudent and conservative change, which has its basis in the proper stewardship of the resource.

I am therefore requesting that the Department include a weekly aggregate in the final regulations. If for some reason you cannot accommodate a weekly aggregate during the summer months (May through August), I suggest you adopt a weekly aggregate for the period September 1 through April 30 annually, as proposed in the public hearing document.

Thank you for the opportunity to comment. Sincerely, David Borden



### AOLA BOARD OF DIRECTORS

Grant Moore - President  
 Norbert Stamps - Vice President  
 William Palombo - Treasurer  
 Eric Burcaw - At Large  
 Jon Shafmaster - At Large  
 David Spencer - 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](mailto:heidi@offshorelobster.org)  
[www.offshorelobster.org](http://www.offshorelobster.org)

Business Office - 401-849-3232  
 221 Third St. Newport, RI 02840  
[tracy@wrpenterprises.com](mailto:tracy@wrpenterprises.com)

### 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

Dear Mr. President,

Several weeks ago the Massachusetts Lobstermen's Association and eight other fisheries associations, representing approximately 10,000 small businesses and fishermen, wrote to you in opposition to the creation of Marine Monuments in New England waters using the Antiquities Act. We note that your recent Marine Monuments announcement did not include the New England sites and we would like to thank you for not designating these areas. However, our concerns were recently heightened by two events, therefore we are again writing to you with the support of over 20 fisheries organizations representing small businesses in five Atlantic states.

First, Secretary of State John Kerry's statements on October 5th at the Our Oceans Conference during which he indicated that the Administration is working on additional marine monument designations. Second, the revelation that NGOs had been working behind closed doors to keep their monument campaign hidden from public scrutiny. We are disappointed that NOAA officials appear willing to facilitate such a process that usurps public input. We again request that your administration terminate consideration of monuments in New England waters. The basis for our request follows and is a further elaboration on the points we made in our letter dated September 15, 2015.

To date, neither NOAA nor anyone in your administration has formalized or distributed a written document characterizing the specifics of a New England Monument proposal. This is in spite of repeated requests from members of the fishing industry, several Governors, and various members of the New England Congressional delegation. Lacking the specifics of a proposal, it is nearly impossible for affected industry members to provide comments or suggestions on ways to mitigate negative impacts. You, and members of your

administration, have noted the need for government to act in an open and transparent manner, and the conduct of NOAA officials to date has been the antithesis of such a policy. We recognize that the Antiquities Act does not require public hearings per se, but logic dictates that any such action be vetted through an open public process, where the costs and benefits of the proposal are evaluated and discussed. NOAA officials have hosted a so called "town meeting" on the issue, but refused to provide specifics on the proposal, or even answer direct questions about the process and public comment deadline.

Of equal concern, after weeks of public discussion and speculation on this issue, no one has demonstrated a compelling, scientifically justified reason for your office to take unilateral action

to respond to immediate threats to federal land, as is your authority under the Antiquities Act. In fact, just the opposite is true, as most corals are below the areas fished in the New England canyons and Cashes Ledge is already protected by the New England Fishery Management Council's habitat plan. According to NOAA's Deep-Sea Coral Database, 90% of documented canyon corals are in waters deeper than 350 fathoms. In recent years, NOAA's ROV exploration of the northeast shelf edge aboard the R/V Okeanos Explorer hasn't even surveyed waters shallower than 360 fathoms. Further, the hysteria from some environmental advocates decrying the need to protect these areas from oil, gas and mineral exploration is nothing more than a fund raising gimmick and less than compelling. There are no active proposals to do so and, regardless, any proposal would require years of environmental impact studies. Therefore the only groups negatively affected by this concept are the small scale businesses that make a living off the fishery resources in the area, all of which are managed sustainably.

To date, a number of commercial and recreational fishing organizations have submitted petitions and letters voicing serious concerns about this concept, by noting that there are literally hundreds, if not thousands, of jobs at stake along the New England and Mid Atlantic coasts. We support their positions on this issue. As you know, this is an area of the country that is desperately in need of additional jobs. Jobs can be lost due to direct impacts, such as excluding mobile and fixed fishing gear from an area, and also to indirect impacts. The indirect impacts of this proposal may be far larger than the direct impacts as closures of this area will force large portions of the fleet to relocate into marginal fishing grounds that contain higher abundances of protected species and lower abundances of target species.

As example of the latter point, the offshore lobster, squid, mackerel and butterfish fisheries all fish in the offshore canyons on fish populations which are healthy and managed sustainably. Combined, these fisheries are worth on average in excess of \$30 million. Closure of the area will force fishermen from both fleets to fish in neighboring shallower (shoal) waters that are inhabited by species such as the endangered right whale. Alternatively, they may relocate further inshore, effectively competing with the small, community based, day boat fisheries also targeting those same species. Both of these industries have fished in the canyons for decades with little impact on the habitat.

As further example, any fixed gear closure between 350 to 375 fathoms will potentially force a New Bedford integrated crab company (fishing and seafood processing) out of business, or force the owners to relocate to the south. There are no imminent threats from this industry, which fishes Atlantic red crab; in fact, the fleet is Marine Stewardship Council certified. After spending millions of taxpayer dollars

**MARINE MONUMENTS: CONTINUED, Multi-Group Letter to the President**

exploring and photographing these canyons, there has yet to be one shred of evidence of any damage incurred by red crab fishing gear—even the supporters of the proposal have called these areas “pristine” after 40 years of fishing. This single business is valued in excess of \$20 million and employs over 150 individuals in southern Massachusetts.

Our point is fairly simple; these limited examples demonstrate the profound negative impact that a unilateral Monument designation by your office will have on two states, Massachusetts and Rhode Island. They do not detail the impacts in other New England states if Cashes Ledge is also designated nor do they represent the cumulative impact on literally hundreds of small coastal communities along the Atlantic Coast. Clearly any action by your office, which potentially has as dire an impact, should be vetted through an open public process and be evaluated as to its costs and benefits.

Finally, we note that the New England Fishery Management Council and NOAA NMFS have initiated a coral amendment, under the Magnuson Stevens Fisheries Act, which will ultimately protect many of the species and habitats that the environmental community claims need protection. The Council process will involve elaborate stakeholder input, a democratic public hearing process, and an impact analyses, in accordance with NEPA regulations. This amendment is expected to mirror closely the recently passed amendment by the Mid Atlantic Fisher-

ies Management Council, which closed 38,000 square miles to most modes of fishing. The Mid Atlantic process was touted by NOAA officials, and many fishing and environmental organizations, as a complete success.

In conclusion, we urge you to allow the Council process to develop without the threat of a Presidential action. The American public will be best served by allowing all parties to work in a collaborative and transparent manner to design potential closures for New England; we therefore request that you not designate these areas for protection under the Antiquities Act.

Should you and your staff wish to establish a dialog with members of the commercial and recreational fishing industry most affected by this concept, we would be happy to provide names of key individuals from some of the following organization. If so please contact Beth Casoni, Executive Director of the Massachusetts Lobstermen's Association at 781-545-6984 or David Borden, Executive Director of Atlantic Offshore Lobstermen's Association at 401-45-9312.

Thank you for your consideration of these concerns and perspectives.

Sincerely,

**MASSACHUSETTS**

American Bluefin Tuna Assn.  
Atlantic Red Crab Co.  
Base New England  
Boston Wholesale Lobster Corp  
Massachusetts Lobstermen's Assn.  
Stellwagen Bank Charter Boat Assn.

**MAINE**

Associated Fisheries of Maine  
Atlantic Trawlers Fishing, Inc.  
Downeast Lobstermen's Assn  
Maine Lobstermen's Assn  
**NEW HAMPSHIRE**  
Little Bay Lobster Co.

**RHODE ISLAND**

Atlantic Offshore Lobstermen's Assn.  
Eastern New England Scallop Assn.  
International Marine Industries, Inc.  
Newport Fishermen's Co-Op  
Rhode Island Lobstermen's Assn  
Rhode Island Party and Charter Boat Assn.  
Seafreeze Ltd.  
The Town Dock

**NEW JERSEY**

Garden State Seafood Coalition  
Lund's Fisheries, Inc.

**CC:**

Senator Susan Collins  
Senator Angus King  
Congresswoman Chellie Pingree  
Congressman Bruce Poliquin  
Senator Jeanne Shaheen  
Senator Kelly Ayotte  
Congressman Frank Guinta  
Senator Elizabeth Warren  
Senator Ed Markey  
Congressman Bill Keating  
Congressman Seth Moulton  
Senator Jack Reed  
Congressman Stephen Lynch  
Senator Sheldon Whitehouse  
Congressman David Cicilline  
Congressman James Langevin  
Senator Robert Menendez  
Senator Cory Booker  
Congressman Frank LoBiondo  
John Bullard, NMFS GARFO  
Robert Beal, ASMFC  
Thomas Nies, NEFMC

**MLA Annual Weekend and Trade Show**

January 22nd, 23rd, and 24th

Sea Crest Beach Hotel, 350 Quaker Road North Falmouth, MA.

**COME VISIT THE AOLA BOOTH - ADMISSION IS FREE**

Discount rate for hotel and meal packages available until December 18th at: <http://lobstermen.com/wp-content/uploads/2009/09/MLA-AW-All-Attendee-forms-2016.pdf>



## **ASMFC AMERICAN LOBSTER BOARD INITIATES ADDENDUM TO JONAH CRAB FMP**

### **Draft Addendum to Consider Changes to Non-trap Bycatch Limit**

November 2, 2015 — ST. AUGUSTINE, FL.

The Atlantic States Marine Fisheries Commission's American Lobster Management Board initiated Addendum I to the Jonah Crab Fishery Management Plan (FMP) to consider changes the incidental bycatch limit for non-trap gear. The FMP currently prescribes a 200 crabs per calendar day/500 crabs per trip incidental bycatch limit; however, concerns were expressed over the appropriateness of these limits. Data submitted by the New England Fishery Management Council and NOAA Fisheries illustrated while 97-99% of trips from 2010 through 2014 have been within the current limit, there were a number of trips above the limit. Furthermore, current bycatch landings are sufficiently low, accounting for approximately 1% of total landings.

Given a goal of the Jonah Crab FMP is to prevent expansion of the fishery while including all current participants, the Board has initiated an addendum to consider altering the incidental bycatch limit with options to increase the limit to 1000 crabs per trip or eliminate the bycatch limit for non-trap gear. Draft Addendum I will be presented to the Board in February. If approved, the Board would release the Draft Addendum for public comment and will consider final approval of the addendum at the Commission's Spring Meeting in May. For more information, please contact Megan Ware, FMP Coordinator, at [mware@asmfc.org](mailto:mware@asmfc.org) or 703.842.0740.



## **ASMFC SUMER FLOUNDER, SCUP AND BLACK SEA BASS BOARD**

### **Revises 2016 Black Sea Bass Specifications**

November 5, 2015 — ST. AUGUSTINE, FL.

The Commission's Summer Flounder, Scup and Black Sea Bass Management Board approved increases to the 2016 black sea bass commercial quota and recreational harvest limit (RHL), with the commercial quota now being set at 2.71 million pounds and the RHL at 2.88 million pounds. These increases are consistent with actions taken by the Mid-Atlantic Fishery Management Council in October. The increased quota for black sea bass was based on updated catch and survey information. A black sea bass benchmark stock assessment is underway for completion in December 2016.

**See Page 7 for sea bass comments that AOLA submitted to RI DEM**



## **NOAA NMFS GARFO GREATER ATLANTIC REGION BULETIN**

### **American Lobster Area 4 Permit Holders, Changes to LCMA 4 Seasonal Closure**

November 9, 2015

We recently approved a final rule that changes the Area 4 seasonal closure from February 1—March 31 to April 30—May 31. We are modifying the Area 4 seasonal closure to be consistent with the Atlantic States Marine Fisheries Commission's recommendation. New York and New Jersey (the two states bordering Area 4) have already adjusted their regulatory closure to this later date.

Please be aware that where differences exist in regulations between different states or different areas, the most restrictive rule applies. Please contact either your state agency or us at 978-281-9315 with questions.

### **RESEARCH OPPORTUNITY**

Scott Folmer of UMASS Dartmouth's workplace occupational health group has spent years working with the in-shore lobster fleet investigating exposure to injuries on board. He is now ready to put some ideas to work to reduce injuries on offshore boats. If you are interested in working with Scott to improve the ergonomics of your equipment and limit risk of injury on board, please let Heidi know.



## ASMFC AMERICAN LOBSTER BOARD MEMO, Nov. 12, 2015

### Technical Committee Tasks for SNE Lobster Stock

TO: American Lobster Technical Committee

FROM: Dan McKiernan, American Lobster Management Board Chair

DATE: November 12, 2015

SUBJECT: Technical Committee Tasks for SNE Lobster Stock

The American Lobster Management Board (Board) met on November 2, 2015 to discuss future management of the Southern New England (SNE) lobster stock. As a result of this discussion, the Board came up with a series of tasks for the Technical Committee (TC) in order to provide the Board with additional information on the stock condition and management options moving forward. Below are the tasks assigned to the TC at the Annual Meeting. The Board requests that the TC report back on these issues at the February meeting.

- **Review the SNE Projections:** The Board asks that the TC review the projections provided by Burton Shank and write a consensus memo outlining the results.
- **Investigate Methods to Increase Egg Production:** Given that the stock assessment found the SNE stock to be in recruitment failure, the Board is interested in understanding the tradeoffs, benefits, or downsides of different strategies to increase egg production. For instance, will the resource derive greater egg production benefits from increasing the minimum size or lowering the maximum size, or some combination? Is there an optimal combination of the two for each stock area? Given that spawning stock biomass (SSB) and egg production are inherently related, it may be more appropriate to answer this question in regards to increasing SSB. This analysis

should be conducted on a stock basis given the poor recruitment seen in recent years in the Gulf of Maine and SNE.

- **Examine the Cost/Benefit of Existing Regulations:** Disparate regulations in the lobster fishery are creating inefficiencies in the conservation of the species. This is especially true for the Outer Cape Cod (OCC) and overlap areas where there are multiple maximum and minimum gauge sizes and v-notch definitions. The Board is potentially interested in standardizing some regulation in all areas and would like to know what are the biological costs and/or benefits of the different standards. For example, the OCC has a different v-notch definition for state and federal waters and the Board is interested in knowing the potential conservation benefit of standardizing to one of these definitions.
  - **Recalculate Reference Points:** Preliminary projections show that the stock will not recover to the current reference point. In order to establish a realistic rebuilding target, the Board asks that the TC recalculate the SNE reference target and threshold without the bubble years of 1988-1999 so as to base these overfishing standards on existing productivity.
  - **Examine the Relationship between the Inshore and Offshore Stocks:** Given that the offshore lobster stock has experienced a slower decline than the inshore stock, the Board is interested in learning more about the relationship between these areas. Specifically, the Board is interested in how inshore recruitment affects the offshore lobster stock and what migration happens between these two areas. If this information is not
- **Review Statement of Problem in Addendum XVII:** Section 2.1.3 of Addendum XVII outlines data limitations within the fishery which impede stocks assessments and associated management. The Board would like the TC to review this section and provide feedback on whether these issues still persist. If they do, what changes need to be made to the current data collection systems? The Board is concerned that inadequate data is the primary limitation in the management of the species and would like to address this issue to reduce uncertainty in future stock assessments and improve the long-term management of the fishery.
  - **Characterize the 2014 Existing Effort by LCMA:** In order to fully understand trends in current fishing effort, the Board would like the TC to characterize existing effort in each LCMA for the 2013 and 2014 fishing years, looking specifically at traps allocated, traps fished, and active permits by area.

available at this time, the Board would like to know how much it would cost to conduct a comprehensive study of the issue for all areas.

Finally, given three years have passed since the end of the time series (2012) analyzed in the most recent stock assessment, it would be instructive for the Board to have the TC provide any updated data from fishery independent or dependent surveys to reveal trends over these recent years. Specifically, please determine if the trawl surveys, ventless trap surveys, juvenile lobster surveys, or effective exploitation data sets trended in any direction? For questions regarding the tasks above, please contact Megan Ware, FMP Coordinator, at [mware@asmfc.org](mailto:mware@asmfc.org)

## FROM SAVING SEAFOOD

“As we continue to expand and improve Saving Seafood, adding more services and extending our national reach, it is vital that we connect more thoroughly with our readers, and know more about who our readers are and what they want in their fisheries news coverage. For this reason we are asking our readership to take a moment and register with Saving Seafood.” <http://survey.constantcontact.com/survey/a07eby81h8gihw7fq2q/a0121ii66353y/questions>

[This] allows us to gain insight into the demographics of our supporters, including regional affiliation, connection to the industry, and what stories from Saving Seafood matter most. With more information from our readership, Saving Seafood will be better able to deliver targeted news coverage on major issues, and will know more about the priorities and issues of importance to our readers.

Our policy of keeping Saving Seafood free has allowed us to become a key news source for domestic harvesting and processing of seafood. Our readership includes industry members, but also federal state and local officials, academics, and others who are important to our national conversation about seafood. By registering with Saving Seafood and completing our short questionnaire, you can help us tailor our coverage to best suit the needs and concerns of our diverse and growing readership.”

Saving Seafood is a great resource to stay up to date with fisheries news. If you haven't already, you can sign up for daily email updates via their website. [www.savingseafood.org](http://www.savingseafood.org)

## SAFETY

### BEAT THE DEADLINE

BY: Michael Crowley | Oct 26, 2015 | [National Fisherman](#) boat tied to the dock.

The Coast Guard has had several regulations pending. The first deadline just passed. It was Oct. 15 and required your boat to complete a mandatory dockside safety examination. Three more are due by the end of March. If you miss any of them it just might cost you a bunch of money and loss of fishing time. Fortunately, there are a couple of events coming up that should make it easier and perhaps cheaper to meet the requirements.

A regulation that won't affect that many boat owners requires fishing boats to be equipped with a VHF radiotelephone installation, which must have DSC capability. However, it only applies to boats of 300 gross tons or more.

The DSC equipped VHF has to be hooked up by Jan. 20, 2016. The regulation applies to boats operating within 20 miles of the East, West, and Gulf coasts, as well as Hawaii, Puerto Rico, Guam and the Virgin Islands. However, Alaska isn't included, as it does not yet have the infrastructure to support digital selective calling.

A pending requirement due to affect far more fishermen concerns survival equipment and is scheduled to start Feb. 16, 2016. This is part of the Coast Guard Authorization Act of 2010 that was to have gone into effect Jan. 1, 2015 but was put off until this coming February.

By Feb. 15, if you don't have a survival raft that “ensures that no part of an individual is immersed in the water” and you fish outside of three miles, you probably will find your

In other words, ditch that World War II-type raft with its buoyant ring around the outside and webbing stretched across the inside. And get rid of any buoyant apparatus designed to support people in the water.

The last ruling requires commercial fishing boats 65 feet or longer to have an Automatic Identification System installed by March 2, 2016.

The benefit of AIS is that it enhances your awareness of boats operating nearby — as long as they also have an AIS unit — and those same boats know where you are.

Only class-B AIS is required though you can opt for the more effective class-A. The Coast Guard estimates that this ruling affects 2,906 fishing boats.

That many potential sales might be why ACR has just come out with new class-A and class-B AIS transceivers. They are the AISLink CA1 and AISLink CB1. It might also be part of the reason a Swedish outfit received type approval to market its class-B AIS unit starting this summer. It's the CTRX Graphene.

No matter if you are looking for a VHF radio, inflatable lifesaving equipment an AIS unit or all three, it would be best to buy it as soon as possible, thus avoiding that last minute rush and maybe having to accept a product that's not your first choice. Again, if you don't meet the Coast Guard requirement, you will probably pay a penalty for noncompliance.

---

## SAFETY

---

### USCG MARINE SAFETY BULLETIN # 12-15 | Clarification of mandatory safety exams

---

**How will the Coast Guard know I'm in compliance with any exam requirement and what happens when a vessel doesn't meet the mandatory exam requirement?** Until regulations are developed creating a Certificate of Compliance, our boarding officers will determine compliance with the five-year mandatory exam requirement by checking the issue date on the decal, or by viewing the exam report/booklet (CG-5587) for the date the exam was successfully completed. If it is within the last five years and on or after January 1, 2013, the vessel meets the requirement. If a vessel is boarded and it hasn't had the required five-year mandatory or other required exam, the operator or vessel could be subject to civil penalty action or operational controls.

**Why is the Coast Guard going to eventually issue a Certificate of Compliance?** The law that mandated the dockside safety exams also directed that a Certificate of Compliance be issued to a vessel that meets the requirements of Chapter 45, Title 46 United States Code. A Certificate of Compliance for commercial fishing vessels is still being developed. Until that time, the safety decal will demonstrate compliance with the exam requirement. Note: A copy of the exam report/booklet, also known as Form CG-5587, signed by the examiner and showing the decal number is provided to the owner and/or operator of the vessel after successfully completing and exam. This form also will demonstrate compliance with the exam requirement.

**Are Voluntary Exams still offered?** Yes. As we have for over 20 years, we will continue to conduct no-cost, no-fault voluntary dockside safety exams on CFVs, issuing a decal valid for two years upon successful completion of the exam. The decal shows compliance with applicable requirements at the time. A voluntary exam is offered as frequently as requested. This program is not changing. We highly recommend every CFV, even those not subject to mandatory exams, maintain a current two-year Safety Decal, which could facilitate a more streamlined safety check if we board you at sea. Please note that we may board you at any time or frequency to ensure compliance with safety and survival equipment and other requirements for your vessel, as well as for fisheries enforcement.

**Are the Mandatory and Voluntary Exams the same?** Yes. The safety and survival equipment and systems requirements that are checked for compliance on a vessel are the same whether it is a required exam or one voluntarily requested, and a safety decal will be issued in either case when com-

pleted successfully.

**How do I request a Dockside Safety Exam?** Request and schedule an exam by contacting your local Coast Guard Fishing Vessel Safety Examiner directly, or via a link on the Coast Guard's CFV Program web site at [www.fishsafe.info](http://www.fishsafe.info). Third party organizations are also authorized to conduct dockside safety exams and issue decals on behalf of the Coast Guard; they include American Bureau of Shipping (ABS), Det Norske Veritas/ Germanischer Lloyd (DNV/GL), Society of Accredited Marine Surveyors (SAMS), National Association of Marine Surveyors (NAMS), NAVTECH US Surveyors Association, and Bowditch Marine, Inc. These organizations should be contacted directly to schedule an exam. They can conduct the mandatory exam, a required exam, or a voluntary exam.

**Who should I contact if I have questions?** Please contact the Coast Guard Office of Commercial Vessel Compliance, Fishing Vessels Division (CG-CVC-3) at **202-372-1249** or by email at [CGCVC@uscg.mil](mailto:CGCVC@uscg.mil). Or, you may also contact your local Coast Guard District Fishing Vessel Safety Coordinator or local Sector Fishing Vessel Safety Examiner. The points of contact for these individuals can be found on the web site, [www.fishsafe.info](http://www.fishsafe.info), by selecting the "Locate Examiners" tab.

**How will the Coast Guard know I'm in compliance with any exam requirement and what happens when a vessel doesn't meet the mandatory exam requirement?** Until regulations are developed creating a Certificate of Compliance, our boarding officers will determine compliance with the five-year mandatory exam requirement by checking the issue date on the decal, or by viewing the exam report/booklet (CG-5587) for the date the exam was successfully completed. If it is within the last five years and on or after January 1, 2013, the vessel meets the requirement. If a vessel is boarded and it hasn't had the required five-year mandatory or other required exam, the operator or vessel could be subject to civil penalty action or operational controls.

**Why is the Coast Guard going to eventually issue a Certificate of Compliance?** The law that mandated the dockside safety exams also directed that a Certificate of Compliance be issued to a vessel that meets the requirements of Chapter 45, Title 46 United States Code. A Certificate of Compliance for commercial fishing vessels is still being developed. Until that time, the safety decal will demonstrate compliance with

---

# SAFETY

---

CONTINUED: USCG MARINE SAFETY BULLETIN # 12-15

---

the exam requirement. Note: A copy of the exam report/booklet, also known as Form CG-5587, signed by the examiner and showing the decal number is provided to the owner and/or operator of the vessel after successfully completing and exam. This form also will demonstrate compliance with the exam requirement.

**Are Voluntary Exams still offered?** Yes. As we have for over 20 years, we will continue to conduct no-cost, no-fault voluntary dockside safety exams on CFVs, issuing a decal valid for two years upon successful completion of the exam. The decal shows compliance with applicable requirements at the time. A voluntary exam is offered as frequently as requested. This program is not changing. We highly recommend every CFV, even those not subject to mandatory exams, maintain a current two-year Safety Decal, which could facilitate a more streamlined safety check if we board you at sea. Please note that we may board you at any time or frequency to ensure compliance with safety and survival equipment and other requirements for your vessel, as well as for fisheries enforcement.

**Are the Mandatory and Voluntary Exams the same?** Yes. The safety and survival equipment and systems requirements that are checked for compliance on a vessel are the same whether it is a required exam or one voluntarily requested,

and a safety decal will be issued in either case when completed successfully.

**How do I request a Dockside Safety Exam?** Request and schedule an exam by contacting your local Coast Guard Fishing Vessel Safety Examiner directly, or via a link on the Coast Guard's CFV Program web site at [www.fishsafe.info](http://www.fishsafe.info). Third party organizations are also authorized to conduct dockside safety exams and issue decals on behalf of the Coast Guard; they include American Bureau of Shipping (ABS), Det Norske Veritas/ Germanischer Lloyd (DNV/GL), Society of Accredited Marine Surveyors (SAMS), National Association of Marine Surveyors (NAMS), NAVTECH US Surveyors Association, and Bowditch Marine, Inc. These organizations should be contacted directly to schedule an exam. They can conduct the mandatory exam, a required exam, or a voluntary exam.

**Who should I contact if I have questions?** Please contact the Coast Guard Office of Commercial Vessel Compliance, Fishing Vessels Division (CG-CVC-3) at **202-372-1249** or by email at [CGCVC@uscg.mil](mailto:CGCVC@uscg.mil). Or, you may also contact your local Coast Guard District Fishing Vessel Safety Coordinator or local Sector Fishing Vessel Safety Examiner. The points of contact for these individuals can be found on the web site, [www.fishsafe.info](http://www.fishsafe.info), by selecting the "Locate Examiners" tab.

---

## FLARE CHECK

---

By: Michael Crowley | November 30, 2015  
[National Fishermen](#)

Commercial fishing boats have to carry flares. It's three flares inside of three miles. Three miles to 50 miles it's six red flares, three smoke flares and three aerial flares. If you're a commercial fisherman you know that. I shouldn't be telling you something you don't know.

Just packing the requisite number of flares isn't enough. When things go south in a big hurry, when the boat heaves up and starts to go over, you best be able to get to those flares immediately. They don't do you any good if you have to muck through some locker to find them.

But maybe things happen so fast you can't get to the flares, no matter how easy their access. So life saving gear, especially the life raft, should have its required flares. If that hadn't been the case when the 60-foot Leviathan II capsized, everyone would probably have drowned.

It was this past October 25, when two Canadians, Ken Brown and Clarence Smith, were longlining for halibut off British Columbia's Vargas Island.

As they were hauling back their gear, Brown happened to turn around and see a single flare go off against the afternoon sky. According to news reports, that was the "only signal anyone could see from the capsized wreckage of the MV Leviathan II, which flipped so quickly there was no time to send a mayday call."

The Leviathan II was a sightseeing boat with 27 people aboard. Brown and Smith hauled people out of the water and off a life raft and onto their boat, which is just shy of 20 -feet long. Eventually they carried 13 survivors back to shore. Other boats rescued eight more. Five died and one was listed as missing.

There's always a certain "what if" element to tragedies. "What if" Brown hadn't turned around? "What if" that life raft hadn't been equipped with a rocket flare?

## NEW SAFETY EQUIPMENT

### USCG MARINE SAFETY BULLETIN # 10-15 | Navigation Lights

The U.S. Coast Guard is concerned about the sale and availability of unapproved recreational and commercial vessel navigation lights. Purchasers of such lighting should be aware replacement lighting may be improper for its application due to the failure by manufacturers to meet technical certification requirements. Furthermore, technical advances in marine lighting, such as the use of Light Emitting Diodes (LEDs), rope lighting, underwater lighting, and other various types of decorative lighting, may violate navigation light provisions of the Nautical Rules of the Road.

The requirements for all navigation lights aboard vessels are prescribed in Rules 20, 21, 22 and Annex I of the "Rules of the Road," which is the Convention on the International Regulations for Preventing Collisions at Sea (72 COLREGS) or the Inland Navigation Rules (33 CFR Subchapter E).

Specifications for lights vary depending upon the type of vessel but regardless of the light source (i.e., incandescent filament or LED):

- Recreational vessel and uninspected commercial vessel navigation lights must meet American Boat & Yacht Council (ABYC) standard A-16, in accordance with specifications within 33 CFR 183.810 and 46 CFR 25.10-3, respectively.
- Commercial inspected vessels must be outfitted with navigation lights that meet or exceed Underwriters Laboratories standard UL 1104, as stated in the specifications of 46 CFR 111.75 - 17.

Some manufacturers are producing and distributing navigation lights that do not meet the certification requirements indicated above. These lights are typically

less expensive, making them a tempting choice for uninformed consumers. Use of lights that do not provide the proper chromaticity, luminous intensity, or cut-off angles could result in the issuance of a notice of violation or potentially cause an accident. Recreational boaters should ensure each purchased navigation light contains the following information on the light or its packaging:

USCG Approval 33 CFR 183.810  
MEETS ABYC A-16 or equivalent  
TESTED BY (an approved laboratory)  
Name of the light manufacturer  
Number of Model  
Visibility of the light in nautical miles  
Date on which the light was type-tested  
Identification and specification of the bulb used in the compliance test.

Boaters should be concerned about installing "decorative" lighting on their boats in various places, including underwater, on the rubrail, or just above the waterline. Care must be taken that these lights: cannot be mistaken for navigation lights, do not impair the visibility or distinctive character of approved and properly placed navigation lights, and do not interfere with the operator's ability to maintain a proper lookout. Such circumstances may represent a violation of Rule 20.

Rule 20 specifies that only those lights prescribed, or those that don't interfere with those prescribed, maybe used. Haphazard installation of additional lighting must be avoided. A violation can occur if the installation of additional lights can be construed as a light required by the Rules for another vessel. For instance, blue underwater LED lights can appear to be flashing if there is any wave action, giving the appearance of a flashing blue light only authorized to be used by law enforcement vessels per 33 CFR 88.05.

Rule 21 provides the definitions for the masthead light, sidelights, sternlight, towing light, all-round lights or task lights, and flashing or special flashing lights. Task lights are those lights which place the vessel in a special condition (e.g., all-round red over white over red for a vessel with restricted maneuverability).

Rule 22 provides for the intensity requirements of each light, per vessel size, so that they may be seen at a minimum range.

Annex I of the Rules, specifies the vertical and horizontal spacing of each of the required lights both in relation to the vessel hull and with respect to other navigation lights. Compliance with the provisions of Annex I ensures the light is properly mounted for its intended purpose. The proper installation of any light is critical to it being "U.S. Coast Guard Approved," as required by Annex I (COLREGs, paragraph 14 and Inland, 33 CFR 84.20).

The Coast Guard strongly recommends that:

- boaters avoid purchase and installation of any light that does not present the required certification data, and
- retailers advise their customers to purchase certified navigation lights.

This Safety Alert is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirement. This Alert has been developed by the U.S. Coast Guard's Headquarters' Offices of Navigation Systems, Auxiliary and Boating Safety, and Investigations and Casualty Analysis. For questions or concerns, please email [cgnav@uscg.mil](mailto:cgnav@uscg.mil).

## Georges Bank moratorium extended by Nova Scotia government

By: Jean Laroche | Nov. 26, 2015 | [CBCNews](#)

The Nova Scotia government is extending the Georges Bank moratorium on oil and gas exploration and drilling.

The fishing bank has been off limits since 1988. This extends the protection until at least 2022. Ottawa passed a similar protection bill last June. Such exploration comes under the joint jurisdiction of the provinces and federal

government.

BP and Chevron have drilling and exploration rights in the region, but will remain unable to use those leases.

Two parcels just outside the exclusion boundary and buffer zone have recently been granted to Statoil Canada Ltd., a Norwegian-based oil and gas company. It has promised to spend \$82 million exploring the two properties.

Although some have expressed con-

cern about activity so close to Georges Bank, Energy Minister Michel Samson is convinced it can happen safely.

"We have been doing offshore oil and gas development in Nova Scotia for many years and again we're very proud of the safety and environmental record which we have here," Samson said.

"We believe this industry can continue to coexist with our fishery and continue to play an important part in the economy of our province."

## Nova Scotia approves oil exploration lease next to Georges Bank, entrance to Gulf of Maine

By: Colin Woodard | Dec. 1, 2015 | [Portland Press Herald](#)

Norwegian energy giant Statoil has received approval to explore for oil in an area next to the Georges Bank and the entrance to the Gulf of Maine, raising environmental concerns on both sides of the border.

In a move opposed by fishermen, Canadian authorities have granted the company an exploratory lease for the area 225 miles southeast of Bar Harbor and bordering on the eastern flank of Georges Bank. Environmentalists fear drilling could leave the ecologically sensitive Gulf of Maine susceptible to a catastrophic oil spill.

It would be the closest that exploratory drilling has come to Maine since the early 1980s. Five wells were drilled on the U.S. side of Georges Bank in 1981 and 1982, before U.S. and Canadian moratoriums were put in place to protect the fishing grounds.

Final approval was granted Monday afternoon as a deadline passed for federal and provincial authorities to veto a Nov. 12 recommendation by the

Canada-Nova Scotia Offshore Petroleum Board, an intergovernmental entity responsible for regulating petroleum activities near the province.

"We're aware of concerns that exist, particularly from fisheries, about the effects of oil and gas activity," said Kathleen Funke, the board's spokeswoman. "Bidding on a license is a first step but doesn't guarantee any work will take place in this underexplored area."

Statoil has pledged to spend at least \$82 million exploring the parcels under its six-year exclusive lease. The relatively small financial commitment suggests the company has no immediate plans to begin drilling, which is a much more expensive process that requires further approval. The company did not respond to interview requests.

Last month, Shell Canada began drilling two wells in an area east of Statoil's lease and has approval for five others, part of a \$1.3 billion commitment. BP Canada has its own \$1 billion commitment to explore another section northeast of Shell's location and is

### NEW SAFETY EQUIPMENT

Fishermen on the west coast collaborated with Kent Safety Products to develop the [Rogue Fishing Vest PFD](#). This vest is made of breathable material and is designed to be worn like another layer of clothing. The Rogue Fishing Vest cost \$114.99 and comes in size M - 5XL.

The vest is not US Coast Guard PFD approved, but is appropriate for fishermen as long as you have equipment onboard that meet the USCG's safety requirements.

See the Product Roundup section of the January 2016 National Fishermen for a full product description or <http://www.kentsafetyproducts.com/p/rogue-fishing-vest?pp=24> to purchase.

awaiting permission to drill seven of its own wells.

Observers believe Statoil will likely confine itself to seismic testing while waiting to see whether Shell's wells strike oil or gas deposits.

"That \$82 million is just a loss leader for Statoil," said John Davis, director of the Clean Ocean Action Committee, a Nova Scotia coalition of inshore fish harvesters opposed to the project. "They basically anted up to see what the cards will be when Shell finishes its two wells."

Inshore fishermen in the province are unhappy with what Davis says is inadequate spill response planning. "A well-head blowout out there would be devastating, and with the currents it could be coming your way," he said. "The inshore fishery is distressed completely."

Drilling in the Shell and BP parcels – which are in deeper water farther from the Gulf of Maine – likely presents less of an environmental risk to Maine because prevailing currents there likely would carry any spill away from the gulf, said Nick Record, an oceanographer at the Bigelow Laboratory for Ocean Sciences in Boothbay. (Disclosure: This reporter is a Bigelow trustee.)

The northern sections of the Statoil parcels, however, should be a subject of concern for the Gulf of Maine, Record said, because they are located at the entrance to the Northeast Channel, a 22-mile-wide deep-water channel that is the primary conduit through which ocean water enters and exits the gulf.

"Sometimes the surface water is going in one direction and the bottom water in another through the channel, and other times they're both going in the same direction," Record said. The variation likely results from both the seasons and the relative strength of the two main ocean currents in the area, the cold Labrador Current flowing down from the Canadian Arctic and the warm Gulf Stream flowing up from the Florida Strait.

"All of these things drive the fronts that decide if water is going in or out of the channel," Record said. "If the spill occurred during an inflow, the water would be carried in." If such an event occurred in summer, the damage might be contained in deep basins, but in winter – when the water is more mixed – it might be widely distributed via the gulf's powerful circular currents.

Neal Pettigrew, professor of physical oceanography at the University of Maine in Orono, said the depth of an incident would likely be a key element. A near-surface blowout –

even at Shell's sites farther east – that resulted in oil or gas spilling in the upper 200 meters would have a fairly good chance of being pulled or blown into the Gulf of Maine system, whereas a bottom spill at 2,000 meters probably would not.

"It depends on where it comes out," Pettigrew said. "But, yeah, you could definitely even get some of it going into the gulf."

The ocean depth varies widely in the Statoil parcel, ranging from 1,000 to 3,000 meters.

Elizabeth MacDonald, a member of the Canada-Nova Scotia Offshore Petroleum Board's environmental team, said a spill trajectory analysis can't be done for the Statoil parcels until the company applies to drill at a specific site. "Without a starting point, it's difficult to do any modeling," she noted.

Since the first offshore well was drilled in Nova Scotian waters in 1968, 209 wells have been drilled, with two well blowout incidents: a 1984 surface blowout at a Shell exploratory gas well near Sable Island that released 70 million cubic feet of gas, and a 1985 event at a Mobil well that was contained underground, according to an April environmental assessment report on the area prepared for the petroleum board.

In order to actually drill, Statoil would have to apply for permission for each proposed well site, triggering a detailed environmental review process, said Funke, the petroleum board spokeswoman. Shell was granted permission Oct. 18 to proceed at seven wells in its lease area, while BP's request to drill seven wells is under review. "It's very much a possibility that the offshore petroleum board could review the (environmental assessment) and come to the determination that the proposed project could not be done without significant environmental effects," Funke said.

Timothy Gillespie, a vocal opponent who is publisher of South Coast Today, an online news service in Shelburne, Nova Scotia, said the Statoil parcels should never have been put out to bid in the first place.

"Georges Bank is one of the most productive fisheries and fish nurseries in the entire world," he said. "That anybody would think it was sensible to drill anywhere near Georges Bank is beyond the pale."

Lobster diversity startles fisheries research group
---

By: Remo Zaccagna | Nov. 17, 2015 | [Herald Business](#)

More than five years of research on regional lobster stocks yielded some surprising results, according to information released Tuesday in Halifax.

The Canadian Fisheries Research Network, a collaboration between academic researchers, the fishing industry and government, recently wrapped up several research projects that began in 2010, shortly after the group was founded.

One of those projects included an exhaustive look at lobster stocks in 17 locations from Newfoundland all the way to Rhode Island.

There were five components to the research, including a genetic study — the first of its kind in the world — in which researchers sequenced more than 10,000 little stretches of DNA on lobsters from each of those locations.

What they found took them by surprise.

In those 17 locations were 11 distinct variations of lobster, findings that contradicted the only other similar study on lobster genetics. In that previous study, researchers were only able to find two distinct groupings of lobster, those in the Gulf of Maine and Bay of Fundy region, and those from the Gulf of St. Lawrence.

“Given what was known about the genetic structure, what I would say is that people are surprised to see that there is way more structure, there is way more genetic differentiation, across the species range than we expected,”

the University of New Brunswick's Remy Rochette, the main researcher in the project, said in an interview after the network's annual general meeting Tuesday at the Prince George Hotel.

But he noted that in some cases, such as lobster from Bras d'Or Lake and the Strait of Canso, for example, there may be differences between the two but they're not necessarily distinct.

“Although we're very confident that they're not identical, that doesn't mean that they're completely different,” Rochette said.

He also said the findings are different from previous research because the tools are more advanced and powerful than they were in the past.

“So we're seeing things that were always there, but now we're able to pick them up.”

Other components of the research included quantifying lobster egg production with fishermen throughout Atlantic Canada and developing a model to predict where the larvae go. They worked with 267 fishermen and sampled 137,000 females with eggs.

They discovered evidence that lobster larvae from the Gaspé area, a cold-water region, develop more rapidly than larvae that live in warm-water habitat.

“What we've been able to do with this model is to estimate and predict what proportion of larvae that settle in a given area originate from different areas. And vice versa, the larvae that are hatched in a given area, where do they end up going?”

In the fall, they tagged large egg-bearing females from Grand Manan Island and tracked them, discovering that they moved to deeper, warmer water in the winter, and then in the spring and summer migrated back to coastal areas.

“They seem to be moving in a manner to expose their developing embryos to warmer water throughout the winter,” Rochette said.

One particularly energetic lobster travelled more than 200 kilometres between the Bay of Fundy and the Gulf of Maine.

“This is an area where we know that lobsters probably move quite a bit more than in some other regions. They also move quite a bit off the Scotian Shelf, the southern point of Nova Scotia to the banks.”

The entire research project was a massive undertaking that involved five provinces, 17 fishermen's associations, five Fisheries and Oceans Canada offices, the Prince Edward Island Department of Agriculture and Fisheries, and five universities.

In 2010, the network received \$5 million from the Natural Sciences and Engineering Research Council of Canada and another \$5 million from federal and provincial governments and industry.

The research enables stakeholders to create more sustainable fisheries practices and policies across Canada, the network said.

Now that the dozen projects, which were done in every region of the country, are complete, this week's meeting in Halifax is being used to develop a strategy to move forward and secure additional funding for more research.

"We believe that this collaborative approach is hugely important going forward and we'll try to pursue all avenues for that," said Rob Stephenson, principal investigator and visiting research professor at UNB.

"I expect that in the future collaborative research will be funded in part by

government, in part by NSERCC funding sources, in part by industry, and we'll put the money together and work effectively together."

Stephenson said the network will look at case studies in each region that can be studied collaboratively in a similar way across the country as the basis for the next research network.

It's possible that in Atlantic Canada, with the size and importance of the lobster industry to the economy, more research in this area will be done, he added.

### AOLA'S INVOLVEMENT

A number of years ago, AOLA worked with researchers at Boston University on the first round of lobster genetics research. The current research employs the newest genetic techniques to build upon the work done at BU. The Canadian research team has plans to continue this work. If you are interested in participating let Heidi know. They are looking for lobstermen to collect walking legs from egg lobster.

### Green crab pathogen research raises concern for Nova Scotia lobster industry

By: Paul Withers | Nov. 16, 2015

[CBCNews](#)

New research is raising more concerns about the potential transfer of diseases from the invasive green crab to lobster in Nova Scotia waters.

"Our worry is there could be a pathogen transfer and it could damage our lobster industry. We are finding at least two pathogens of concern," said research scientist Fraser Clark.

He adds human health is not at risk.

Clark released a study earlier this year showing high levels of a parasite in green crab is being found in areas of southern Nova Scotia where the crab has been introduced as a lobster bait.

He says a bacteria lethal to lobsters has now been found in green crab along the province's Northumberland Strait, the presence of which was only recently confirmed by genomic testing.

Clark released those findings for the first time at a U.S.-Canada lobster sci-

ence symposium held in P.E.I. this month.

"On the Northumberland Strait we are finding an especially high level of pathogens in green crab that is known to kill lobsters," Clark told CBC News in an interview at a lab at Dalhousie University's Agricultural Campus in Truro, N.S.

Clark's molecular biologist wife, Sarah Stewart-Clark, also works on the research.

Connection not confirmed

Feeding trials are the next step to establish whether in fact infected green crab are passing diseases to lobsters.

Clark says the connection remains unproven but justifies caution in using green crab as lobster bait.

Nova Scotia exports nearly \$400 million of lobster per year and the industry has taken note of Clark's findings.

Major lobster processor Clearwater Fine foods has provided thousands of pounds of lobsters as part of the stud-

ies.

"We don't think this parasite is killing these lobsters, but we worry it is changing behaviour, so they may be eaten by other predators or it may limit the time they can be held live in holding," said Clark.

Lobsters with high loads of green crab parasites have a higher metabolism causing them to burn fat much faster, perhaps decreasing their ability to survive in holding tanks.

"They want to know, are areas that have high levels of parasites going to hold for a shorter period of time? That's where the industry is quite concerned," said Clark.

More study is needed on how fast a lobster infected with parasites burns its fat reserves compared to one that is not infected.

Funding for the Clarke's research project is coming to an end, so as Clark looks for answers he is also looking for dollars.

By: Mike Lawrence | Dec. 3, 2015 | [Southcoast Today](#)

Advocates for regional fishing industries and marine life are concerned about the impacts of offshore wind turbines as deep-pocketed, experienced developers eye construction in ocean waters south of Martha's Vineyard.

The offshore wind industry has been touted as a key piece of New Bedford's economic future, but advocates' concerns are reflected in a federal report that says little is known about how turbines could affect fish populations.

"Potential impacts of offshore wind energy development on fisheries resources are not well understood, both here in the U.S. and abroad," states a study released in July by the federal Bureau of Ocean Energy Management (BOEM), citing a "comprehensive" review of related literature.

"The site-specific project data needed to evaluate the potential impacts on fisheries resources in these (wind energy areas) is lacking, resulting in uncertainty and speculation," the study also states.

BOEM's new committee on ocean energy management and the environment will hold its first meeting next week, in Washington, D.C. The group of respected scientists from across the nation — none from SouthCoast — will help guide BOEM's stewardship of offshore energy resources, a BOEM news release says.

The group could help fill the void of information cited by the BOEM study over the summer.

The Commercial Fisheries Research Foundation, part of the project team behind the study, called attention to the findings in mid-November. That call came as representatives of three companies — Rhode Island-based Deepwater Wind, New Jersey-based OffshoreMW and Denmark-based DONG Energy — spoke at the State House in Boston and other locations, including New Bedford, about their plans to develop large-scale turbine farms in leased federal waters south of Martha's Vineyard and off Rhode Island.

The companies are potential future competitors, but are making a unified pitch for offshore wind power purchase requirements to be included in a state energy bill that legislators and Gov. Charlie Baker could adopt next year.

Matthew Morrissey, executive director of the trade associ-

ation Offshore Wind: Massachusetts, said the offshore wind and commercial fishing industries can coexist in the commonwealth.

"The offshore wind industry around the world has long sought, and succeeded to establish, productive partnerships with ocean stakeholders — and the fishing industry is first among them," Morrissey said.

Brian Rothschild, professor emeritus of marine biology at UMass Dartmouth's School for Marine Science and Technology (SMAST), said this week, though, that the potential for large-scale offshore wind development in the region raises several questions for commercial fishing.

"The first issue is the physical issue — just the fact that these installations could overlap places where commercial fishing (occurs)," Rothschild said. "The second issue is what the installations do to the biology. There's a running argument in the Gulf of Mexico, where they have oil rigs instead of wind turbines, as to whether they increase or decrease ocean productivity."

The BOEM study listed a range of potential marine life questions that could arise in coming months, as offshore wind discussions continue to unfold.

"Previous studies indicate the factors that may impact species in these wind energy areas include: habitat alteration, noise and vibration, electromagnetic fields, scouring and sedimentation, reef effects, introduction of invasive species, lighting effects, ecosystem changes...and pollution from accidents or structural damage," the study states.

State Rep. Patricia Haddad, D-Somerset, is sponsoring energy legislation that includes wind power purchase requirements intended to boost turbine development. Thursday at UMass Dartmouth's GAEA Climate Summit, she said turbine stanchions can attract marine life when installed on the sea floor.

"It becomes like a reefing effect," she said.

Kevin Stokesbury, chairman of SMAST's Fisheries Oceanography Department, said discussions are under way with BOEM and representatives of the turbine developers about potential impacts to lobster and quahog fisheries, migratory fish movements and more.


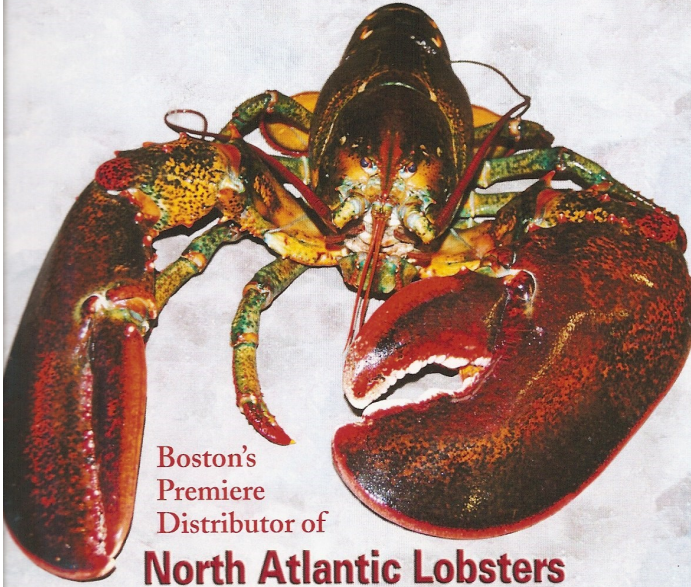
## Association Member Directory

**DIGITAL READERS: PLEASE CLICK ON ASSOCIATE MEMBER COMPANY NAMES IN THE DIRECTORY BELOW TO LINK TO THEIR WEBSITE (IF AVAILABLE).**

COMPANY	LOCATION	PHONE
<a href="#">American Fire Suppression</a>	Narragansett, RI	401-741-4178
<a href="#">Anacko Cordage</a>	Narragansett, RI	401-792-3936
<a href="#">Athearn Marine Agency</a>	Fairhaven, MA	508-999-4505
<a href="#">Barrel Head Bait/Channel Fish</a>	East Boston, MA	857-200-2129
<a href="#">Boston Lobster</a>	Boston , MA	617-464-1500
<a href="#">Boston Wholesale Lobster</a>	Lynn, MA	781-592-2000
<a href="#">Brooks Trap Mill</a>	Thomaston, ME	800-426-4526
<a href="#">C &amp; P Bait</a>	New Bedford, MA	508-951-9818
<a href="#">Canal Fuel</a>	Sagamore, MA	508-888-1469
<a href="#">Cape Ann Mechanical Services</a>	Essex, MA	978-768-6055
<a href="#">Chris Electronics</a>	New Bedford, MA	508-994-8257
<a href="#">CP Brodeur</a>	New Bedford, MA	508-993-0334
<a href="#">East Coast Seafood</a>	Topsfield, MA	978-561-3828
<a href="#">Fairhaven Shipyard Companies</a>	Fairhaven, MA	508-999-1650
<a href="#">Fairhaven True Value Hardware</a>	New Bedford, MA	508-997-3307
<a href="#">Farm Credit East</a>	Multiple regional locations	860-741-4380
<a href="#">Fisher Air Fasteners</a>	Pembroke, MA	781-826-2522
<a href="#">Friendship Trap</a>	Friendship, ME	800-451-1200
<a href="#">Guard Oil</a>	Fairhaven, MA	508-992-3030
<a href="#">Harbor Hydraulics</a>	Fairhaven, MA	508-991-2433
<a href="#">Hercules SLR U.S.</a>	New Bedford, MA	508-993-0010
<a href="#">Industrial Marine Marketing</a>	Wakefield, RI	401-782-4412
<a href="#">Ketcham Traps</a>	New Bedford, MA	508-997-4787
<a href="#">Marine Safety Consultants</a>	Multiple regional locations	508-996-4110
<a href="#">Maine-ly Fish Prints</a>	Kittery, ME	603-851-0918
<a href="#">New Bedford Ship Supply</a>	New Bedford, MA	508-994-2961
<a href="#">New England Crab</a>	Boston, MA	617-464-1999
<a href="#">New England Marine &amp; Industrial</a>	Portsmouth, NH	603-436-2836

*CONTINUED: Association Member Directory*

COMPANY	LOCATION	PHONE
Nordstrom Seafood Traders	Tiverton, RI	508-294-4160
Ocean State Lobster	Narragansett, RI	401-782-3500
Pine Hill Equipment	Westport, MA	508-636-5971
PJ's Lobster	Boston, MA	617-884-0707
Polysteel Atlantic (East Coast Rope)	Edwardsville, NS, Canada	902-562-8892
R.A. Mitchell	New Bedford, MA	800-990-5685
Rhode Island Engine, Co.	Narragansett, RI	401-789-1021
Riverdale Mills Corp.	Northbridge, MA	800-762-6374
Sanoco Inc. (Santoro Oil)	Providence, RI	401-942-5000
Sims Metal	Providence, RI	401-467-3730
Smithwick & Mariners Insurance	New Bedford, MA	508-993-7411
SurfaceWorx	West Bridgewater, MA	508-587-8877
T & K Marine Electronics	Fairhaven, MA	508-961-2480

Boston's  
Premiere  
Distributor of  
**North Atlantic Lobsters**

**BUYING FROM OFFSHORE AND  
INSHORE BOATS  
SINCE 1986**

**PROMPT PAYMENT GUARANTEED.**

Neil Zarella Email: [nzarella@bostonlobstercompany.com](mailto:nzarella@bostonlobstercompany.com)

Bob Behrman Email: [rbehrman@bostonlobstercompany.com](mailto:rbehrman@bostonlobstercompany.com)

345 West 1st Street, Boston, MA 02127

P: (617) 464-1500 F: (617) 464-1131



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

**ENGINES - GENSETS - 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](http://www.riengine.com)

**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](http://www.bostonwholesalelobster.com)



# NEW ENGLAND CRAB COMPANY, INC.



6 Food Mart Road  
Boston, MA 02118

IRWIN GROSSMAN

TEL. (617) 464-1999  
1-800-499-NECC

Fax (617) 464-1988

## **POWER TO THE FLEET FOR 60 YEARS!**

*R.A. Mitchell is New England's source for workboat power backed by quality service.*

**AIR & WATER COOLED  
CUSTOM-BUILT  
GENERATOR SETS**

*Control Panels, Pump Applications,  
Parts & Service*

**R.A. Mitchell**  
is your source for  
**JOHN DEERE, LISTER-  
PETTER, DEUTZ, PERKINS,  
RACOR MURPHY, MP  
PUMPS** and more...  
WBE/DBE Certified



**R. A. MITCHELL** CO.  
INC.

**103 Popes Island • New Bedford, MA. 02740**  
**508-999-5685 • INFO@RAMITCHELL.COM**

*We have your bottom line in mind*

**ANACKO CORDAGE COMPANY**  
**102 DEAN KNAUSS DRIVE**  
**NARRAGANSETT, RI 02882**  
**(401) 792-3936**  
[michaelanackocordage@verizon.net](mailto:michaelanackocordage@verizon.net)

- YOUR LOCAL MANUFACTURER OF HIGH STRENGTH ROPES
- FACTORY DIRECT SAVINGS
- WE DELIVER

Get the lead out with our new 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. Rope is all we do. Lobster line is our mainstay. Research and development is an ongoing process and your input plays an important role.



# SANTORO OIL

*Santoro Family of Companies*

***Santoro Oil is proud to offer STAR 1 marine diesel***

Dockside delivery 6 days a week from our Narragansett branch office, NORM's Fuel Company. Star 1 offers superior cleaning power, stability enhancement, corrosion protection and more!



**401-942-5000**  
**www.SantoroOil.com**





New England Marine & Industrial  
www.newenglandmarine.com

We Carry:

Cold Water  
Shedder  
Bands  
for Chill  
Systems



Aquamesh and Cavatorta  
Lobster Trap Kits and  
Repair Wire

The Complete  
Polyform  
LD Buoy Line  
(including LD4)



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



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

Call for Pricing  
Quantity Discounts Available

200 Spaulding Tpke  
Portsmouth, NH  
800-492-0779



**POLYSTEEL ATLANTIC LTD.**  
**EAST COAST ROPE LTD.**

468 Portsway Ave.,  
Edwardsville, NS

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

Fax: (902) 562-8887

**More Strength...**

**Less Stretch**

**POLYSTEEL® Ropes**

**www.polysteel.ca**



MARINE • FISHING GEAR • SAFETY

44 South Street - - Marine & Safety - - Tel: 508-993-0010

82 MacArthur Drive - - Rigging, Mooring & Industrial - - Tel: 508-992-9519

www.Hercules-SLR-US.com 1-800-467-8865 New Bedford, MA 02740

JohnReardon@Hercules-SLR-US.com

Scallops  
Groundfish  
Quahogs  
Lobster Gear

## Commercial Fishing - Marine Safety

\*Marine Hardware \* Stormline Foul Weather Gear \* Buoys \*

\*Lobster Bands\*Fish Tubs\*Cordage\*Netting\*Floats\*Leadline\*

\*Cotesi Trawl Netting, Sinking & Leaded/Sink Rope\* Wire Rope\*

\*Golf & Batting Cage Netting\*Hi Flyers 12',15' & 14'XHD\*

\*Polyform US Buoys & Fenders-All Colors\*Mustang Survival Gear\*

\*Recreational Mooring Equipment\* Safeguard Safety Products\*

\*Esterpro Sinking & HydroPro Rope Made by Polysteel\*

Revere Life Rafts - SALES & SERVICING (Any Brand Accepted)

We sell Imperial Survival Suits & Inspect all brands of Survival Suits

**USCG Safety Inspection Station # 327** For on-board Vessel Inspections & Safety Drills, Call our USCG Certified Drill Conductors:

Rodney Avila 508-889-0401 or Ted Williams 508-264-5779

**ORANGE Baskets on SALE NOW!!**

EPIRB\*\*Sales & Service\*\* ACR & Paines Wessex

**Visit our new Rigging Shop for all your needs!!**



**Gill Net Shop - We Strip, Hang & Ship**

Webs, Leadline, Rope & Floats in Stock



*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**

## 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

*"Safety Is Our Middle Name"*

### TAUNTON OFFICE

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

### MAINE/NH OFFICE

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

(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



# ATHEARN

MARINE AGENCY, INC.

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

## BOATS & PERMITS FOR SALE

Visit [www.athearnmarine.com](http://www.athearnmarine.com) to view our listings or call 508-999-4505

*Serving Fishermen Since 1946*

TEL: 508-997-3307  
FAX: 508-997-6071

### FAIRHAVEN HARDWARE

# True Value.

Help Is Just Around The Corner.

23 POPES ISLAND  
NEW BEDFORD, MA 02740



Alan Leck and Jonathan Seavey  
339 Northern Ave Boston, MA 02210  
Tel: 617-946-2930

# Mainely Fish Prints

# 100%

**RE**Claimed  
[maine-lyfishprints.com](http://maine-lyfishprints.com)

As a member of the 'Maine Made' America's Best program, we provide truly unique products that bring a sampling of Maine's rich resources to your home.

Maine-ly Fish Prints features an array of underwater imprints and lobster rope products that capture the sea creatures that have made Maine's rocky coastline their home.



**Getting rid of old rope?**  
**If its colorful contact us via EMAIL!**  
[mainelyfishprints@gmail.com](mailto:mainelyfishprints@gmail.com)



MAINE-LY FISH PRINTS  
& MERCANTILE



# Barrel Head Bait



**STOCK UP ON SALTED SKINS  
AND FROZEN REDFISH NOW  
BEFORE THEY ARE GONE!**

**Call For Products List and Delivery Schedule**

**For More Information:**

**Mark Flight**

**mark@barrelheadbait.com**

**To Place An Order:**

**The Bait Line:**

**857-200-2129**

**Or Fax:**

**617-561-8471**



## 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



# X-TINGUISH™ FST is the new replacement for DSPA-5



UTILIZED ONBOARD  
HUNDREDS OF FISHING  
VESSELS THROUGHOUT  
THE USA

– Safer than any competitive product

- Doesn't remove oxygen from the space*
- Safe for people and pets*
- Eliminates the fire in seconds*
- Decreases heat from 1200°F to 300°F in less than 60 seconds*
- Environmentally safe formula*
- Preserves the integrity of any structure*
- Preserves the fire scene for arson investigations*

WHEN SECONDS COUNT



SAVE PROPERTY AND LIVES

- Covers 33% more area than the closest competitor
- Fully electronic ignition system
- Full product warranty
- 15 year shelf life, 5 year replaceable battery life
- Effective against Class A, B, C, and K fires

OFFICE: **401.284.0025**  
MOBILE: **401.741.4178**



FRED.MATTERA@AFSUPPRESSION.COM  
WWW.AFSUPPRESSION.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](http://www.pinehillequipment.com) 508-636-5971

# Canal Fuel Co.

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

800-356-3133 • 508-888-1469

[www.canalfuel.com](http://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 fashion 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.



# C.P. Brodeur, Inc.

## Marine Engine Repair

80 Wright Street New Bedford, MA 02740

Tel: 508-993-0334 | Fax: 508-990-3671

# FRIENDSHIP TRAP CO.

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



"As a younger fisherman, I always want to experiment and try new ideas so I can catch more lobster. The folks at Friendship Trap are always there to help me develop these ideas and get the traps just the way I want them. AND, I get a top quality trap that's built to last delivered when I need it."

—Trevor Hooper  
Corea, ME



"My new Friendship traps are fishing right out of the gate! I've got a string of quads with four generations of Friendship traps in a line and I can't tell which one outfishes the other! I started out buying traps from you guys about 15 years ago. Don't know why I ever bought traps elsewhere. I still have some of the first traps that I bought from Friendship, while other traps have just not held up. The traps are still hard to outfish. Good traps is where it all starts. Great job - keep up the good work!"

—Cory Alley, Isleford, ME



"I've been buying traps from Friendship Trap for over 20 years. I've got some that are 13 years old and still fishing today. You can't beat the way they fish or the

quality and durability. Friendship

Trap builds traps the way they should be built: to fish and to last. Also, you can't beat the crew at Friendship Trap: they're friendly, pleasant, and will work with ya to build what you want! The way you want! When you want 'em!"

—Troy Stanwood, Steuben, ME

**Our customers  
will tell you:  
"BUILT THE BEST;  
BUILT TO LAST;  
BUILT YOUR WAY"  
Is more than just  
a slogan!**

**"I have even older  
traps. For 13 years of  
fishing, this trap is in  
great shape and still is  
hard to out fish!"**



**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

Distributors for  
**MONDO**  
Buoys

**VISIT OUR WEBSITE: [www.friendshiptrap.com](http://www.friendshiptrap.com)**

Find us on:  
**facebook**



- 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.

# BROOKS TRAP MILL & MARINE SUPPLIES



Jonesboro, ME ~ W. Bath, ME ~ Portland, ME ~ Thomaston, ME  
(207) 434-5791      (855) 840-6027      (800) 244-8727      (800) 426-4526

**Thousands of new and used  
stock traps in inventory!  
We have a lot of traps and want  
to clear out the yard!!**

## **CUSTOM BUILT TRAPS**

- **Large inventory of wire and supplies helps you get your custom built traps within a reasonable timeframe!!**
- **Build a customized sample trap with our staff to ensure no detail is overlooked.**
- **Multiple trap shops allow us to focus on every detail that makes your traps what they are!!**

### **TRAP BALLAST:**

- Red Brick
- The Original Ergo Block
- Cement V-Blocks
- Plastic Coated Steel Runners
- Cement Runners
- 8ga Wire Bottoms

### **WIRE SELECTION:**



### **TRAP RUNNERS:**

- Oak
- Pressure Treated Oak
- Jungle Wood
- Cement Runners
- Composite Runners
- Plastic Coated Steel Runners

*Visit us online at:*

**WWW.BROOKSTRAPMILL.COM**

## 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](http://www.myseafood.com)

## INDUSTRIAL MARINE MARKETING

28 Blanchard Place, Wakefield, RI 02879

(800) 407-0177/ME Fax: (207) 594-4974

**ROGER SMITH**

PRESIDENT

Phone: (401) 295-0558

Fax RI 401-294-1242

Warehouse: RI 401-782-4412

Fishing Supplies • Wholesale & Retail

Twine Netting • Everson Cordage

NORDSTROM



SEAFOOD  
TRADERS

For All Your Bait Needs

**Dan Nordstrom**  
Phone: 401-624-1822

## T&K MARINE ELECTRONICS, INC.

AUTHORIZED SERVICE, SALES &  
INSTALLATION OF MARINE ELECTRONICS



TONY VIEIRA, PRESIDENT

FCC LICENSED w/SHIP RADAR  
ENDORSEMENT

FULLY INSURED

46 MIDDLE ST., FAIRHAVEN, MA 02719

TEL: 508-961-2480 FAX: 508-961-2481

# 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



# Surfaceworx™

Distributors of high performance coatings

www.surfaceworx.com



PPG Protective & Marine Coatings

Amercoat®

\*Now available at Fairhaven Shipyard, Rhode Island Engine and Rose Marine.



## International

### Marine Coatings

The world leader in marine coatings.

#### FEATURING INTERSHIELD 300V

Abrasion Resistant Aluminum Pure Epoxy

- Universal Primer directly to mechanically prepared steel
- NSF Approved
- Zinc Primer Not Required
- Low Temp Application

#### BAR-RUST 235

Multi-Purpose Epoxy Coating

Provides fast recoat, cold weather cure, surface tolerance, and applies like an enamel product.

No other coating system can be used as widely with fewer restrictions due to temperature, dew point or humidity.

**DEVOE**  
HIGH PERFORMANCE  
COATINGS

**WASSER**

#### PREPBOND 2.8

- A penetrating primer/sealer for superior adhesion to marginally prepared surfaces
- Single component
- May be applied in below freezing temps, and applied up to 99% relative humidity

Surfaceworx

124 Turnpike St. • West Bridgewater, MA 02379  
Phone: 508-587-8877 • Fax: 508-587-4583



# C&P Bait



“Specializing in the sale and delivery of lobster bait for over thirty years”

Fresh frozen and salted bait available:

- Skates
- Herring
- Pogies
- Haddock
- Cod Fish
- Pollock
- Flat fish
- Fish skins
- Red fish
- Dog fish heads
- Salmon



C&P Bait  
33 Wright Street  
New Bedford MA, 02740

Contact:  
Danny Costa 508-951-9818  
Carlos Pereira 508-951-9819





Wholesale Lobster Company  
Buzzards Bay, MA - Narragansett, RI

Buzzards Bay P: 508-759-8822 Fax: 508-759-8878

Narragansett, RI P: 401-782-3500 Fax: 401-782-3577



**Specializing in the buying and selling of top quality  
hard shell lobsters since 1995.**

**We buy top quality lobsters from  
offshore lobster boats.**

**To become a supplier contact:  
John Bump General Manger, Buzzards Bay Division**

**Sales: Philip Don Owner: Kevin B. Bates**

25 Perry Ave Buzzards Bay, MA 02532 | 270 Great Island Rd. Narragansett, RI 02882



**FISHER  
AIR FASTENERS**  
1005 Corporate Park  
Pembroke, MA 02359

- "Hartco" Clip Guns — 3/8"-3/4"-7/8" galvanized s.s., aluminum clips
- Ring Guns — 3/8", 1/2", 9/16", 3/4" Rings — Bright Basic galvanized s.s.
- Staple Guns — 1/4", 3/8", 1/2" Crown Staples galv. s.s. — 18-16-14 gauge
- Wire cutters — flush cutting jaws for 14-10-8 gauge wire

**TEL (781) 826-2522**  
**FAX (781) 826-5252**

[www.fisherairfasteners.com](http://www.fisherairfasteners.com)  
[chris@fisherairfasteners.com](mailto:chris@fisherairfasteners.com)



**STAY CONNECTED WITH  
ATLANTIC OFFSHORE**

**VISIT AOLA'S WEBSITE**  
[www.offshorelobster.org](http://www.offshorelobster.org)

Members can access archived newsletters and meeting minutes.

**CONNECT ON FACEBOOK**



With much appreciation we wish you  
**A HAPPY HOLIDAY SEASON**



 **RIVERDALE**  
1.800.762.6374 • 1.508.234.8715  
[www.riverdale.com](http://www.riverdale.com)

**MADE IN  
USA**



# KETCHAM SUPPLY

## LOBSTER TRAPS & SUPPLIES

---

Since 1975, your complete source for trap building and repair.

---

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



TEL: 508-997-4787 ASK FOR MYRON

111 MYRTLE ST NEW BEDFORD, MA 02740

WWW.LOBSTERING.COM: FAX: 508-992-5220

Tel: (978) 768-6055

Fax: (978) 768-1168  
Email: esxsvc@aol.com

## Cape Ann Mechanical Services, Inc.

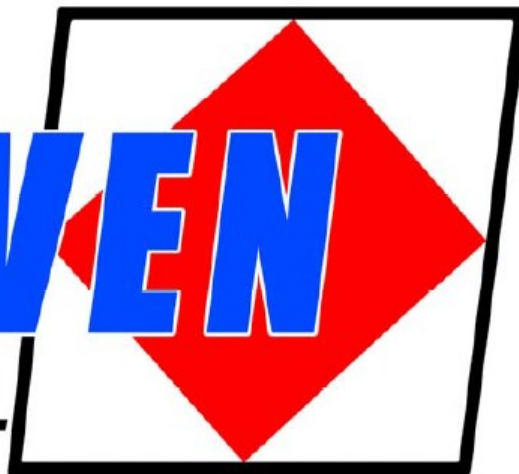
d/b/a Essex Service Co.  
Air Conditioning & Refrigeration  
Sales & Service

Charlie Symonds  
Michael Symonds

P.O. Box 83  
Essex, Massachusetts 01929-0002

# FAIRHAVEN

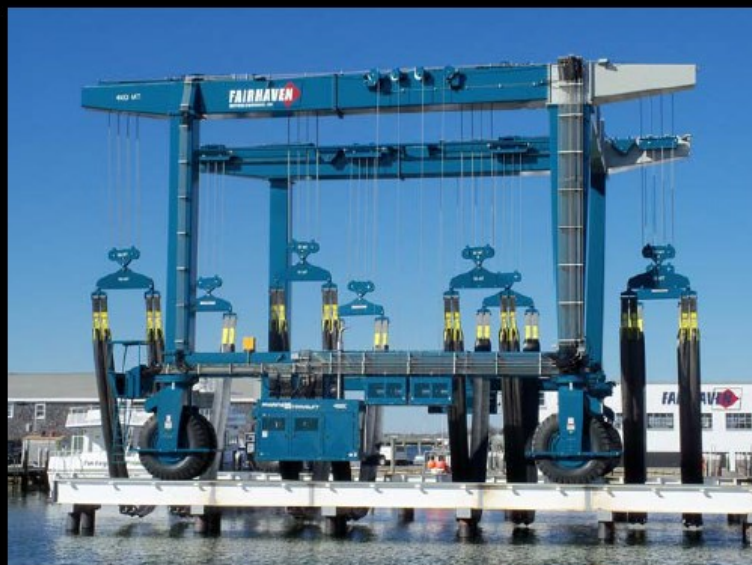
**SHIPYARD COMPANIES, INC.**



## *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**



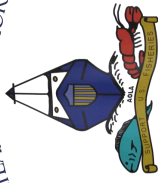
*North Yard*  
32 Water Street

[www.FAIRHAVENSHIPYARD.com](http://www.FAIRHAVENSHIPYARD.com)  
508.999.1600  
Fairhaven, Massachusetts

*South Yard*  
50 Fort Street

ATLANTIC OFFSHORE

Return Address:  
Heidi Henninger  
AOLA  
23 Nelson St  
Dover NH, 03820



Visit us at [www.offshorelobster.org](http://www.offshorelobster.org)