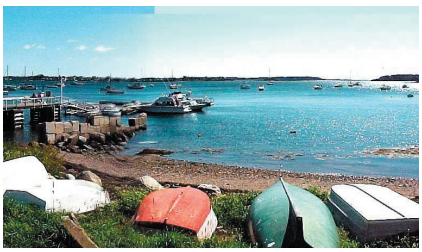
Tracking Commercial Fishing Access:

A Survey of Harbormasters in 25 Maine Coastal Communities

"In town here in 1990 there were 500 registered moorings; in 2000 there were over 1,200. If the majority are recreational moorings, where are young harvesters going to berth their boats. We now have fishermen on the waiting list here and even though they may rise to or near the top of any priority list, the harsh reality is that many harbors are now or soon to be saturated. The duration of a "wait" may be years. For a recreational boater that is probably an inconvenience for a month or two a year. For the person trying to make a living, it's a major hardship."
St. George



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A report by Coastal Enterprises, Inc. submitted to the Maine State Planning Office Coastal Program.

Photo courtesy of Carla Morin

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The mission statement of Coastal Enterprises, Inc.: to help create economically and environmentally healthy communities in which all people, especially those with low incomes, can reach their full potential.

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CEI Coastal Enterprises, Inc.

Maine Coastal Program

Introduction

It is widely recognized that Maine's working waterfront is facing unprecedented pressures to convert to residential use in the current real estate and tax policy environment.

Traditional water-dependent users are feeling the pinch. Historically, Maine's coastline has served and supported a range of human needs from industrial and commercial to residential and recreational activities, from bulk cargo and fishing to houses and parks. Commercial fishing and recreational traffic are all vying for increasingly expensive waterfront parcels. Basic questions about who can afford to live and work along Maine's coast are being raised.

In 2002 the Maine State Planning Office issued the first baseline survey of the status of Maine's working waterfront. Using a sample of 25 coastal communities, the study revealed that:

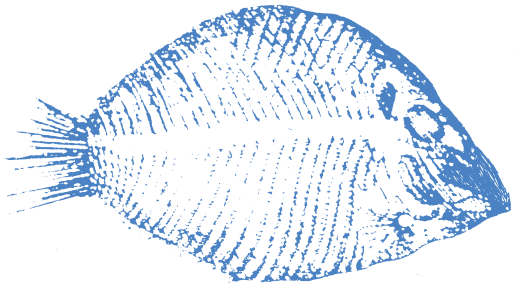
- 64% currently faced a loss-of-access problem;
- 80% expressed a commitment to work to preserve access;
- 75% of the commercial fishing access and infrastructure is provided from private residential wharves and commercial piers; 25% from publicly owned facilities;
- Development pressure, increased competition from tourism and recreation, and higher taxes were the top three identified causes for waterfront loss.

The survey was instrumental in raising awareness and shaping new efforts to protect Maine's waterfront. The Maine Working Waterfront Coalition was formed; Coastal Enterprises Inc. launched a new Working Waterfront Investment Initiative; the State Planning Office, Island Institute, Maine Sea Grant and the Gulf of Maine Foundation held a working waterfront seminar for municipalities; and the 2003 Maine Fishermen's Forum dedicated a full day to the topic.

Despite these important efforts, the demand for coastal real estate remains, leaving 75% of the commercial fishing access vulnerable to conversion. To track trends in this important coastal asset one of the 2002 report's key recommendations was to set up an annual monitoring system with Maine harbormasters. As a result of this recommendation a survey methodology was designed to test and establish a questionnaire that can be carried out periodically to track commercial fishing access over time.

This report summarizes responses from the first follow-up to the 2002 survey. Harbormasters were surveyed from the same 25 communities for the 2003 season. The survey sets up a means of investigating the context of waterfront access issues as well as to track concrete measures that monitor access.

Why track this issue? Because protecting Maine's working waterfront is smart economic and community development. Waterfront businesses — commercial fishing boats, co-ops, boat yards, aquaculture, buying stations, and shore-side businesses that provide fuel, ice, and bait — generate over $740 million in income and



support over 26,000 fishing-related jobs. Access for water-dependent marine trades such as boat builders, boat yards, and marinas — which employ nearly 3,000 people statewide — generate an additional $85 million in wages. When comparing the contribution of working waterfront activities to residential construction, Charlie Colgan found that the working waterfront brings Maine more benefits.

"The economic contribution of working waterfront to the Maine economy exceeds that of real estate development. The gap is large ($15 million) even when the most conservative (lowest) estimate of working waterfront activities is used and when a very high assumption about coastal real estate development is used... What is critical is that governments at all levels make decisions about the shore in recognition of the continued vital economic role played by Maine's working waterfronts."[1]

1 Charles Colgan, The Contribution of Working Waterfront to the Maine Economy, University of Southern Maine, 2004

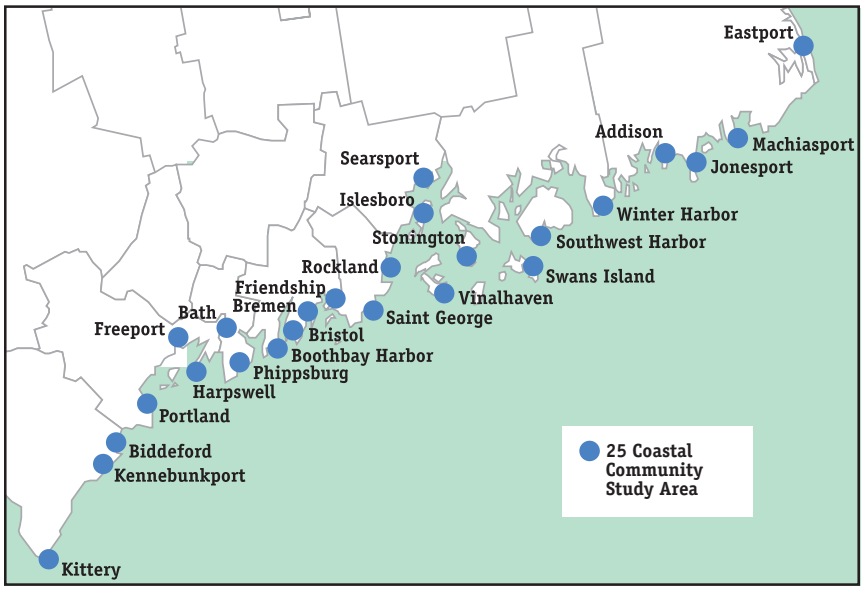
Methodology

To design this annual access survey, we convened an advisory committee with representatives from the Maine Harbormasters Association, Maine State Planning Office, Maine Department of Marine Resources, U.S. Army Corp of Engineers, the Island Institute, and the commercial fishing industry. The survey focused on three areas of inquiry — what is the context of commercial fishing access issues; has the supply of or use of boating infrastructure and access changed or shifted; has the demand for access changed or shifted. Once designed, the survey was mailed to harbormasters of the original 25 towns from the 2002 study. Originally we intended to make the survey available in a web-based online format that would enable harbormasters to fill in their answers and submit them electronically. Based on feedback from the harbormasters, we decided not to develop the online format at this point. All harbormasters were provided with the opportunity to submit their responses via email but most (90%) preferred to hand write their answers on a hardcopy of the survey.

After the surveys were returned, follow-up calls were conducted to clarify responses. We then compared these responses with the 2002 study to track changes in infrastructure and issues that affect commercial fishing access. Town profiles have been updated to compare changes over time in each community. Finally, we offer some recommendations.

The 25 selected communities represent:

- 1,736 miles of coastline
- 3,092 commercial fish harvesters
- 154,347 coastal residents
- 12,558 total current boat access (moorings + berthing + slips + tie ups)



Key Findings

Commercial fish harvesters
There has been an overall drop (10%) in the number of commercial fishing licenses/permits. From 2002 to 2004 the number of harvesters in the 25 towns that hold state licenses or federal permits decreased from 3,434 to 3,092. The 25 towns lost 72 federal multi-species (groundfish) permits as Amendment 13 took hold. Maine's fish harvesters face increasingly restrictive regulations issued by both state and federal management agencies that the impact of which is reflected in the number of licenses/permits.

Property valuation
There has been an overall increase (58%) in land valuation across the 25 municipalities. The land values represent changes from 2000 to 2004 and range from a 15% increase in Eastport to 104% in Kennebunkport.[2] Property costs are a constraint on access and fishermen are having trouble buying waterfront property or holding onto what they already own. Changes in property valuation have led to both a pull and a push for waterfront property sales to increase. The pull is to take advantage of high market value; the push is to sell because of the tax burden.

Total current boat access
The total commercial and recreational current boat access between 2002 and 2003 is up 6%. Overall access has increased in the 25 towns with 707 new moorings, berthing, slips and tie-ups. For commercial fishing boats 3 of the 707 provided for commercial fishing access.

Moorings
Demand for boat access through moorings is very high. Commercial moorings are down and recreational moorings are up. Among the 25 municipalities, over 1,000 people are on waiting lists. 9% of those on waiting lists are commercial fishermen — the other 91% are waiting for recreational moorings. We explored the issue of cost as a factor that potentially limits access and found that mooring costs do not limit access and that the majority of the moorings annual fees are $25.00 or less. Berthing, slips and tie-ups on the other hand are privately priced by the foot and often expensive.

Table 1

Moorings	Change	Berthing, Slips and Tie-ups	Change
Commercial Fish	0%	Commercial Fish	-2%
Recreational	8%	Recreational	11%

2 Maine Revenue Service Municipal Services Section. http://www.state.me.us/revenue/propertytax/Municipal%20Services%20Files/data.htm

Facilities
Between 2002 and 2003 the number of privately owned commercial fish access facilities decreased by 2% (five facilities). The number of publicly owned facilities and private residential piers and wharfs stayed the same, but the intensity of their use increased. In both the 2002 and 2003 studies, 92% of the municipalities said that their publicly owned facilities needed improvement. It is important to note that municipalities face the same inflated prices along the coast when they want to acquire or improve access.

Access problems and conflicts
While only 52% of the municipalities this year listed commercial fishing access as a problem compared to 64% last year, 68% of the municipalities reported either 1) a commer-

cial fishing access problem, 2) recently lost access, 3) access in jeopardy, or 4) access conflicts.

Recommendations

- We have developed a repeatable survey instrument for the 25 municipalities representing commercial fishing access issues on the coast of Maine. As a result of this survey we recommend the following access and infrastructure measures continue to be monitored: community development pressures, changes in population, land values, # of harvesters and aquaculture leases, infrastructure supply and demand, changes in moorings, public and private waterfront facilities, private piers, beaches, land and paths to water access.
- We recommend that the State Planning Office Coastal Program continue to work with municipal harbormasters to monitor and track commercial fishing access on a bi-annual basis.
- The gap between what a waterfront business can afford and the current market value of waterfront parcels is growing. Tools need to be developed to bridge this gap and we recommend the following:
  - public investment to improve commercial access
  - increase the allocation for the Small Harbor Improvement Program (SHIP)
  - create a matching pool fund for municipalities to use to acquire land, piers or wharfs that will be dedicated to serving commercial access needs
  - explore a working waterfront land trust model (similar to the Farm Land Trust) as a strategy for reducing costs for waterfront businesses to convert to non-water dependent uses and to preserve the working landscape.
- Encourage the Natural Resource Working Group that formed after the 2003 Blaine House Conference on Natural Resources to work with the Maine Working Waterfront Coalition to develop a working landscape bond to raise public funds to match private investment in protecting access.

Table 2: Key Access Findings

Municipality	Total harvesters 2003	% increase in land value 2000 - 2004	Access problem 2002	Experienced a loss in 2003	Access in jeopardy 2002	Access in jeopardy 2003	Conflicts w/ fishing 2002	Conflicts w/ fishing 2003	Need for more access 2002	Need for more access 2003
Kittery	57	76%	X		X			X		X
Kennebunkport	65	104%	X	X	X	X	X	X	X	X
Biddeford	44	55%	X		X					
Portland	203	54%	X		X					
Freeport	93	39%	X	X	X	X	X	X	X	X
Harpswell	297	103%	X	X	X	X	X		X	
Phippsburg	133	41%	X	X	X	X	X		X	
Bath	67	29%	X		X		X			
Boothbay Harbor	99	58%	X	X	X	X	X	X	X	X
Bristol	46	65%	X	X	X	X	X	X	X	
Bremen	68	36%	X	X	X	X	X	X		X
Friendship	173	34%		X		X				
St. George (Port Clyde)	105	56%	X	X	X	X	X	X	X	X
Rockland	131	37%				X				
Vinalhaven	374	54%	X	X	X	X	X			
Islesboro	31	67%		X		X	X	X	X	
Searsport	30	36%								
Stonington	248	41%	X		X					
Swans Island	88	51%								
Southwest Harbor	100	69%		X		X	X	X		
Winter Harbor	54	26%				X		X		
Addison	149	28%						X		
Jonesport	237	49%	X	X	X	X			X	
Machiasport	149	36%	X		X					
Eastport	51	15%						X		
	123*	58%**	64%	52%	64%	52%	52%	36%	28%	52%

** 123 is the average number of harvesters for the 25 towns. The remaining percentages represent the percent of the 25 towns which indicated a problem.*

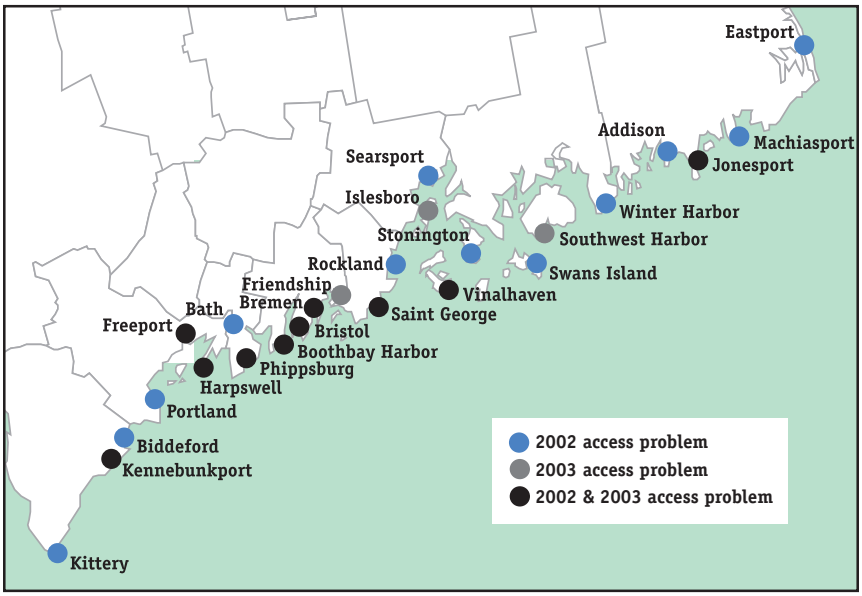
***58 % represents an overall increase in property value across the 25 town.*

Community Waterfront Access Experience and Insight

Is there a waterfront access problem for your commercial fishing community?
52% of the harbormasters (13 of the 25 municipalities) defined access as a problem for their commercial fishing community compared to the 2002 study in which 64% (16 of 25) said that there was a commercial fishing access problem.

Since the 2002 study, there has been a slight decline and shift in the towns defining access as a problem. Harbormasters from Kittery, Portland, Bath, Stonington and Machiasport no longer define access as a problem for their community. In contrast, Friendship, Islesboro and Southwest Harbor now consider access to be a problem in their community. The map below reveals an interesting pattern of a mid-coast concentration although problems stretch from Kittery to Eastport.

"There is absolutely no potential possibility of access by the commercial fishing industry due to high purchase costs of waterfront property. Big out-of-state money is buying up all the coastal land." Kennebunkport



"The majority of commercial access is privately owned and operated. The fear is that if these disappear there will be no access for the fleet." St. George

"The town dock is the only one fit for recreational use and is not set up for fishermen. People from out of state want it for themselves. They are trying to make Maine like everywhere else." Bremen

"All access is privately owned. There is not enough access. If the state of Maine did not let us use the state facility, we would be in big trouble. All the land has been bought up." Jonesport

"It's too crowded when shared with everyone else, especially summer months." Southwest Harbor

Did commercial fishing access in your community change during the 2003 boating season?
The majority — 68% — experienced no changes, 16% experienced negative changes (decreases in access), 12% experienced positive changes (increases in access), and 4% experienced some positive and some negative changes in the 2003 boating season.

In the positive category: Rockland added more vessels to its fleet,

Addison and Vinalhaven benefited from the opening of new lobster wharf and buying stations, and Machiasport expanded the number of boats and moorings. On the negative side, Bristol lost working waterfront to recreational uses, and Bremen and Freeport describe urgent issues of over-crowding between charter boats, ferry traffic, kayakers, contractors, hunters, and bird watchers.

Is there a need for additional commercial fishing access in your community?

52% (13 of the 25 municipalities) said yes. These communities include Kittery, Kennebunkport, Freeport, Harpswell, Phippsburg, Boothbay Harbor, Bristol, Bremen, St. George, Islesboro, Addison, Jonesport and Eastport.

Is there a need for improvements to commercial marine infrastructure?

Need for commercial marine infrastructure improvements remains very high. In 2002 and 2003, 92% of the municipalities detailed specific infrastructure improvement projects to preserve or create commercial fishing access. In 2003, Phippsburg suggested that the town have a commercial fishing facility (town dock) where commercial boats can berth and unload. St. George would like to expand town-owned access (property) to ensure that both the recreational and commercial fleets have access in the future. Friendship described a need for more parking at their town landings. Southwest Harbor would like to extend the lower town dock for all-tide take-out and finally, Eastport has a need for improved loading equipment.

In the 2002 study we identified six ways that communities lose access. Since that first study, 13 communities have experienced a loss in commercial fishing access. Nine of these experienced more than one kind of lost access. Land use limits and parking problems were considered the number one ways that communities were losing access. The following list shows 2002 and 2003 losses of access.

- *Cut-off or loss of access to intertidal areas for clam/worm diggers.*
  20% loss in 2002:
  Kittery, Harpswell, Bristol, Bremen and Addison.
  20% loss in 2003:
  Freeport, Bremen, St. George, Vinalhaven and Winter Harbor.

- *Coastal property owners closing off or contesting public access.*
  24% loss in 2002:
  Kittery, Kennebunkport, Freeport, Harpswell, Bristol and St. George.
  20% loss in 2003:
  Freeport, Boothbay Harbor, Bristol, St. George and Winter Harbor.

- *Commercial fishing access lost through lease arrangements.*
  16% loss in 2002:
  Biddeford, St. George, Winter Harbor and Vinalhaven.
  16% loss in 2003:
  St. George, Vinalhaven, Islesboro and Southwest Harbor.

- *Competition from other users of public facilities.*
  12% loss in 2002:
  Freeport, Boothbay Harbor and Rockland.
  16% loss in 2003:
  Freeport, Bremen, St. George and Boothbay Harbor.

- *Land-use access problems around parking, space for gear, etc.*
  28% loss in 2002:
  Kennebunkport, Harpswell, Phippsburg, Vinalhaven, Southwest Harbor, Stonington, and Jonesport.
  36% loss in 2003:
  Kennebunkport, Freeport, Harpswell, Phippsburg, Boothbay Harbor, Bremen, St. George, Rockland and Islesboro.

- *Conversion of working wharves to residential or recreational use.*
  36% loss in 2002:
  Kittery, Kennebunkport, Harpswell, Phippsburg, Bristol, St. George, Vinalhaven, Stonington and Jonesport.
  20% loss in 2003:
  Kennebunkport, Phippsburg, Boothbay Harbor, Bremen and St. George.

Are there any current commercial fishing access arrangements that you feel are in jeopardy?

28% (7 of the 25 municipalities) reported access arrangements in jeopardy. These include Kennebunkport, Freeport, Boothbay Harbor, Bristol, St. George, Islesboro and Winter Harbor.

Examples involve lease arrangements between private recreational pier owners and commercial fishermen — many of which are based on a simple handshake and thus extremely vulnerable if the owners decide to sell or pass their property on to heirs. In Winter Harbor, five wharves fit this description. There are also examples in Freeport, St. George and Bristol. In most of these cases, if the lease arrangements were to disappear significant pressure would be put on municipal facilities, many of which are already heavily used.

Are there any specific conflicts with commercial fishing access in your community?

A little over a third of the communities reported commercial fishing access conflicts. Kittery, Kennebunkport, Freeport, Harpswell, Bath, St. George, Boothbay Harbor, Bremen and Southwest Harbor cited the following sources of conflict:

- *Crowding on the public float*
- *Clam diggers crossing property that they no longer have permission to cross*
- *Parking conflicts*
- *Limited storage for gear (even brief storage)*
- *Recreational boaters intimidated by fishermen*
- *Fishermen grounding boats on beaches below the high water mark and private landowners asking them to leave*
- *Lost moorings*
- *Smells associated with fishing*
- *Unloading product on public facilities.*

Is the price of commercial fishing access a factor that limits commercial fishing activities in your community?

One of the limitations of access is cost — the price of moorings, slips and berthing or the cost of owning the property itself. This year we asked if price of commercial fishing access was a factor that limited commercial fishing activities and found that 44% (11 of the 25 municipalities) answered in the affirmative. While we expected to hear about berthing costs, the majority of the examples related to the cost of acquiring and maintaining waterfront property. Examples include:

- *Waterfront property real estate prices*
- *An inability to compete with high property bidders*
- *Fishermen unable to purchase waterfront property by themselves*
- *High property taxes for waterfront parcels*
- *Extremely expensive tie-up space at marinas*.

What are some anticipated changes (around commercial fishing access) you see happening in your community in upcoming years (good and bad)?

36% (9 of the 25 municipalities) anticipated negative changes in the coming years. Examples mentioned were:

- *More waterfront land being bought up by out-of-state buyers*
- *Land being used strictly for recreational use*
- *Rising operating costs for fishermen*
- *Fishermen moving away from the coast due to taxes*
- *Limited mooring spaces*
- *Harbor congestion*
- *Losing a fish processing facility due to a lack of fish*
- *Increased use of existing docks and ramps*
- *Private wharves and piers up for sale.*

20% (5 of the 25 municipalities) anticipate positive changes in the coming years. Examples mentioned were:

- *More space for dingy tie-ups*
- *Purchasing access points in the town*
- *Dredging*
- *Maintaining infrastructure*
- *More public floats.*

Do you currently have a harbor management plan in place?

68% (17 of the 25 municipalities) have a harbor management plan or a harbor ordinance currently in place. 28% (7 of 25) are planning to have a harbor management plan in the future and three of those communities are currently working on management plans.

Boating Infrastructure and Access

What is the total number of moorings in your community?

In the 2002 study there were 9,985 total moorings reported and in the 2003 study 10,531 total moorings were reported. This represents an increase of 546 moorings or 5%.

Moorings are a public resource that are controlled and assigned by town harbormasters. When compared to berthing, slips and tie-up spaces a mooring is a cost-effective way to store a boat when it is not in use. In Maine, both recreational boaters and commercial fishermen utilize moorings but commercial fishermen primarily keep their boats on moorings when compared to berthing, slips and tie-up spaces.[3] Moorings are an important measure to utilize when tracking commercial fishing access but they have some caveats.[4] 24% (6 of the 25 municipalities) do not charge an annual fee for a mooring. These include Friendship, Vinalhaven, Islesboro, Swans Island, Winter Harbor, and Machiasport. Of these six municipalities, Friendship, Islesboro, and Machiasport require that the moorings be registered with the municipality but Vinalhaven, Swans Island, and Winter Harbor do not require moorings to be registered.

The fact that not all communities charge fees or require moorings to be registered with the municipality means that in some cases the mooring data is an estimate by the harbormaster. In this study we used the answer to the best of the current harbormaster's knowledge and incorporated revisions where appropriate based on the 2002 study responses. (A table of the mooring fees that municipalities charge can be found in the Appendix.)

3 In this study sample, 92% of the commercial boats use moorings.

4 The total number of moorings in a community is not always an exact measure for a number of reasons: often times the total number of moorings is actually an estimate given by the harbormaster. Annual fees may or may not be charged for a mooring, and not all areas of a town are under a harbormaster's jurisdiction. Between the 2002 and 2003 studies a number of harbormasters had either retired or resigned so there may be some discrepancy in the data from year to year.

What is the total number of moorings used by commercial fishermen?
In 2002 there were 3,305 commercial fish moorings reported. In the 2003 study there were 3,315 commercial fish moorings reported. This represents a very small increase of 10 moorings. It is not surprising to see that the number of commercial fishing moorings has stayed about the same overall because of license limitations and lack of new people entering the profession. Some communities have actually seen a drop in the number of commercial fish moorings.

What is the total number of moorings used by recreational boaters?
In contrast to the commercial fish moorings, 80% (20 of 25) have seen an increase in the number of recreational moorings in the last year. In 2002 there were 6,680 recreational moorings reported; in 2003 there were 7,216 recreational moorings reported. This represents an increase of 536 recreational moorings (8%).

Is there a waiting list for commercial fish moorings?
40% (10 of the 25 municipalities) currently have commercial fishermen waiting on a list for a mooring. These towns include Kittery, Kennebunkport, Portland, Harpswell, Boothbay Harbor, Bristol, Stonington, Southwest Harbor, Winter Harbor and Eastport. These towns vary in the number of fishermen waiting for a mooring from one to 25 fishermen. The total number of commercial fishermen waiting for a mooring is roughly 95; this represents 9% of the overall demand for moorings when compared with recreational demand. Waiting times vary from a couple of months to five years in one community. Worth noting is the fact that many of these towns currently have room for more moorings but fishermen are on a waiting list simply for a "better spot" e.g. closer to the town float where they keep their punt tied up. Mooring proximity to a fisherman's punt can in turn have an economic impact on their business if he/she has to spend extra time every day getting to and from a moored boat.

Some towns are simply at their maximum capacity and the number of "new moorings" issued in a season is relatively small. If a person gives up their mooring, then this provides an opportunity for someone on a waiting list to have the vacant spot. Other towns that still have room for more moorings have seen an overall increase in the number of recreational moorings.

Is there a waiting list for recreational moorings?
56% (14 of the 25 municipalities) have recreational boaters waiting on a list for a mooring. These towns vary in the number of recreational boaters waiting for a mooring from 3 to 350. The total number of recreational boaters waiting for a mooring is roughly 980, representing 91% of the overall demand for moorings when compared with commercial mooring demand. Waiting times vary from a couple of months to 20-plus years. Similar to commercial fish moorings, many recreational boaters are simply waiting for a "better spot" in the harbor if one opens up.

Is there a priority order established for the mooring waiting list(s)?
100% of the municipalities follow Title 38, the Maine statute for mooring regulations, when setting priority order. (The section of Title 38 that addresses waiting lists, non-resident moorings and allocations to non-residents can be found in the Appendix.) Worth noting is the fact that some towns go beyond Title 38 in setting their mooring priority orders. For example Freeport and Southwest Harbor have commercial marine enterprises and land-locked boat yards listed after commercial fishermen. Harbormasters are challenged with keeping the right balance of mooring usage in a harbor when assigning new moorings. Some harbormasters expressed concern that all they are seeing is new mooring applications for recreational use but no new commercial mooring applications and fear that all of the existing space will be occupied by recreational boaters, making it more

Table 3: Current Boat Access Summary

	Year 2002	Year 2003	Change	2003 Waiting List
Total commercial fish and recreational moorings, berthing, slips & tie-ups in use	11,851	12,558	6%	NA
Total moorings	9,985	10,531	5%	1075
Commercial fish moorings	3,305	3,315	0%	95
Recreational moorings	6,680	7,216	8%	980
Total berthing, slips & tie-ups	1,866	2,027	9%	NA
Commercial berthing, slips & tie-ups	306	299	-2%	NA
Recreational berthing, slips & tie-ups	1,560	1,728	11%	NA
Total **commercial** moorings, berthing, slips and tie-ups	3,611	3,614	0%	
Total **recreational** moorings, berthing, slips and tie-ups	8,240	8,944	9%	

and more difficult for commercial fishermen.

Are there any current plans for a mooring field expansion, rearrangement, or maintenance through dredging?

36% (9 of the 25 municipalities) have current plans to expand their mooring fields through rearrangement or maintenance through dredging. 28% (7 of 25) claim that they simply do not have the room to expand. They are limited by the current number of boats they have in their mooring fields and the geography of the municipality they oversee. 28% stated that an expansion of a mooring field is a sign of change and their communities do not want this or that they simply do not need to expand.

What is the total number of commercial berthing, slips and tie-up spaces in your community?

In the 2002 study there were 1,866 total berthing, slips and tie-ups reported; in the 2003 study 2,027 total berthing, slips and tie-ups were reported. This represents an increase of 161 berthing, slips and tie-ups or 9%.[5] 64% (16 of the 25 municipalities) have berthing, slips and tie-ups. Of these 16 municipalities, 11 of them provide access for commercial fishermen. Some of the facilities provide seasonal (winter) access at a time when no recreational boaters are on the water.

Berthing, slips and tie-ups are a private resource controlled by private businesses (marinas and boat yards). Berthing, slips and tie-ups are quite costly when compared to moorings, and businesses often charge by the length of the vessel. In Maine, with a few exceptions, primarily recreational boaters use berthing, slips and tie-ups.

What is the total number of commercial berthing, slips and tie-up spaces used by commercial fishing boats?

The harbormasters that did give an estimate of commercial fishing berthing, slips and tie-ups listed a total of 299 for the 11 municipalities where they are in use.

What is the total number of berthing, slips and tie-up spaces used by recreational boats?

When noting the 1,728 recreational berthing, slips and tie-ups in use it is clear that commercial fishermen use 15% of the berthing, slips and tie-ups, and the remaining 85% are devoted to recreational use. This also highlights the importance of moorings for commercial fishermen to give access to the water.

Is there a waiting list(s) for commercial fish berthing, slips and tie-ups?

4% (1 of the 25 municipalities) have commercial fishermen waiting for a berthing, slip or a tie-up space. The anticipated wait in this municipality (Eastport) is 6-12 months for the three commercial fishermen who are waiting for a spot.

Is there a waiting list(s) for recreational berthing, slips and tie-ups?

16% (4 of the 25 municipalities) have recreational boaters waiting for a berthing, slip or a tie-up space. The anticipated wait in one municipality is 6-12 months for the eight recreational boaters who are waiting for a spot. The other communities do not have records of waiting times.

Are there current plans for berthing, slips and tie-up expansion in your community?

28% (7 of the 25 municipalities) have current plans for berthing, slips and tie-up expansion in their community. Following is a list of expansion plans.

Bath:
- *New public docks with extra tie-up space for recreational use;*

St. George:
- *The major renovation of a public facility,*
- *Increased transient vessel tie-up,*
- *Increased commercial use,*
- *Installation of a sewage pump-out station,*
- *Increased space for parking and tender tie-up;*

Rockland:
- *More slips for recreational use at a private facility,*
- *New public dingy docks;*

Vinalhaven:
- *New public docks;*

Southwest Harbor:
- *Small finger floats and unloading booms for lobstermen at two different private facilities;*

Stonington:
- *Public dingy tie-up needs;*

Eastport:
- *new public docks and installing a wave inhibitor system.*

If no, what is the reason(s) for no plans for expansion?

24% (6 of the 25 municipalities) claim that they do not have room to expand. Other reasons for not expanding include: sufficient facilities are in place, geography is a limiting factor and marinas and boatyards are privately owned and their owners must decide whether or not to expand.

5 In general, the number of berthing, slips and tie-ups in a community is not information that a harbormaster tracks. This information is maintained by the businesses that lease or rent the spaces and therefore the numbers reported by the harbormasters should be considered estimates.

Key to Town Profiles

We created a "town profile" for each municipality based on the survey responses with each harbormaster. The town profiles are intended to document change over time in each municipality as well as allow comparisons to be made to the other 24 municipalities. The profiles have four sections: Town data, Boat access data, Facilities data and Notes.

Section 1) Town data

■ Miles of coastline. This section lists the miles of coastline for each town. The figure includes islands and tidal rivers that are part of each town. The source of this information was the Maine State Planning Office (Maine Coastal Program).

■ Total commercial resource harvesters is the sum of all marine resource harvesters in each town that hold a commercial license either with the State of Maine, or have a federal fishing permit. The sources of this information were the Maine Department of Marine Resources and The National Marine Fisheries Service.

■ Total land valuation (2000 to 2004). This section shows the increases in land valuation according to the State of Maine Revenue Service Municipal Services Section. Please note that the data is for 2000 to 2004 and not 2002 to 2003 as is all of the other data in the town profiles.

Section 2) Boat access data

■ Total current boat access reported is the total commercial and recreational boat access that is currently in use. It is a sum of all accesses (registered moorings + berthing + slips + tie-ups). This is not an indication of the potential capacity but is a documentation of what is currently in use. The sources of this information were the town harbormasters.

■ # of commercial fish moorings is the total number of commercial fish moorings in use that the harbormasters were aware of.

■ # of commercial fish berthing, slips, tie-ups is the total number of commercial fish berthing, slips, tie-ups in use that the harbormasters were aware of. This is not information that harbormasters keep track of so many of these numbers are estimates.

■ # of recreational moorings is the total number of recreational moorings in use that the harbormasters were aware of.

■ # of recreational berthing, slips, tie-ups is the total number of recreational berthing, slips, tie-ups in use that the harbormasters were aware of. This is not information that harbormasters keep track of so many of these numbers are estimates.

■ % of total current boat access used by commercial fishermen is the percent of the total current boat access that is used by commercial fishing boats.

■ Commercial fish mooring waiting list status is a tally of all fishermen who are currently waiting for a

mooring. The total number on a waiting list is also provided.

■ Recreational mooring waiting list status is a tally of all recreational boaters who are currently waiting for a mooring. The total number on a waiting list is also provided.

Section 3) Facilities data

■ # of commercial private and public waterfront facilities is an inventory of the waterfront facilities in 2002 and 2003. These are facilities that provide services or access to the water for a fee or free of charge. Important to note is that not all of these facilities provide access for commercial fishermen.

■ # of the commercial private and public waterfront facilities dedicated to commercial fishing use is the sum of facilities that just serve commercial fishing needs and access, recreational use is either not permitted or simply does not occur.

■ % of commercial fishing access achieved through private residence (piers & wharfs) is access that is achieved through non-facilities that are private residence or property that is owned or leased by fishermen.

■ # of "other" access points (beaches, land, paths to the water). This number represents all of the other ways by which access is achieved in a municipality (not actual facilities).

■ Town perceived access problem is the opinion held by elected officials in the 2002 study and by harbormasters in the 2003 study as to whether they have an access problem or not.

Section 4) Notes

■ This is an area to clarify data or provide further insight into some of the responses.

The last profile is a summary profile of all 25 towns combined.

Table 4: Town Profiles			
Kittery	**2002**	**2003**	**% Change**
Miles of coastline	44.82		
Total commercial resource harvesters	71	57	-20%
Town land valuation (2000 to 2004)	$684,600,000	$1,204,700,000	76%
Boat access			
Total current boat access reported	538	568	6%
# of commercial fish moorings	91	91	0%
# of commercial fish berthing, slips, tie-ups	0	0	0%
# of recreational moorings	447	447	0%
# of recreational berthing, slips, tie-ups	0	30	(see note)
% of total current boat access used by commercial fishermen	17%	16%	-5%
Commercial fish mooring waiting list status		Yes	10 on the list
Recreational mooring waiting list status		Yes	300 on the list
Facilities			
# of commercial private & public waterfront facilities	14	14	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	4	4	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	32%	32%	0%
# of "other" access points (beaches, land)	3	3	0%
Town perceive access as a problem	yes	no	

Notes: (Kittery berthing, slips and tie-ups were not reported in 2002 the 2003 numbers are an estimate by the harbormaster.)

Kennebunkport	**2002**	**2003**	**% Change**
Miles of coastline	41.07		
Total commercial resource harvesters	73	65	-11%
Town land valuation (2000 to 2004)	$605,900,000	$1,237,500,000	104%
Boat access			
Total current boat access reported	430	517	20%
# of commercial fish moorings	79	80	1%
# of commercial fish berthing, slips, tie-ups	0	0	0%
# of recreational moorings	51	82	61%
# of recreational berthing, slips, tie-ups	300	350	17%
% of total current boat access used by commercial fishermen	18%	16%	-11%
Commercial fish mooring waiting list status		Yes	4 just assigned
Recreational mooring waiting list status		Yes	68 on the list
Facilities			
# of commercial private & public waterfront facilities	12	12	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	2	2	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	40%	40%	0%
# of "other" access points (beaches, land)	2	2	0%
Town perceive access as a problem	Yes	Yes	

Notes: (Kennebunkport berthing, slips and tie-ups are estimates by the harbormaster)

Biddeford	2002	2003	% Change
Miles of coastline	32.16		
Total commercial resource harvesters	83	44	-47%
Town land valuation (2000 to 2004)	$1,040,450,000	$1,610,450,000	55%
Boat access			
Total current boat access reported	235	270	15%
# of commercial fish moorings	35	30	-14%
# of commercial fish berthing, slips, tie-ups	0	0	0%
# of recreational moorings	200	220	10%
# of recreational berthing, slips, tie-ups	0	20	(see note)
% of total current boat access used by commercial fishermen	15%	11%	-25%
Commercial fish mooring waiting list status		No	none waiting
Recreational mooring waiting list status		Yes	20 on the list
Facilities			
# of commercial private & public waterfront facilities	5	5	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	1	1	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	0%	0%	0%
# of "other" access points (beaches, land)	0	0	0%
Town perceive access as a problem	Yes	No	

Notes: (Biddeford berthing, slips and tie-ups were not reported in 2002.)

Portland	2002	2003	% Change
Miles of coastline	56.92		
Total commercial resource harvesters	271	203	-25%
Town land valuation (2000 to 2004)	$3,577,800,000	$5,501,100,000	54%
Boat access			
Total current boat access reported	795	802	1%
# of commercial fish moorings	125	127	2%
# of commercial fish berthing, slips, tie-ups	150	115	-23%
# of recreational moorings	200	210	5%
# of recreational berthing, slips, tie-ups	320	350	9%
% of total current boat access used by commercial fishermen	35%	30%	-13%
Commercial fish mooring waiting list status		Yes	12 on the list
Recreational mooring waiting list status		Yes	56 on the list
Facilities			
# of commercial private & public waterfront facilities	22	22	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	8	8	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	0%	0%	0%
# of "other" access points (beaches, land)	1	1	0%
Town perceive access as a problem	Yes	No	

Notes: (Portland berthing, slips and tie-ups are estimates)

Freeport	2002	2003	% Change
Miles of coastline	49.06		
Total commercial resource harvesters	100	93	-7%
Town land valuation (2000 to 2004)	$751,900,000	$1,044,100,000	39%
Boat access			
Total current boat access reported	560	575	3%
# of commercial fish moorings	50	25	(see note)
# of commercial fish berthing, slips, tie-ups	10	25	(see note)
# of recreational moorings	300	325	8%
# of recreational berthing, slips, tie-ups	200	200	0%
% of total current boat access used by commercial fishermen	11%	9%	-19%
Commercial fish mooring waiting list status		No	none waiting
Recreational mooring waiting list status		Yes	355 on the list
Facilities			
# of commercial private & public waterfront facilities	8	8	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	0	0	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	0%	0%	0%
# of "other" access points (beaches, land)	1	1	0%
Town perceive access as a problem	Yes	Yes	

Notes: (Freeport clam diggers tie their punts up at the town dock and last year they were counted as moorings, they are now considered tie ups)

Harpswell	2002	2003	% Change
Miles of coastline	218.55		
Total commercial resource harvesters	337	297	-12%
Town land valuation (2000 to 2004)	$594,300,000	$1,204,400,000	103%
Boat access			
Total current boat access reported	2,380	2,486	4%
# of commercial fish moorings	500	510	2%
# of commercial fish berthing, slips, tie-ups	0	0	(see note)
# of recreational moorings	1,880	1,976	5%
# of recreational berthing, slips, tie-ups	0	0	(see note)
% of total current boat access used by commercial fishermen	21%	21%	-2%
Commercial fish mooring waiting list status		Yes	7 on the list
Recreational mooring waiting list status		Yes	24 on the list
Facilities			
# of commercial private & public waterfront facilities	32	32	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	17	17	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	65%	65%	0%
# of "other" access points (beaches, land)	100	100	(See note)
Town perceive access as a problem	Yes	Yes	

Notes: (Harpswell did not report berths, slips or tie-ups, the harbormaster does not keep track of this information, the "other" access points is an estimate.)

Phippsburg	2002	2003	% Change
Miles of coastline	111.79		
Total commercial resource harvesters	145	133	-8%
Town land valuation (2000 to 2004)	$222,100,000	$312,400,000	41%
Boat access			
Total current boat access reported	625	780	25%
# of commercial fish moorings	198	200	1%
# of commercial fish berthing, slips, tie-ups	0	0	0%
# of recreational moorings	427	580	36%
# of recreational berthing, slips, tie-ups	0	0	0%
% of total current boat access used by commercial fishermen	32%	26%	-19%
Commercial fish mooring waiting list status		No	none waiting
Recreational mooring waiting list status		No	none waiting
Facilities			
# of commercial private & public waterfront facilities	10	10	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	3	3	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	74%	74%	0%
# of "other" access points (beaches, land)	10	9	-10%
Town perceive access as a problem	Yes	Yes	

Bath	2002	2003	% Change
Miles of coastline	31.84		
Total commercial resource harvesters	59	67	14%
Town land valuation (2000 to 2004)	$501,950,000	$650,000,000	29%
Boat access			
Total current boat access reported	136	153	13%
# of commercial fish moorings	0	0	0%
# of commercial fish berthing, slips, tie-ups	0	1	(see note)
# of recreational moorings	32	39	22%
# of recreational berthing, slips, tie-ups	104	113	9%
% of total current boat access used by commercial fishermen	0%	1%	1%
Commercial fish mooring waiting list status		No	none waiting
Recreational mooring waiting list status		No	none waiting
Facilities			
# of commercial private & public waterfront facilities	8	8	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	1	1	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	0%	0%	0%
# of "other" access points (beaches, land)	0	0	0%
Town perceive access as a problem	Yes	No	

Notes: (Commercial slip is Bumble Bee Tuna)

Boothbay Harbor	2002	2003	% Change
Miles of coastline	27.81		
Total commercial resource harvesters	119	99	-17%
Town land valuation (2000 to 2004)	$311,850,000	$493,850,000	58%
Boat access			
Total current boat access reported	1,289	1,295	0%
# of commercial fish moorings	100	106	6%
# of commercial fish berthing, slips, tie-ups	46	46	0%
# of recreational moorings	856	856	0%
# of recreational berthing, slips, tie-ups	287	287	0%
% of total current boat access used by commercial fishermen	11%	12%	4%
Commercial fish mooring waiting list status		Yes	20 on the list
Recreational mooring waiting list status		No	none waiting
Facilities			
# of commercial private & public waterfront facilities	30	29	-3%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	5	5	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	40%	40%	0%
# of "other" access points (beaches, land)	0	0	0%
Town perceive access as a problem	Yes	Yes	

Notes: (Boothbay Harbor lost a recreational access site in the last year)

Bristol	2002	2003	% Change
Miles of coastline	59.65		
Total commercial resource harvesters	54	46	-15%
Town land valuation (2000 to 2004)	$397,750,000	$654,850,000	65%
Boat access			
Total current boat access reported	700	716	2%
# of commercial fish moorings	206	206	0%
# of commercial fish berthing, slips, tie-ups	20	20	0%
# of recreational moorings	474	490	3%
# of recreational berthing, slips, tie-ups	0	0	0%
% of total current boat access used by commercial fishermen	32%	32%	0%
Commercial fish mooring waiting list status		Yes	25 on the list
Recreational mooring waiting list status		Yes	50 on the list
Facilities			
# of commercial private & public waterfront facilities	13	13	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	6	6	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	58%	58%	0%
# of "other" access points (beaches, land)	4	4	0%
Town perceived access problem	Yes	Yes	

Bremen	2002	2003	% Change
Miles of coastline	47.26		
Total commercial resource harvesters	70	68	-3%
Town land valuation (2000 to 2004)	$101,650,000	$137,950,000	36%
Boat access			
Total current boat access reported	202	221	9%
# of commercial fish moorings	90	96	7%
# of commercial fish berthing, slips, tie-ups	0	0	0%
# of recreational moorings	100	113	13%
# of recreational berthing, slips, tie-ups	12	12	0%
% of total current boat access used by commercial fishermen	45%	43%	-3%
Commercial fish mooring waiting list status		No	none waiting
Recreational mooring waiting list status		No	none waiting
Facilities			
# of commercial private & public waterfront facilities	4	4	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	1	1	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	56%	56%	0%
# of "other" access points (beaches, land)	9	8	-11%
Town perceived access problem	Yes	Yes	

Rockland	2002	2003	% Change
Miles of coastline	7.48		
Total commercial resource harvesters	162	131	-19%
Town land valuation (2000 to 2004)	$394,650,000	$540,850,000	37%
Boat access			
Total current boat access reported	700	716	2%
# of commercial fish moorings	25	45	80%
# of commercial fish berthing, slips, tie-ups	25	27	8%
# of recreational moorings	475	455	-4%
# of recreational berthing, slips, tie-ups	175	189	8%
% of total current boat access used by commercial fishermen	7%	10%	41%
Commercial fish mooring waiting list status		No	none waiting
Recreational mooring waiting list status		Yes	10 on the list
Facilities			
# of commercial private & public waterfront facilities	22	22	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	4	4	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	0%	0%	0%
# of "other" access points (beaches, land)	0	0	0%
Town perceived access problem	No	No	

Friendship	2002	2003	% Change
Miles of coastline	57.76		
Total commercial resource harvesters	202	173	-14%
Town land valuation (2000 to 2004)	$114,150,00	$152,600,000	34%
Boat access			
Total current boat access reported	197	207	5%
# of commercial fish moorings	128	100	-22%
# of commercial fish berthing, slips, tie-ups	0	3	(see note)
# of recreational moorings	69	100	45%
# of recreational berthing, slips, tie-ups	0	4	(see note)
% of total current boat access used by commercial fishermen	65%	50%	-23%
Commercial fish mooring waiting list status		No	none waiting
Recreational mooring waiting list status		No	none waiting
Facilities			
# of commercial private & public waterfront facilities	14	14	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	7	7	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	53%	55%	3%
# of "other" access points (beaches, land)	6	6	0%
Town perceived access problem	No	Yes	

Notes: (Friendship berthing, slips, tie-ups were not reported in 2002, 1 recreational facility was lost in the last year)

St. George (Port Clyde data)	2002	2003	% Change
Miles of coastline (St. George)	124.88		
Total commercial resource harvesters	123	105	-15%
Town land valuation (2000 to 2004)	$310,350,000	$484,250,000	56%
Boat access			
Total current boat access reported	380	390	3%
# of commercial fish moorings	251	254	1%
# of commercial fish berthing, slips, tie-ups	0	0	0%
# of recreational moorings	129	136	5%
# of recreational berthing, slips, tie-ups	0	0	0%
% of total current boat access used by commercial fishermen	66%	65%	-1%
Commercial fish mooring waiting list status		No	none waiting
Recreational mooring waiting list status		Yes	15 on the list
Facilities			
# of commercial private & public waterfront facilities	8	7	-13%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	6	5	-17%
% of commercial fishing access achieved through private residence (piers & wharfs)	67%	67%	0%
# of "other" access points (beaches, land)	0	0	0%
Town perceived access problem	Yes	Yes	

Notes: (Port Clyde lost 1 commercial facility in the last year)

Vinalhaven	2002	2003	% Change
Miles of coastline	188.82		
Total commercial resource harvesters	306	374	22%
Town land valuation (2000 to 2004)	$200,300,000	$308,450,000	54%
Boat access			
Total current boat access reported	320	355	11%
# of commercial fish moorings	288	300	4%
# of commercial fish berthing, slips, tie-ups	0	3	(see note)
# of recreational moorings	32	50	56%
# of recreational berthing, slips, tie-ups	0	2	(see note)
% of total current boat access used by commercial fishermen	90%	85%	-5%
Commercial fish mooring waiting list status		No	none waiting
Recreational mooring waiting list status		No	none waiting
Facilities			
# of commercial private & public waterfront facilities	9	10	11%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	5	4	-20%
% of commercial fishing access achieved through private residence (piers & wharfs)	69%	71%	4%
# of "other" access points (beaches, land)	0	0	0%
Town perceived access problem	Yes	Yes	

Notes: (Vinalhaven berthing, slips, tie-ups were not reported in 2002, moorings are an estimate, 1 commercial facility was lost in the last year and another was gained)

Islesboro	2002	2003	% Change
Miles of coastline	69.93		
Total commercial resource harvesters	35	31	-11%
Town land valuation (2000 to 2004)	$197,750,000	$331,050,000	67%
Boat access			
Total current boat access reported	101	150	49%
# of commercial fish moorings	33	25	-24%
# of commercial fish berthing, slips, tie-ups	0	0	0%
# of recreational moorings	68	125	84%
# of recreational berthing, slips, tie-ups	0	0	0%
% of total current boat access used by commercial fishermen	33%	17%	-49%
Commercial fish mooring waiting list status		No	none waiting
Recreational mooring waiting list status		Yes	3 on the list
Facilities			
# of commercial private & public waterfront facilities	7	7	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	0	0	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	33%	33%	0%
# of "other" access points (beaches, land)	4	4	0%
Town perceived access problem	No	Yes	

Notes: (Islesboro mooring waiting list is people who want a better location in the harbor.)

Searsport	2002	2003	% Change
Miles of coastline	15.65		
Total commercial resource harvesters	33	30	-9%
Town land valuation (2000 to 2004)	$130,450,000	$177,000,000	36%
Boat access			
Total current boat access reported	36	42	17%
# of commercial fish moorings	12	12	0%
# of commercial fish berthing, slips, tie-ups	0	0	0%
# of recreational moorings	24	30	25%
# of recreational berthing, slips, tie-ups	0	0	0%
% of total current boat access used by commercial fishermen	33%	29%	-14%
Commercial fish mooring waiting list status		No	none waiting
Recreational mooring waiting list status		No	none waiting
Facilities			
# of commercial private & public waterfront facilities	2	2	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	0	0	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	0%	0%	0%
# of "other" access points (beaches, land)	0	0	0%
Town perceived access problem	No	No	

Stonington	2002	2003	% Change
Miles of coastline	79.01		
Total commercial resource harvesters	271	248	-8%
Town land valuation (2000 to 2004)	$124,700,000	$175,950,000	41%
Boat access			
Total current boat access reported	588	640	9%
# of commercial fish moorings	437	468	7%
# of commercial fish berthing, slips, tie-ups	0	4	(see note)
# of recreational moorings	151	161	7%
# of recreational berthing, slips, tie-ups	0	7	(see note)
% of total current boat access used by commercial fishermen	74%	74%	-1%
Commercial fish mooring waiting list status		Yes	12 on the list
Recreational mooring waiting list status		Yes	12 on the list
Facilities			
# of commercial private & public waterfront facilities	11	11	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	7	7	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	38%	38%	0%
# of "other" access points (beaches, land)	11	11	0%
Town perceived access problem	Yes	No	

Notes: (Stonington berthing, slips, tie-ups were not reported in 2002. Mooring wait lists are for better locations in the harbor.)

Swans Island	2002	2003	% Change
Miles of coastline	82.24		
Total commercial resource harvesters	124	88	-29%
Town land valuation (2000 to 2004)	$59,050,000	$89,400,000	51%
Boat access			
Total current boat access reported	150	159	6%
# of commercial fish moorings	100	77	-23%
# of commercial fish berthing, slips, tie-ups	0	0	0%
# of recreational moorings	50	82	64%
# of recreational berthing, slips, tie-ups	0	0	0%
% of total current boat access used by commercial fishermen	67%	48%	-27%
Commercial fish mooring waiting list status		No	none waiting
Recreational mooring waiting list status		No	none waiting
Facilities			
# of commercial private & public waterfront facilities	7	7	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	1	1	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	79%	79%	0%
# of "other" access points (beaches, land)	10	10	0%
Town perceived access problem	No	No	

Notes: (Swans Island moorings are an estimate.)

Southwest Harbor	2002	2003	% Change
Miles of coastline	18.69		
Total commercial resource harvesters	121	100	-17%
Town land valuation (2000 to 2004)	$242,200,000	$410,000,000	69%
Boat access			
Total current boat access reported	688	764	11%
# of commercial fish moorings	51	43	-16%
# of commercial fish berthing, slips, tie-ups	0	7	(see note)
# of recreational moorings	476	553	16%
# of recreational berthing, slips, tie-ups	161	161	0%
% of total current boat access used by commercial fishermen	7%	7%	-12%
Commercial fish mooring waiting list status		Yes	5 on the list
Recreational mooring waiting list status		Yes	63 on the list
Facilities			
# of commercial private & public waterfront facilities	14	13	-7%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	4	4	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	11%	11%	0%
# of "other" access points (beaches, land)	0	0	0%
Town perceived access problem	No	Yes	

Notes: (Southwest Harbor berthing, slips, tie-ups were not reported in 2002. A recreational facility was lost in the last year.)

Winter Harbor	2002	2003	% Change
Miles of coastline	45.02		
Total commercial resource harvesters	62	54	-13%
Town land valuation (2000 to 2004)	$68,000,000	$85,500,000	26%
Boat access			
Total current boat access reported	115	97	-16%
# of commercial fish moorings	40	37	-8%
# of commercial fish berthing, slips, tie-ups	0	0	0%
# of recreational moorings	75	60	-20%
# of recreational berthing, slips, tie-ups	0	0	0%
% of total current boat access used by commercial fishermen	35%	38%	10%
Commercial fish mooring waiting list status		Yes	3 on the list
Recreational mooring waiting list status		Yes	3 on the list
Facilities			
# of commercial private & public waterfront facilities	4	4	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	1	1	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	73%	73%	0%
# of "other" access points (beaches, land)	1	1	0%
Town perceived access problem	No	No	

Notes: (Winter Harbor recreational mooring wait list is for a better spot in the harbor)

Jonesport	2002	2003	% Change
Miles of coastline	110.53		
Total commercial resource harvesters	253	237	-6%
Town land valuation (2000 to 2004)	$58,300,000	$86,800,000	49%
Boat access			
Total current boat access reported	225	180	-20%
# of commercial fish moorings	150	153	2%
# of commercial fish berthing, slips, tie-ups	0	0	0%
# of recreational moorings	75	27	(see note)
# of recreational berthing, slips, tie-ups	0	0	0%
% of total current boat access used by commercial fishermen	67%	85%	28%
Commercial fish mooring waiting list status		No	none waiting
Recreational mooring waiting list status		No	none waiting
Facilities			
# of commercial private & public waterfront facilities	14	14	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	10	10	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	57%	57%	0%
# of "other" access points (beaches, land)	11	11	0%
Town perceived access problem	Yes	Yes	

Notes: (Jonesport moorings were an estimate in 2002 and based on a mailing list in 2003.)

Addison	2002	2003	% Change
Miles of coastline	107.07		
Total commercial resource harvesters	166	149	-10%
Town land valuation (2000 to 2004)	$58,150,000	$74,250,000	28%
Boat access			
Total current boat access reported	200	180	-10%
# of commercial fish moorings	153	145	-5%
# of commercial fish berthing, slips, tie-ups	0	0	0%
# of recreational moorings	47	35	-26%
# of recreational berthing, slips, tie-ups	0	0	0%
% of total current boat access used by commercial fishermen	77%	81%	5%
Commercial fish mooring waiting list status		No	none waiting
Recreational mooring waiting list status		No	none waiting
Facilities			
# of commercial private & public waterfront facilities	10	9	-10%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	4	3	-25%
% of commercial fishing access achieved through private residence (piers & wharfs)	44%	47%	7%
# of "other" access points (beaches, land)	12	12	0%
Town perceived access problem	No	No	

Notes: (Addison had one facility that was dormant this past year but is not a permanent loss.)

Machiasport	2002	2003	% Change
Miles of coastline	80.62		
Total commercial resource harvesters	151	149	-1%
Town land valuation (2000 to 2004)	$44,900,000	$61,100,000	36%
Boat access			
Total current boat access reported	184	190	3%
# of commercial fish moorings	148	150	1%
# of commercial fish berthing, slips, tie-ups	0	0	0%
# of recreational moorings	36	40	11%
# of recreational berthing, slips, tie-ups	0	0	0%
% of total current boat access used by commercial fishermen	80%	79%	-2%
Commercial fish mooring waiting list status		No	none waiting
Recreational mooring waiting list status		No	none waiting
Facilities			
# of commercial private & public waterfront facilities	5	5	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	1	1	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	43%	43%	0%
# of "other" access points (beaches, land)	4	4	0%
Town perceived access problem	Yes	No	

Eastport	2002	2003	% Change
Miles of coastline	27.94		
Total commercial resource harvesters	43	51	19%
Town land valuation (2000 to 2004)	$64,950,000	$74,950,000	15%
Boat access			
Total current boat access reported	77	110	43%
# of commercial fish moorings	15	35	133%
# of commercial fish berthing, slips, tie-ups	55	48	-13%
# of recreational moorings	6	24	300%
# of recreational berthing, slips, tie-ups	1	3	200%
% of total current boat access used by commercial fishermen	91%	75%	-17%
Commercial fish mooring waiting list status		Yes	1 on the list
Recreational mooring waiting list status		Yes	2 on the list
Facilities			
# of commercial private & public waterfront facilities	12	12	0%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	2	2	0%
% of commercial fishing access achieved through private residence (piers & wharfs)	13%	13%	0%
# of "other" access points (beaches, land)	4	4	0%
Town perceived access problem	No	No	

25 Towns combined	2002	2003	% Change
Miles of coastline	1,736		
Total commercial resource harvesters	3,434	3,092	-10%
Town land valuation (2000 to 2004)	$10,858,150,000	$17,103,450,000	58%
Boat access			
Total current boat access reported	11,851	12,563	6%
# of commercial fish moorings	3,305	3,315	0.3%
# of commercial fish berthing, slips, tie-ups	306	299	-2%
# of recreational moorings	6,680	7,216	8%
# of recreational berthing, slips, tie-ups	1,560	1,728	11%
% of total current boat access used by commercial fishermen	30%	29%	-3%
Commercial fish mooring waiting list status		10 towns	95 on lists
Recreational mooring waiting list status		14 towns	980 on lists
Facilities			
# of commercial private & public waterfront facilities	297	294	-1%
# of commercial private & public waterfront facilities dedicated to commercial fishing use	100	97	-3%
% of commercial fishing access achieved through private residence (piers & wharfs)	38%	38%	0%
# of "other" access points (beaches, land)	193	191	-1%
Town perceived access problem	16 yes	13 yes	-12%

Appendix

Table 5: 2003 Mooring Fees

Municipality	Resident commercial fish	Non-Resident commercial fish	Resident recreational	Non-resident recreational
Kittery	$20 +	$100 +	$20 +	$100 +
Kennebunkport	$110	$110	$110	$110
Biddeford	$75	$75	$75	$75
Portland	$50	$100	$50	$100
Freeport	$75	$180	$25	$180
Harpswell	$8	$40	$8	$40
Phippsburg	no fee	$50	no fee	$50
Bath	$25	$25	$12	$25
Boothbay Harbor	$30	$60	$30	$60
Bristol	$25	$25	$25	$25
Bremen	$20	$100	$20	$100
Friendship	no fee	no fee	no fee	no fee
St. George	$10	$50.00	$10	$50
Rockland	$50 +	$50.00 +	$50 +	$50 +
Vinalhaven	no fee	no fee	no fee	no fee
Islesboro	no fee	no fee	no fee	no fee
Searsport	$20	$80	$20	$80
Stonington	$15	$15	$50	$50
Swans Island	no fee	no fee	no fee	no fee
Southwest Harbor	$30	$60.00	$30	$60
Winter Harbor	no fee	no fee	no fee	no fee
Addison	$10	$30	$10	$30
Jonesport	$20 - $100	$40 - $100	$20- $100	$40 - $100
Machiasport	no fee	no fee	no fee	no fee
Eastport	$25	$25	$25	$25

Title 38: Waters and Navigation

Chapter 1: Operation of Vessels
Subchapter 1: Harbormasters
§8. Waiting list
Whenever there are more applicants for a mooring assignment than there are mooring spaces available, the harbormaster or other town official shall create a waiting list. The town officials shall work out a reasonable procedure for persons to add their names to this list. The procedure shall be posted in a public place. The list shall be considered a public document under the freedom of access law. [1987, c. 412, § § 7, 8 (new).]

§7-A. Waiting lists; nonresident moorings
Waiting lists. If a municipality receives more applications for mooring privileges on state-owned lands that are controlled by its rules or ordinances than there are mooring spaces, the municipality shall assign spaces as they become available from a waiting list or lists according to its rules or ordinances, except as provided in this section. Waiting lists in effect at the time that this section becomes law may continue in effect, but persons shall be selected from those lists in accordance with the allocation provisions of this

section. If at the time a person applies for a mooring there is no waiting list, this person may be assigned a mooring without regard to the allocation provisions of this section. [1987, c. 655, § [6] (new).]

2. Allocations to nonresidents. If there are applicants who are nonresidents who wish to moor a vessel the principal use of which is noncommercial and less than 10% of the moorings are currently assigned to persons fitting this description, the next mooring available shall be assigned to the first such person on the list. If there are applicants who are nonresidents who wish to moor a vessel the principal use of which is commercial and less than 10% of the assigned moorings are currently assigned to persons fitting this description, the next mooring available shall be assigned to the first such person on the list. If both nonresident noncommercial and nonresident commercial assignments are below 10% and there are both types of applicants on the waiting list, the available space shall be assigned to an applicant in the category that is the farthest below 10%. The burden of proof in determining residence and the principal use of a vessel shall be upon the applicant.

Each year, persons with mooring assignments shall report to the harbormaster their anticipated residency status for the next year and whether they anticipate the principal use of their boats to be commercial or noncommercial. The harbormaster shall update the percentage of mooring holders in each category from this data.

It is not a requirement of this section that a person lose a current mooring assignment to meet the objectives of this section.

Shorefront property owners shall be assigned mooring privileges as established in section 3.

If the mooring fee charged to nonresidents exceeds $20 a year, the fee charged shall be reasonable in relation to the costs involved in providing that mooring and shall not exceed 5 times the amount charged to residents.

This subsection shall be construed broadly in order to accomplish the distribution of moorings to nonresidents as specified in this section. [1987, c. 655, § 6 (new).][6]

Commercial Fishing Access Tracking Survey

Name:
Municipality:
Date:

Please answer all questions based on the 2003 Maine boating season.

Section I — Moorings
Please provide a number and not a range.

1) What is the total number of moorings in your community?

2) What is the total number of moorings used by commercial fishermen?

3)What is the total number of moorings used by recreational boaters?

4) Is there a waiting list for commercial fish moorings?
Please circle **Yes** or **No**

5) If yes, how many people or businesses are on the commercial fish mooring waiting list?

6)If yes, how long is the average wait (in months) for a commercial fish mooring? ____ months

7) Is there a waiting list for recreational moorings?
Please circle **Yes** or **No**

8) If yes, how many people or businesses are on the recreational mooring waiting list?

9) If yes, how long is the average wait (in months) for a recreational mooring? ____months

10) Is there a priority order established for the mooring waiting list(s)?
Please circle **Yes** or **No**
_____ We follow the state statute for mooring priority.
_____ In addition to state statute we set our own priorities. Please describe the order of priority

11) Are there any current plans for a mooring field expansion, rearrangement, or maintenance through dredging?
Please circle **Yes** or **No**
If yes, what are the plans?

12) If no, what is the reason(s) for no plans for expansion?

Section II — Commercial Berthing, Slips & Tie-ups
Please provide a number and not a range.

1) What is the total number of commercial berthing, slips & tie-up spaces in your community?

2) What is the total number of commercial berthing, slips & tie-up spaces used by commercial fishing boats?

6 http://janus.state.me.us/legis/statutes/38/title38ch1sec0.html

3) What is the total number of commercial berthing, slips & tie-up spaces used by recreational boats?

4) Is there a waiting list(s) for commercial fish berthing, slips & tie-ups?
Please circle **Yes** or **No**

5) If yes, how many people or businesses are on the commercial fish berthing, slips & tie-up waiting list(s)?

6) If yes, how long is the average wait (in months) for a commercial fish berthing, slip or tie-up?_____ months

7) Is there a waiting list(s) for recreational berthing, slips & tie-ups?
Please circle **Yes** or **No**

8) If yes, how many people or businesses are on the recreational berthing, slips & tie-up waiting list(s)?

9) If yes, how long is the average wait (in months) for a recreational berthing, slip or tie-up?_____ months

10) Is there a priority order established for the berthing, slips & tie-up waiting list(s)?
Please circle **Yes** or **No**
If yes, please describe the order of priority.

11) Are there current plans for berthing, slips & tie-up expansion in your community?
Please circle **Yes** or **No**
If yes, what are the plans?

12) If no, what is the reason(s) for no plans for expansion?

Section III — Community Insight Questions

1) Is there a waterfront access problem for your commercial fishing community?
Please circle one
Yes or **No** or **No Opinion**
If yes, please describe the problem.

2) Did commercial fishing access in your community change during the 2003 boating season? Please select one answer from the choices below.
_____ Positively change
_____ Negatively change
_____ No change at all
_____ Some positive & some negative changes
Please explain…

3) Is there a need for additional commercial fishing access in your community?
Please circle **Yes** or **No**

4) Is there a need for improvements to commercial marine infrastructure?
Please circle **Yes** or **No**

5) What are some improvements that you would suggest? Please describe

6) From the choices below please select any and all access losses that have occurred in your community since the 2002 study (**within the past year**). If there has been no loss of access please go to question 7.

_____ Cut-off or loss of access to inter-tidal areas for clam/worm diggers
_____ Coastal property owners closing off or contesting public access
_____ Commercial fishing access lost through lease arrangements
_____ Competition from other users of public facilities
_____ Land-use access problems: parking, space for gear, etc.
_____ Conversion of working wharves to residential or recreational use
_____ Other, please explain…

7) Are there any current commercial fishing access arrangements that you feel are in jeopardy?
Please circle **Yes** or **No** Please explain
8) Are there any specific conflicts with commercial fishing access in your community?
Please circle **Yes** or **No** Please explain

9) Is the price of commercial fishing access a factor that limits commercial fishing activities in your community?
Please circle **Yes** or **No** Please explain

10) What are some anticipated changes (around commercial fishing access) you see happening in your community in upcoming years (good and bad)?

11) Do you currently have a harbor management plan in place?
Please circle **Yes** or **No**

12) If not, do you plan to have a harbor management plan in the future?
Please circle **Yes** or **No**

**When you return the survey would you please include a copy of the town/city fee structure in your community for the use of moorings, berthing, slips and tie-ups.

Section IV - Waterfront Facilities Table

For the next section of the survey, on the following page, please refer to your town's "waterfront facilities table." This is the multi-colored table that lists the different waterfront facilities and businesses in your community. Please answer to the best of your knowledge and write your answers directly on the facilities table.

Table 5: Sample Facilities Tracking Table

Freeport, Maine		
Public facilities	***Do these facilities still exist? (Please circle your answer)***	***Do these facilities provide access for commercial fishermen?***
Freeport Town Landing	Yes	Yes all tide access
Winslow Park-Stockbridge Point	Yes, fee for use	Yes tidal access
Cove Road Access	Yes	Yes tidal access
Dunning's Boat Yard-Porter's Landing	Yes	Yes tidal access
Privately owned business facilities	***Do these facilities still exist? (Please circle your answer)***	***Do these facilities provide access for commercial fishermen?***
Brewer's South Freeport Marine	Yes	Yes, for a fee
Harraseeket Lunch & Lobster Company (Coffin's Wharf)	Yes	Yes, for a fee
Harraseeket Yacht Club	Yes	No, members only
Strout's Point Wharf Co.	Yes	Yes, for a fee
Privately owned residential piers & wharves	***How many residential commercial piers & wharves are in your community?***	***How many provide access for multiple commercial fishermen?***
Residential commercial fish piers & wharves	0	0
Other beaches, land, paths to the water	***How many of these types of access points exist in your community today?***	***How many of these access points are used by commercial fishermen?***
Other beaches, land, paths to the water	1	1
New or undocumented facilities		
If there are other facilities that were not listed above please list them below:	***Please circle the ownership status***	***Do these facilities provide access for commercial fishermen?***
	Public or Private or Residence	Yes No
Definitions of ownership status		
Public facilities	Federal, state & town ownership. Examples would include: federally funded fish piers, state parks & boat ramps, town docks and boat ramps.	
Privately owned business facilities	Piers & wharves. Examples would include boatyards, marinas, marine service, yacht clubs, Co-ops, lobster pounds, fishermen's Association's.	
Privately owned residence piers & wharves	Piers & wharves. Examples would include: John Doe's dock in front of his house that he and a few other family members and friends fish from.	
Other beaches, land, paths to the water	Examples would include: permission granted to clam and worm diggers from a private landowner.	
New or undocumented facilities	These would be facilities built within the last year or facilities that are not listed above.	

How many fishing boats use these facilities (rough estimate)?	***Do these facilities provide access for recreational boaters?***	***How many recreational boats use these facilities (rough estimate)?***
30+	Yes	Hundreds
0	Yes	? Tidal
0	Yes	? Tidal
?	Yes	? tidal
How many fishing boats use these facilities (rough estimate)?	***Do these facilities provide access for recreational boaters?***	***How many recreational boats use these facilities (rough estimate)?***
0	Yes	100 slips
10	Yes	0
0	Yes	Members,?
0	Yes	100 slips
How many fishing boats use these piers & wharves (rough estimate)?		
0		
How many commercial fishermen use these access points?	***Do these access points provide access for recreational boaters?***	***How many recreational boats use these access points (rough estimate)?***
a few	Yes	?
How many fishing boats use these facilities (rough estimate)?	***Do these facilities provide access for recreational boaters?***	***How many recreational boats use these facilities (rough estimate)?***
Fill in a #	Yes No	Fill in a #

Acknowledgements

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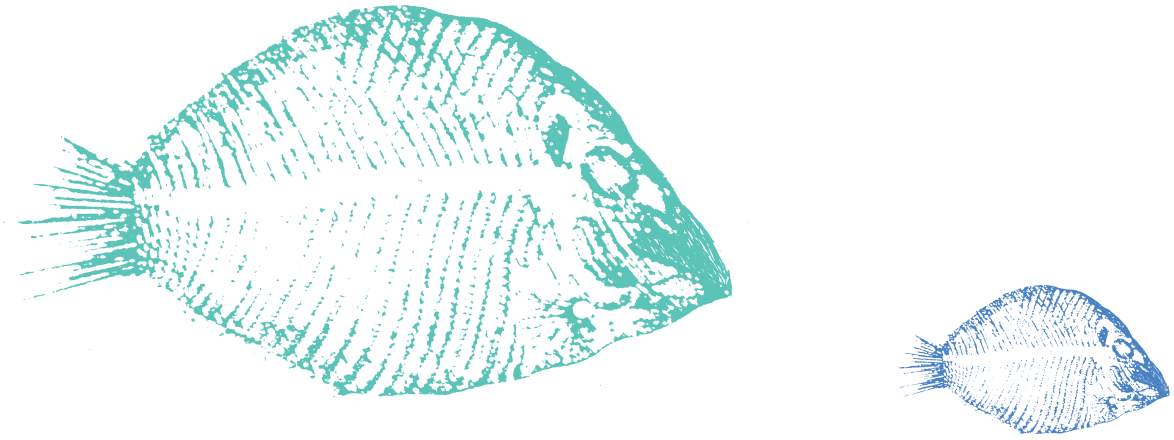

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