1.1 APPENDIX I - ECONOMIC AND SOCIAL TRENDS IN THE SEA SCALLOP FISHERY

1.1.1 Introduction

This section of the document describes the economic and social trends of the scallop fishery, including trends in landings, revenues, prices and foreign trade for the sea scallop fishery since 1994. In addition, it provides background information about the scallop fishery in various ports and coastal communities in the Northeast.

1.1.2 Trends in Landings, prices and revenues

In the last nine fishing years since 2003, the landings from the northeast sea scallop fishery stayed above 50 million pounds, surpassing the levels observed historically (Figure 1). The recovery of the scallop resource and consequent increase in landings and revenues was striking given that average scallop landings per year were below 16 million pounds during the 1994-1998 fishing years, less than one-third of the present level of landings. The increase in the abundance of scallops coupled with higher scallop prices increased the profitability of fishing for scallops by the general category vessels. As a result, general category landings increased from less than 0.4 million pounds during the 1994-1998 fishing years to more than 4 million pounds during the fishing years 2005-2009, peaking at 7 million pounds in 2005 or 13.5% of the total scallop landings (Table 20). The landings by the general category vessels declined after 2009 as a result of the Amendment 11 implementation that restricts TAC for the limited access general category fishery to 5.5% of the total ACL. However, the landings by limited access general category IFQ fishery increased in 2011 from its levels in 2010 due to a higher projected catch and a higher ACT for all permit categories.

Figure 2 shows that total fleet revenues more than quadrupled in 2011 ($582 million) fishing year from its level in 1994 ($123 million, in inflation adjusted 2011 dollars). Scallop ex-vessel prices increased after 2001 as the composition of landings changed to larger scallops that in general command a higher price than smaller scallops. However, the rise in prices was not the only factor that led to the increase in revenue in the recent years compared to 1994-1998. In fact, inflation adjusted ex-vessel prices in 2008-2009 were lower than prices in 1994 (Figure 3). The increase in total fleet revenue was mainly due to the increase in scallop landings and the increase in the number of active limited access vessels during the same period. The ex-vessel prices increased significantly to about $10 per pound of scallops in 2011 fishing year, however, as the decline in dollar attracted more imports of large scallops from the European countries resulting in record revenues from scallops reaching to $582 million for the first time in scallop fishing industry history (Figure 2 and Figure 3).

Figure 1. Scallop landings by permit category and fishing year (in lb., dealer data)

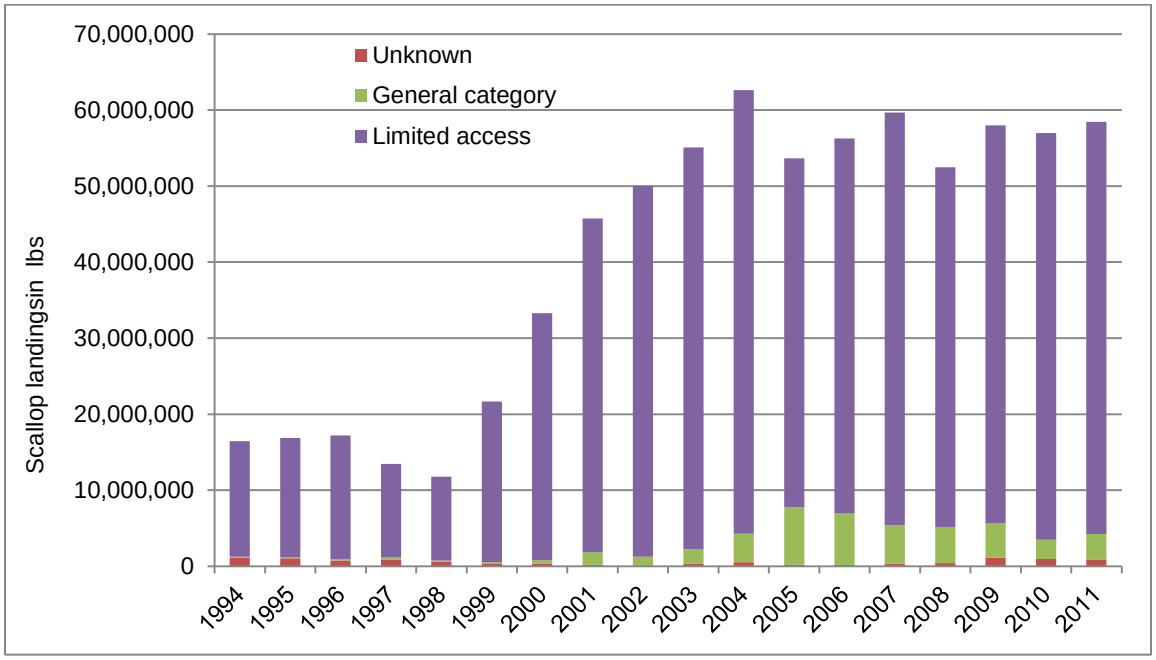


Figure 2. Scallop revenue by fishing year in 2011 inflation adjusted prices (dealer data)

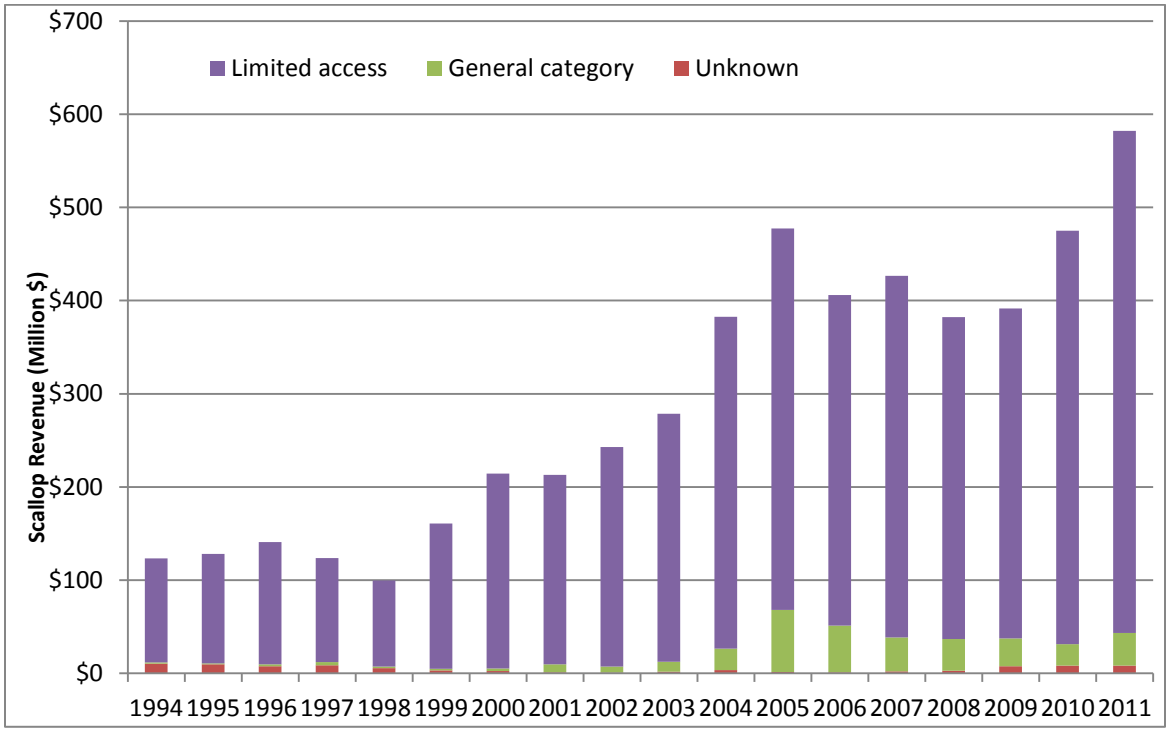
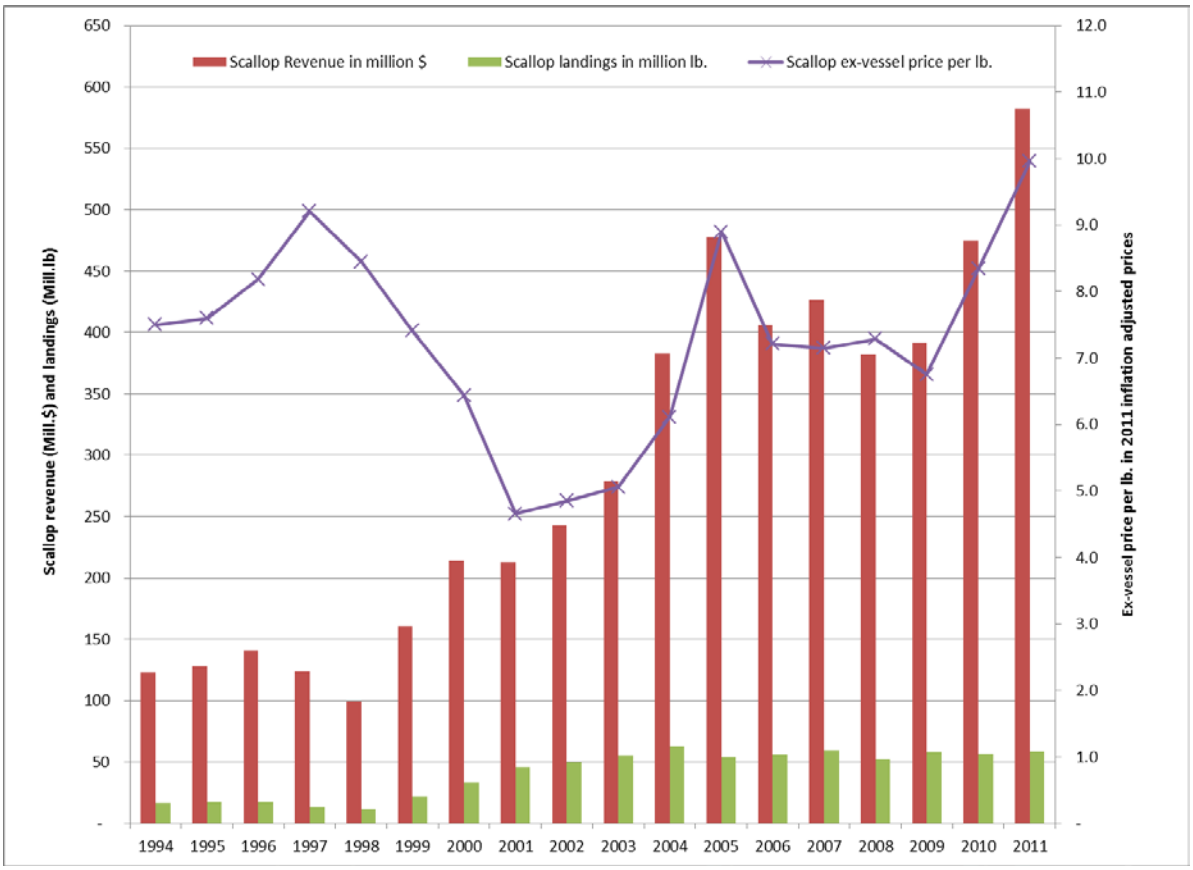


Figure 3. Trends in total scallop landings, revenue and ex-vessel price by fishing year (including limited access and general category fisheries, revenues and prices are expressed in 2011 constant prices)



The trends in revenue per full-time vessel were similar to the trends for the fleet as a whole. Figure 4 shows that average scallop revenue per limited access vessel (includes all categories) almost quadrupled from about $430,000 in 1994 to over $1,5480,000 in 2011 as a result of higher landings combined with an increase in ex-vessel price to about $10.00 per pound of scallops. For full-time dredge vessels, average revenue per vessel increased from $518,000 in 1994 to over $1,728,000 in 2011 (Figure 6).

Figure 4. Trends in average scallop revenue per vessel by permit plan (in 2011 inflation adjusted prices)

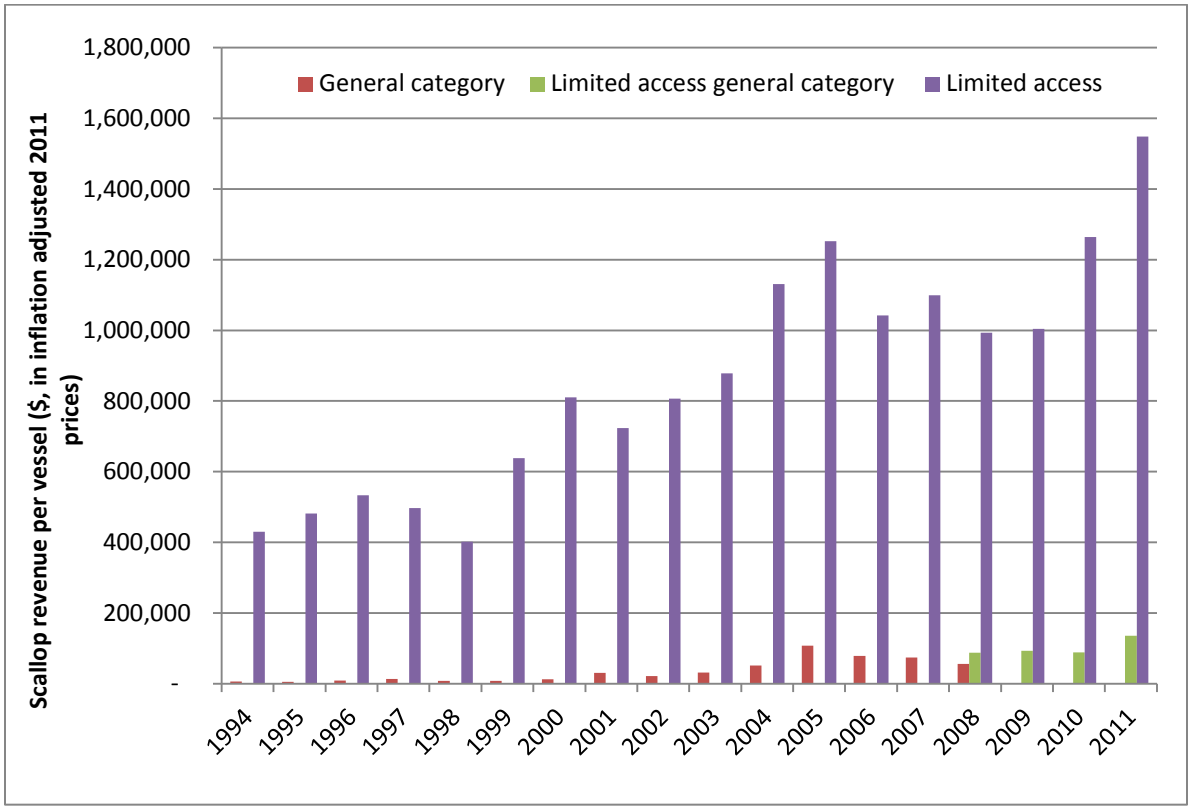


Figure 5. Trends in average scallop landings per full time vessel by category (Dealer data)

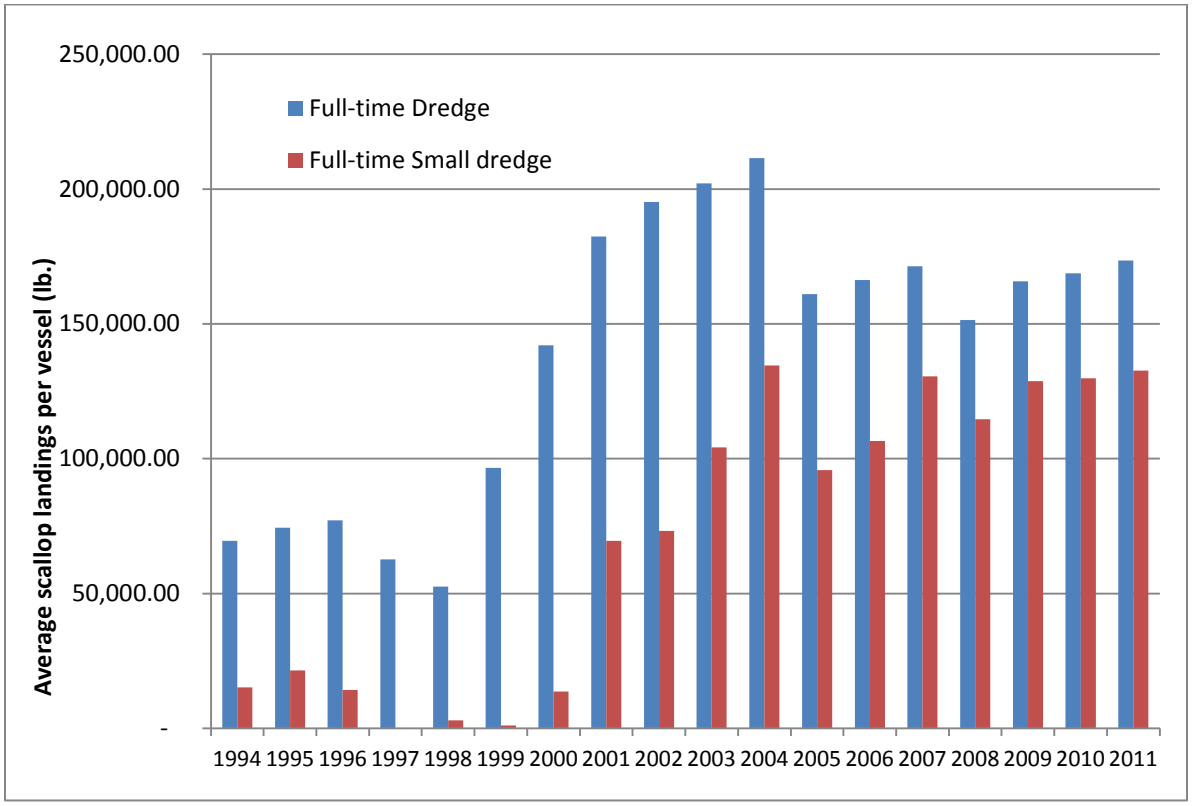
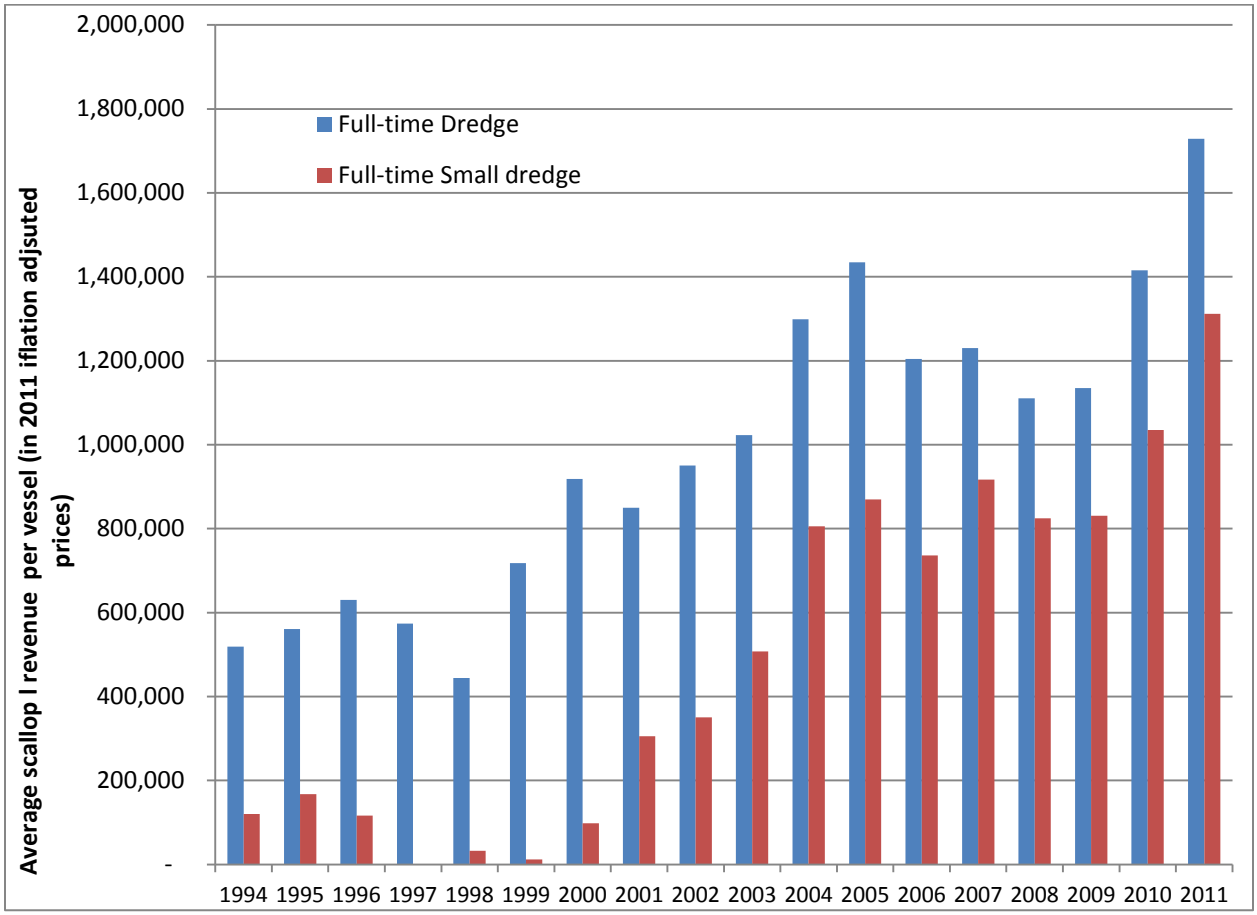


Figure 6. Trends in average scallop revenue per full-time vessel by category (Dealer data)



Although general category landings declined after 2009, the revenue per active limited access general category vessel increased in 2011 as the quota is consolidated on or fished by using fewer vessels. It should be noted that these are estimated numbers from dealer data based on some assumptions in separating the LAGC landings from LA landings. It was assumed that if an LA vessel also had an LAGC permit, those trip landings which are less than 600 lb. in 2011 and less than 400 lb. in 2010 and 2009 were LAGC landings and any among above these were LA landings.

Table 1. Estimated Average annual revenue per limited access general category vessel (Dealer and Permit Data)

Data	Fishyear	IFQ	INCI	NGOM	
Number of vessels	2009	231	74	12	317
	2010	179	68	12	259
	2011	169	76	14	259
Average scallop lb. per vessel	2009	18,650	2,650	2,038	14,286
	2010	13,319	2,238	595	9,820
	2011	19,717	796	789	13,142
Average scallop revenue per vessel	2009	121,884	16,768	13,551	93,245
	2010	120,782	18,583	4,883	88,580
	2011	203,814	7,735	7,164	135,647

1.1.3 Trends in effort and LPUE

There has been a steady decline in the total DAS used by the limited access scallop vessels from 1994 to 2011 fishing years as a result of the effort-reduction measures of Amendment 4 (1994). DAS allocations during were reduced almost by half from 204 DAS in 1994 to 120 DAS in 2003 fishing year for the full-time vessels and in the same proportions for the part-time and occasional vessels from their base levels in 1994 (Table 2). As a result, estimated DAS-used (VTR data) reached the lowest levels of about 24,000 days in the 1999 from over 30,000 days in 1995-1996 (Figure 7).

Table 2. DAS and trip allocations per full-time vessel

Year	Allocations based on the Management Action	Total DAS Allocation (1)	Estimated Open area DAS allocations (2)	Access area trip allocations (3)	DAS charge per access area trip (4)	DAS allocation estimate for access areas (5)
1994	Amendment 4	204	None	None		None
1995	Amendment 4	182	None	None		None
1996	Amendment 4	182	None	None		None
1997	Amendment 4	164	None	None		None
1998	Amendment 4	142	None	None		None
1999	Amendment 7 Framework 11	120	90 to 120	3	10	0 to 30
2000	Framework 13	120	60 to 120	6	10	0 to 60
2001	Framework 14	120	90 to 120	3	10	0 to 30
2002	Framework 14	120	90 to 120	3	10	0 to 30
2003	Framework 15	120	90 to 120	3	10	0 to 30
2004	Framework 16	126	42 (MAX.62)	7	12	84
2005	Framework 16	100	40 (MAX.117)	5	12	60
2006	Framework 18	112	52	5	12	60
2007	Framework 18	111	51	5	12	60
2008	Framework 19	95	35	5	12	60
2009	Framework 19	97	37	5	12	60
2010	Framework 21	86	38	4	12	48
2011	Framework 22	80	32	4	12	48
2012	Framework 22	82	34	4	12	48

Total DAS allocation per full-time vessel represents a rough estimate for years 2004-12 since DAS is allocated for open areas only. DAS allocation for access areas is estimated by assuming an equivalent 12 days-at-sea charge for each access area trip with a possession limit of 18,000 pounds.

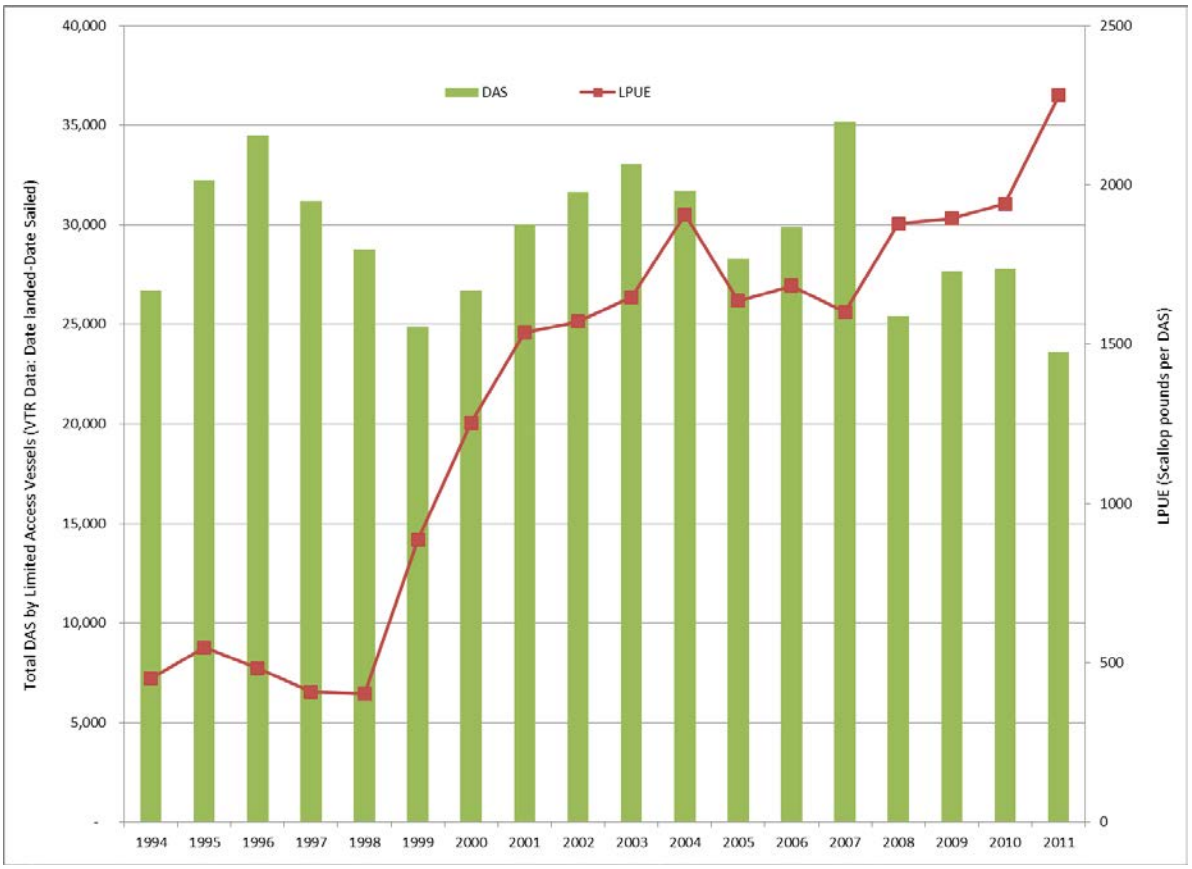
After fishing year 1999, fishing effort started to increase as more limited access vessels participated in the sea scallop fishery. The increase in total effort was mostly due to the increase in the number of vessels because total DAS allocations (mostly less than 120 days) were lower than the DAS allocations in the mid-1990s (over 142 days, Table 2). The recovery of the scallop resource and the dramatic increase in fishable abundance after 1999 increased the profits in the scallop fishery, thus leading to an increase in participation by limited access vessels that had been inactive during the previous years. Georges Bank closed areas were opened to scallop fishing starting in 1999 by Framework 11 (CAII) and later by Framework 13 (CAII, CAI, NLS), encouraging many vessel owners to take the opportunity to fish in those lucrative areas. Frameworks 14 and 15 provided controlled access to Hudson Canyon and VA/NC areas. As a result, the number of active limited access permits in the sea scallop fishery increased from 258 in 2000 to 303 in 20003. The total fishing effort by the fleet increased to about 33,000 days in 2003 from about 26,700 days in 2000 (**Table 15** and Figure 7). Total fishing effort (DAS used) declined after 2003 even though the number of active vessels increased to 340 vessels in 2006 from 303 vessels in 2003.

The column 1 in of Table 3 shows total DAS allocations (not DAS-used or days fished) including both open and access areas. Until the implementation of Amendment 10, each access area trip were assigned a 10 DAS trade-off such that any vessel that choose not to fish in access areas could instead fish for scallops in the open areas for 10 DAS. Thus, total DAS allocation for the access areas is calculated as the number of trips multiplied by 10 DAS (even though it

might have taken less than 10 DAS to land the possession limit in those areas). Following this method, Column 1 shows that total DAS allocations for open and access areas per full-time vessel declined from 204 DAS in 1994 to 120 DAS in 2003. With the implementation of Amendment 10 (2004) the limited access vessels were allocated DAS for open areas and area specific access area trips with no open area trade-offs. Although the vessels could no longer use their access area allocations in the open areas, Amendment 10 and Frameworks 16 to 18 continued to include an automatic DAS charge of 12 DAS for each access area trip until it was eliminated by NMFS. For the purposes showing the trend in the DAS allocations, the shaded area in Column 1 of Table 2 provides an estimate of total DAS allocation if the same system of DAS charge for the access areas (i.e., 12 DAS charge for each access area trip) continued. Under this scenario, the total DAS allocations would have been reduced to below 90 DAS after 2009 (compared to 204 DAS in 1994) -- again reflecting the dramatic increase in the productivity of the scallop fishery. The open area allocations were reduced to its lowest level, 32 DAS, in 2011 whereas full-time vessels were allocated 4 access area trips in the same year (NEFSC, Framework 21).

Even though total DAS allocations remained around the same levels during 2005-2007 (at about 110 DAS, Table 2), the fishing effort, i.e., fleet DAS used increased in the 2007 fishing year as many vessels took their unused 2005 HCA trips in that year. If not for those HCA trips, the total effort in the scallop fishery would probably have stayed constant during 2005-2007 with almost all qualified limited access vessels participating in the fishery. Total DAS-used declined further in 2008 to about 25,400 days as the open area DAS allocations are reduced by 30% from 51 days to 35 days per full-time vessel, but increased to 26,300 in 2009 as the limited access vessels received access area trips (5 trips per vessel). Total DAS-used by the limited access vessels were higher in 2010 despite lower number of access area trips (4 trips per vessel). Open area DAS allocations were slightly higher in 2010 (38 DAS versus 37 DAS in 2009) and vessels spend more time fishing in the access areas. Total DAS-used further declined in 2011, however, despite the increase in the open area DAS allocations. This because DAS-used in the access areas declined due higher LPUEs in these areas compared to 2010 fishing year (Table 6).

Figure 7. Total DAS-used (Date landed – Date sailed from VTR data) by all limited access vessels and LPUE



The impact of the decline in effort below 30,000 days since 2005 (with the exception of 2007) on scallop revenue per vessel was small, however, due to the increase in LPUE from about 1600 pounds per day-at-sea in 2007 to over 2200 pounds per day-at-sea in 2011 in all areas (As estimated from Date landed – Date sailed from VTR data (Figure 7). Figure 8 shows that LPUE for the full-time dredge vessels was higher (about 2475 lb. in 2011fishing year) than the LPUE of small dredge vessels (about 1776 lb. in 2011 fishing year, Figure 9).

Figure 8. Total DAS-used (Date landed – Date sailed from VTR data) by Full-time dredge vessels and LPUE

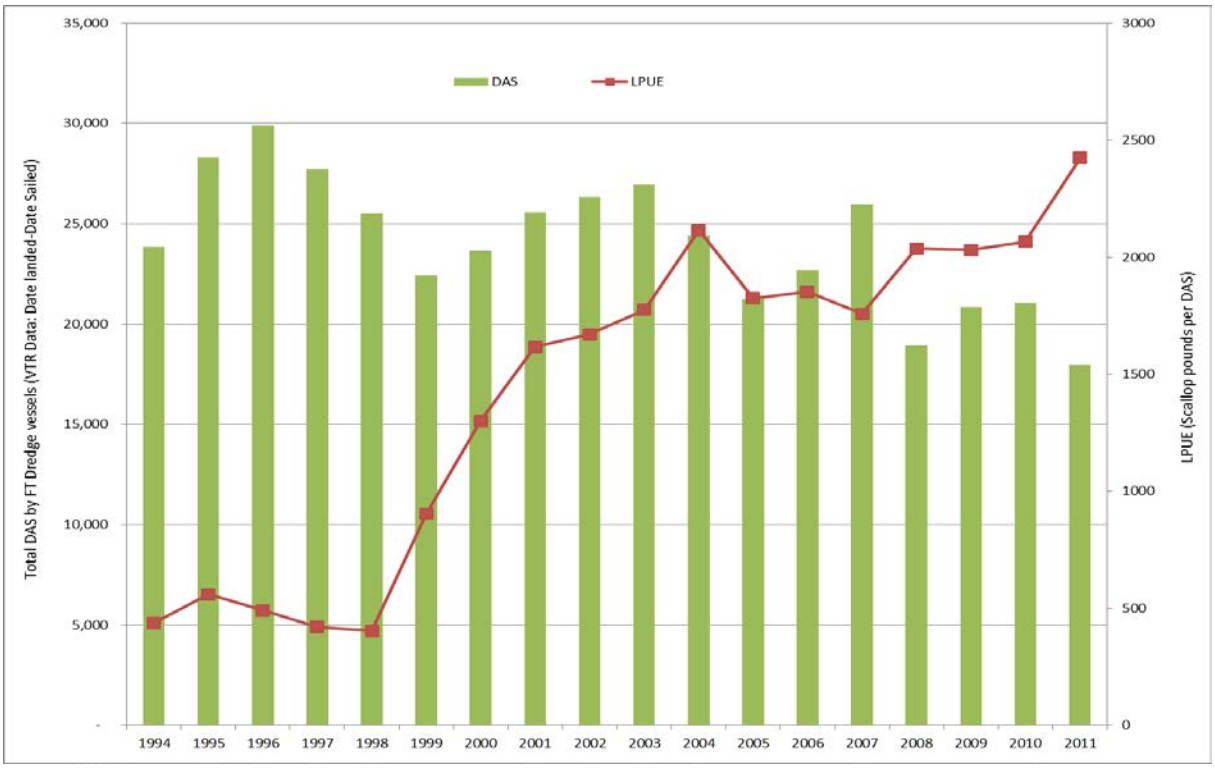
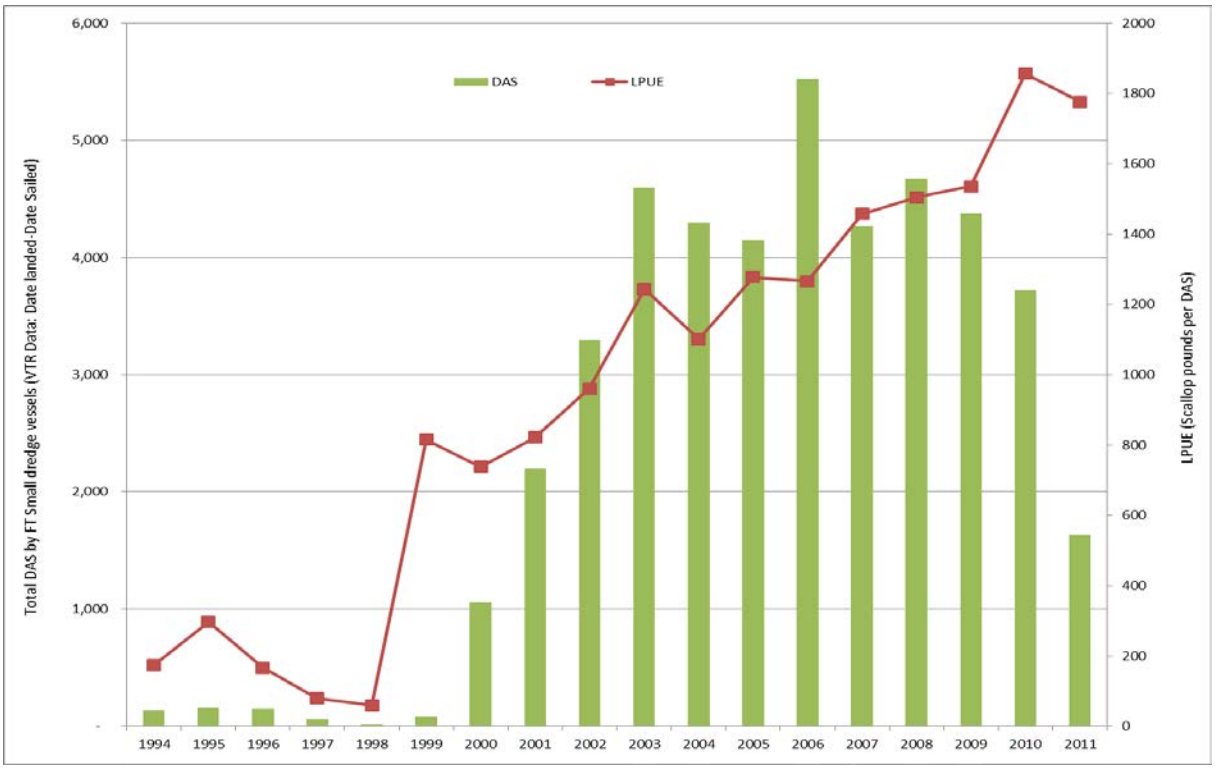
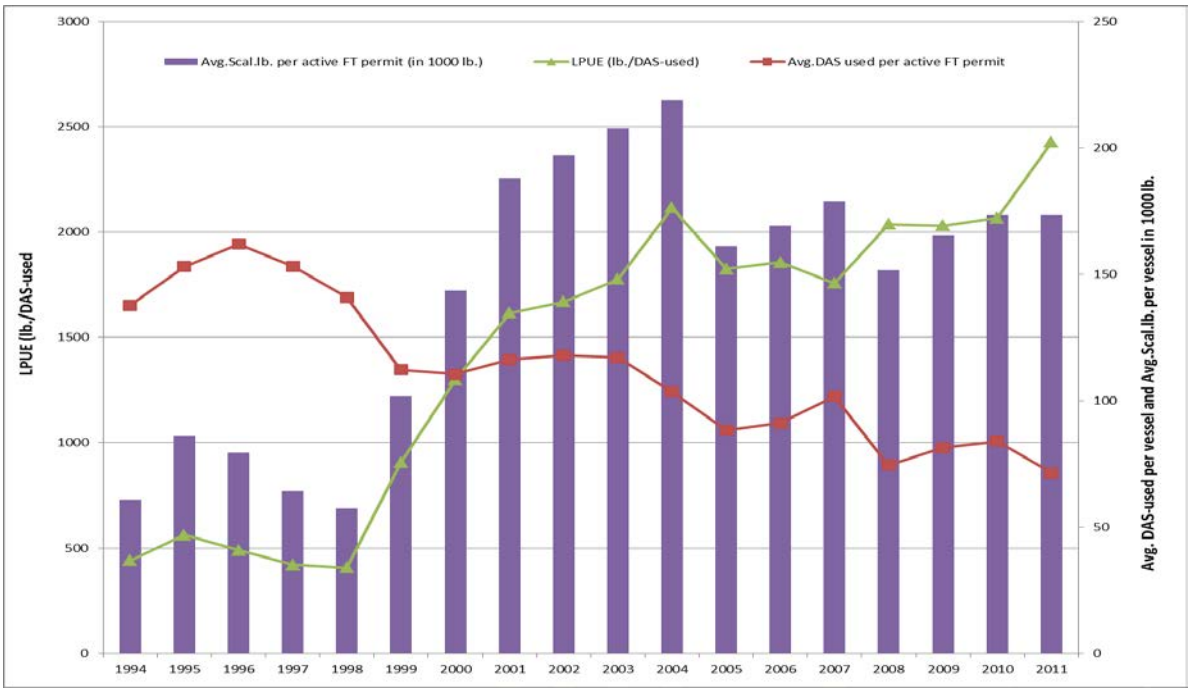


Figure 9. Total DAS-used (Date landed – Date sailed from VTR data) by Full-time small dredge vessels and LPUE



It must be cautioned that these LPUE numbers are lower than the estimates used in the PDT analyses used to estimate open area DAS allocations. The numbers in Figure 7 through Figure 10 are obtained from the VTR database and include the steam time as calculated the days spent at sea starting with the sail date and ending with the landing date. In addition, those numbers include both open and access areas. In contrast, total "DAS used" in the fishery is the value incorporated in the LPUE models by the PDT to calculate future DAS allocations in the open areas for the full-time vessels. In these models, the value for DAS used comes from the field "DAS charged" from the DAS database. DAS charged is based on the time a vessel crossed the VMS demarcation line going out on a trip, and the time it crossed again coming back from a trip, so it wouldn't include the time from (to) the port to (from) the demarcation line at the start (end) of the trip. Therefore, the DAS-used (LPUE) calculated from the VTR data would be greater (lower) than the DAS-used (LPUE) calculated from the demarcation line in the DAS database. Because VTR data is available for a longer period, however, it is useful in analyzing the historical trends in LPUE (from port to port) since 1994. As a result of this increasing trend in LPUE from about 450 pounds per DAS in 1994 to over 2000 pounds per DAS in 2011, scallop revenue per vessel quadrupled in recent years compared to the levels in mid 1990s. The LPUE numbers estimated from the VTR database are also different from the LPUE numbers calculated from the data that combined Dealer database with the VMS as presented in Table 5 and Table 6 below. Following figure show the trends in LPUE, average annual scallop pounds and average DAS-used per active vessel with FT dredge permit that fished more than 30 DAS annually and landed more than 10,000 lb. of scallops.

Figure 10. LPUE and average DAS-used (VTR data, includes steam time) and scallop landings per FT Dredge vessel



1.1.3.1 Landings and LPUE by area

Table 3 describes the fraction of total landings by area for all limited access vessels from 2004-2009 by calendar year. The open area catch has declined from about 62% to 64% of total catch in 2004-2005 to about 44% in 2007 and 2008. However, recently the share of open area catch increased again to 61% in 2010 and to almost 58% in 2011 as LPUE increase over 2,600 lb. per DAS in 2010 and over 3000 lb. per DAS (for the first time in 2011) in the open areas (Table 6). It must be pointed out that the LPUE numbers reported in Table 5 and Table 6 are obtained by combining VMS (DAS activity) data with the dealer data and as such they wouldn't include the time from (to) the port to (from) the demarcation line at the start (end) of the trip. Because VTR data includes the time from port to (from) the demarcation line at the start (end) of the trip, LPUE's that are derived from VTR database (as in Figure 10) are lower than the LPUE's shown in Table 5 and Table 6.

Table 3 – Percent of total limited access scallop catch by area and calendar year (Dealer and VMS data)

Access Area	2004	2005	2006	2007	2008	2009
Closed Area 1	0.00%	11.92%	0.00%	9.85%	0.00%	0.00%
Closed Area 2	5.52%	9.90%	23.52%	0.00%	0.00%	5.02%
Delmarva	0.00%	0.00%	0.00%	0.00%	0.00%	9.21%
Elephant Trunk	0.00%	0.00%	0.00%	27.40%	46.99%	28.64%
Hudson Canyon	29.12%	14.13%	0.71%	9.12%	0.12%	0.00%
Nantucket Lightship	3.44%	0.00%	15.89%	10.02%	8.58%	0.00%
OPEN	61.92%	64.04%	59.89%	43.60%	44.31%	57.13%

Table 4 – Percent of total limited access scallop catch by area and fish year (Dealer and VMS data)

Access Area	2010	2011
Closed Area 1	0.00%	15.35%
Closed Area 2	0.00%	4.90%
Delmarva	11.17%	10.28%
Elephant Trunk	16.75%	1.68%
Hudson Canyon	0.16%	10.10%
Nantucket Lightship	10.81%	0.00%
OPEN	61.10%	57.68%

Table 5 – LPUE by area and calendar year (Limited access vessels, dealer and VMS data)

Access Area	2004	2005	2006	2007	2008	2009
Closed Area 1		2,355		2,804		
Closed Area 2	2,312	2,192	2,287			2,370
Delmarva						1,931
Elephant Trunk				2,563	2,422	1,940
Hudson Canyon	1,886	1,130	629	1,034	1,053	
Nantucket Lightship	2,399		3,085	3,575	3,324	
OPEN	2,326	2,300	1,791	1,481	1,612	2,110

Table 6 – LPUE by area and fish year (Limited access vessels, dealer and VMS data)

Access Area	2010	2011
Closed Area 1		2,511
Closed Area 2		2,102
Delmarva	2,038	1,733
Elephant Trunk	1,362	779
Hudson Canyon	1,897	2,415
Nantucket Lightship	2,406	
OPEN	2,632	3,112

1.1.4 Trends in the meat count and size composition of scallops

Average scallop meat count has declined continuously since 1999 as a result of effort-reduction measures, area closures, and an increase in ring sizes implemented by the Sea Scallop FMP. The share of larger scallops increased with the share of U10 scallops rising to over 20% during 2006-2008, and to 15% in 2009 on compared to less than 10% in 2000-2004. The share of 11-20 count scallops increased from 12% in 1999 to 77% in 2011. On the other hand, the share of 30 or more count scallops declined from 30% in 1999 to 1% or less since 2008 (Table 8). Larger scallops priced higher than the smaller scallops contributed to the increase in average scallop prices in recent years despite larger landings (Table 10 and Figure 3). The price of smaller scallops, especially the 21 to 30 count scallops, increased however in 2011 fishing year as their supply declined to 6% of total scallop landings. The scarcity of smaller scallops reduced the differences in price of large and small scallops especially in 2011 fishing year.

Table 7. Scallop landings by market category

FISHYEAR	U10	11 to 20	21 to 30	>30	UNK	Grand Total
1999	3,690,533	2,613,754	6,195,369	7,365,692	2,705,775	22,571,123
2000	2,393,703	6,771,024	14,364,895	7,282,469	3,482,834	34,294,925
2001	1,520,424	10,783,931	24,596,256	4,587,499	5,872,646	47,360,756
2002	2,484,107	7,436,720	34,083,568	2,133,778	5,599,078	51,737,251
2003	3,639,749	12,211,950	31,844,817	1,755,259	7,711,197	57,162,972
2004	5,110,209	28,937,348	24,986,628	588,931	4,994,479	64,617,595
2005	6,905,448	31,605,992	11,482,597	1,126,285	4,008,939	55,129,261
2006	13,274,082	28,804,491	10,772,955	705,158	3,698,803	57,255,489
2007	14,894,752	32,021,763	7,518,148	2,227,602	4,478,999	61,141,264
2008	12,303,050	27,664,117	10,229,476	366,744	2,222,662	52,786,049
2009	8,420,979	35,701,483	12,142,881	172,383	1,458,359	57,896,085
2010	8,737,293	35,928,883	10,935,017	66,311	1,154,560	56,822,064
2011	8,554,959	45,263,289	3,247,515	309,435	1,122,944	58,498,142
2012	2,317,822	17,110,035	1,053,931	1,892	253,955	20,737,635

*2012 is for months 3 to 5

Table 8. Size composition of scallops

FISHYEAR	U10	11 to 20	21 to 30	>30	UNK	Grand Total
1999	16%	12%	27%	33%	12%	100%
2000	7%	20%	42%	21%	10%	100%
2001	3%	23%	52%	10%	12%	100%
2002	5%	14%	66%	4%	11%	100%
2003	6%	21%	56%	3%	13%	100%
2004	8%	45%	39%	1%	8%	100%
2005	13%	57%	21%	2%	7%	100%
2006	23%	50%	19%	1%	6%	100%
2007	24%	52%	12%	4%	7%	100%
2008	23%	52%	19%	1%	4%	100%
2009	15%	62%	21%	0%	3%	100%
2010	15%	63%	19%	0%	2%	100%
2011	15%	77%	6%	1%	2%	100%
2012	11%	83%	5%	0%	1%	100%

*2012 is for months 3 to 5

Table 9. Size composition of scallops in 2012

MONTH	U10	11 to 20	21 to 30	>30	UNK	Grand Total
1	6%	60%	27%	1%	6%	100%
2	3%	65%	27%	1%	4%	100%
3	6%	87%	6%	0%	2%	100%
4	11%	82%	5%	0%	2%	100%
5	15%	80%	5%	0%	1%	100%
6	24%	70%	3%	0%	2%	100%
7	34%	61%	2%	0%	2%	100%

Table 10. Price of scallop by market category (in 2011 inflation adjusted prices)

FISHYEAR	U10	11 to 20	21 to 30	>30	UNK	All counts
1999	8.04	8.18	7.54	6.62	7.65	7.41
2000	8.94	6.73	6.02	6.08	6.54	6.43
2001	7.47	4.75	4.45	4.54	4.65	4.65
2002	6.84	4.97	4.66	5.43	4.82	4.86
2003	5.95	4.98	4.99	5.55	4.94	5.06
2004	7.14	6.20	5.79	6.03	5.68	6.08
2005	9.09	8.94	8.80	8.69	8.64	8.90
2006	6.63	7.33	7.69	7.59	6.77	7.20
2007	7.44	7.14	6.88	6.34	6.78	7.13
2008	7.48	7.20	7.06	6.86	6.72	7.21
2009	8.39	6.48	6.38	6.05	6.10	6.72
2010	10.83	7.71	8.44	8.74	7.65	8.33
2011	10.18	9.87	10.31	9.77	9.89	9.94
2012	10.47	9.33	9.36	9.74	9.72	9.46

1.1.5 The trends permits by permit plan and categories

Table 11 shows the number of limited access vessels by permit category from 1999 to 2011. The fishery is primarily full-time, with a small number of part-time permits. There no occasional permits left in the fishery since 2009 because these were converted to part-time small dredge. The number of full-time vessels has been on the rise since 1999. Of these permits, the majority are dredge vessels, with a small amount of full-time small dredge and full-time trawl vessels. The permit numbers shown in Table 11 include duplicate entries because replacement vessels receive new permit numbers and when a vessel is sold, the new owner would get a new permit number. The unique vessels with right-id numbers are shown in Table 12 for 2008-2012. For example, only 347 out of 362 permits in 2008 belonged to unique vessels. If the number of permits in 1999 fishing year included only the number of unique vessels, this would mean an increase in the number of limited access vessels by 56 vessels (347-291), or by about 20% since 1999.

Table 11. Number of limited access vessels by permit category and gear

Permit category	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
Full-time	220	224	234	238	242	248	255	256	254	259	252	253
Full-time small dredge	3	13	25	39	48	57	59	63	56	55	54	53
Full-time net boat	17	16	16	16	15	19	14	12	11	11	11	11
Total full-time	240	253	275	293	305	324	328	331	321	326	317	316
Part-time	16	14	14	10	4	3	3	2	2	2	2	2
Part-time small dredge	4	6	8	19	26	30	34	35	32	34	34	32
Part-time trawl	20	18	10	8	3	-	-	-	-	-	-	
Total part-time	40	38	32	37	33	33	37	37	34	37	38	34
Occasional	4	5	4	3	3	1	2	1	1	-	-	-
Occasional trawl	16	19	15	8	5	5	-	-	-	-	-	-
Total occasional	20	24	19	11	8	6	2	1	1	0	0	0
Total Limited access	300	315	326	342	346	363	367	369	356	361	353	351

Note: The permit numbers above include duplicate entries because replacement vessels receive new permit numbers and when a vessel is sold, the new owner would get a new permit number.

Table 12. Scallop Permits by unique right-id and category by application year

Permit category	2008	2009-2011
Full-time	250	250
Full-time small dredge	52	52
Full-time net boat	11	11
Total full-time	**313**	**313**
Part-time	2	2
Part-time small dredge	31	32
Part-time trawl	0	0
Total part-time	**33**	**34**
Occasional	1	0
Total Limited access	347	347

Table 13 shows that the number of general category permits declined considerably after 2007 as a result of the Amendment 11 provisions. Although not all vessels with general category permits were active in the years preceding 2008, there is no question that the number of vessels (and owners) that hold a limited access general category permit under the Amendment 11 regulations are less than the number of general category vessels that were active prior to 2008 (Table 13). Table 14 shows the combinations of permits owned by LA and LAGC vessels. For example, 19 full-time limited access vessels also owned LAGC-IFQ permits, another 19 full-time vessels owned LAGC-NGOM permits and about 83 full-time vessels also owned LAGC-incidental permits in 2011.

Table 13. General category permit before and after Amendment 11 implementation

AP_YEAR	General category permit (up to 2008)	Number of permits qualify under Amendment 11 program			Grand Total
		Limited access general category (A)	Limited access NGOM permit (B)	Incidental catch permit (C)	
2000	2263				2263
2001	2378				2378
2002	2512				2512
2003	2574				2574
2004	2827				2827
2005	2950				2950
2006	2712				2712
2007	2493				2493
2008		342	99	277	718
2009		344	127	301	772
2010		333	122	285	740
2011		288	103	279	670

Table 14. Scallop Permits by unique permit combinations by application year

Permit category	2009	2010	2011	2012*
FT	131	133	132	132
FT and IFQ	18	18	19	18
FT and NGOM	19	19	19	19
FT and INCIDENTAL	84	82	83	84
FTSD	22	21	22	21
FTSD and IFQ	12	12	12	12
FTSD and NGOM	5	5	5	5
FTSD and INCIDENTAL	14	14	14	14
FTTRW	6	6	6	6
FTTRW and IFQ	1	1	1	1
FTTRW and NGOM	2	1	1	1
FTTRW and INCIDENTAL	3	3	3	3
PT and IFQ	2	2	2	2
PT and NGOM	2	3	2	2
PTSD	10	9	9	9
PTSD and IFQ	8	7	7	7
PTSD and INCIDENTAL	15	14	14	14
LAGC IFQ	303	293	247	215
LAGC NGOM	99	94	76	62
LAGC INCIDENTAL	185	172	165	151

*2012 Numbers are preliminary

The trends in the estimated number of active vessels are showing in Table 15 by permit plan. There has been an increase in participation by both LA and general category vessels after 1999 fishing year as the recovery of the scallop resource and yield fishing more profitable along with

the higher prices of scallops. Table 16 shows the number of active LAGC vessels by permit category excluding those LA vessels which have both LA and LAGC permits and indicates that there quota has been fished by fewer vessels in 2011 compared to 2009 and 2010. For example, there were about 288 vessels with LAGC-IFQ permits in 2011 and only 169 of these seem to have landed any scallops.

Table 15. Active vessels by fishyear and permit category (Vessels that landed any amount of scallops--may include duplicate records for replaced vessels with different permit numbers)

Fishyear	General category	Limited Access General Category	Limited Access
1994	186		260
1995	188		244
1996	222		246
1997	244		225
1998	209		229
1999	194		244
2000	208		258
2001	280		281
2002	299		292
2003	337		303
2004	446		315
2005	618		327
2006	639		340
2007	485		353
2008	151	288	348
2009		317	353
2010		267	351
2011		259	348

Table 16. Number of active vessels with LAGC permits by permit category

Fishyear	Permit type	IFQ	INCI	NGOM	Grand Total
2009	LA+LAGC	27	8	<4	36
	LAGC only	204	66	>8	281
2009 Total		231	74	12	317
2010	LA+LAGC	31	15	4	50
	LAGC only	148	53	8	209
2010 Total		179	68	12	259
2011	LA+LAGC	28	21	7	56
	LAGC only	141	55	7	203
2011 Total		169	76	14	259

Source: Dealer and Permit Databases

1.1.6 Landings by permit categories and gear type

Table 17 through Table 18 describe scallop landings by limited access vessels by gear type and permit category. These tables were obtained by combining the dealer and permit databases.

Most limited access category effort is from vessels using scallop dredges, including small dredges. The number of full-time trawl permits has decreased continuously and has been at 11 full-time trawl permitted vessels since 2008 (Table 11). Furthermore, according to the 2009-2011 VTR data, the majority of these vessels (10 out of 11 in 2010) landed scallops using dredge gear even though they had a trawl permit. There has also been an increase in the numbers of full-time and part-time small dredge vessels after 2002.

Table 18 shows the percent of limited access landings by permit and year. In terms of gear, majority of the scallop landings by the limited access vessels were with dredge gear including the small dredges, with significant amounts also landed by full-time and part-time trawls until 2000. Table 18 shows that the percentage of landings by FT trawl permits declined after 1998 to about 3% of total limited access scallop landings in 2011. There were only 11 FT trawl permits in 2011. However, 2009-2011 VTR data also show that over 90% of the scallop pounds by the FT trawl permitted vessels are landed using dredge gear (10 vessels) since these vessels are allowed to use dredge gear even though they have a trawl permit. Similarly, all of the part-time trawl and occasional trawl permits are converted to small dredge vessels. Over 80% of the scallop pounds are landed by vessels with full-time dredge and close to 13% landed by vessels with full-time small dredge permits since the 2007 fishing year. Including the full-trawl vessels that use dredge gear, the percentage of scallop pounds landed by dredge gear amounted to over 99% of the total scallop landings in 2009-2011.

Table 17. Scallop landings (lbs.) by limited access vessels by permit category and gear

FISHYEAR	FT Dredge	PT Dredge	FT SD	PT SD	FT TRW*	PT TRW	OC TRW
1994	13,220,405	77,668	45,787	3,279	1,676,178	138,258	NA
1995	13,917,047	205,147	42,944	10,017	1,313,153	175,932	47,098
1996	14,268,680	259,791	28,644	13,336	1,199,765	376,874	93,375
1997	11,216,499	148,742		19,093	634,815	242,396	NA
1998	9,727,603	84,929	2,956	339	870,409	315,627	4,176
1999	19,315,020	303,397	1,101	15,692	945,252	564,111	15,950
2000	29,841,612	599,186	13,692	80,741	1,251,164	710,032	14,284
2001	39,403,382	861,087	765,342	208,176	1,882,339	744,057	17,756
2002	43,131,627	918,534	1,757,695	269,284	2,168,295	504,441	34,108
2003	46,285,721	932,815	3,125,474	482,472	1,788,116	272,668	NA
2004	49,686,664	323,389	5,654,387	825,223	1,742,183	125,949	17,625
2005	38,490,448	236,757	4,788,085	1,379,360	978,171		14,407
2006	41,384,039	173,455	5,223,125	1,304,877	1,238,844		
2007	44,053,640	248,050	6,917,823	1,601,167	1,488,612		
2008	38,322,912	189,037	6,191,944	1,221,951	1,396,536		
2009	42,273,762	210,979	6,952,137	1,255,064	1,646,005		
2010	43,034,572	413,837	6,749,909	1,651,572	1,614,694		
2011	43,904,743	180,879	6,898,238	1,512,142	1,719,575		

*Note: Although these vessels have trawl permits, majority of these vessels used dredge gear. As a result, over 90% of the scallop landings by the FT trawl permitted vessels are caught using dredge gear in 2009-2010 according to the VTR data.

Table 18. Percentage of scallop landings (lbs.) by limited access vessels by permit category

FISHYEAR	FT Dredge	PT Dredge	FT SD	PT SD	FT TRW*	PT TRW	OC TRW
1994	87.2%	0.5%	0.3%	0.0%	11.1%	0.9%	0.03%
1995	88.6%	1.3%	0.3%	0.1%	8.4%	1.1%	0.30%
1996	87.9%	1.6%	0.2%	0.1%	7.4%	2.3%	0.57%
1997	91.5%	1.2%	0.0%	0.2%	5.2%	2.0%	0.00%
1998	88.4%	0.8%	0.0%	0.0%	7.9%	2.9%	0.04%
1999	91.3%	1.4%	0.0%	0.1%	4.5%	2.7%	0.08%
2000	91.8%	1.8%	0.0%	0.2%	3.8%	2.2%	0.04%
2001	89.8%	2.0%	1.7%	0.5%	4.3%	1.7%	0.04%
2002	88.4%	1.9%	3.6%	0.6%	4.4%	1.0%	0.07%
2003	87.5%	1.8%	5.9%	0.9%	3.4%	0.5%	0.00%
2004	85.1%	0.6%	9.7%	1.4%	3.0%	0.2%	0.03%
2005	83.9%	0.5%	10.4%	3.0%	2.1%	0.0%	0.03%
2006	83.9%	0.4%	10.6%	2.6%	2.5%	0.0%	0.00%
2007	81.1%	0.5%	12.7%	2.9%	2.7%	0.0%	0.00%
2008	81.0%	0.4%	13.1%	2.6%	3.0%	0.0%	0.00%
2009	80.8%	0.4%	13.3%	2.4%	3.1%	0.0%	0.00%
2010	80.5%	0.8%	12.6%	3.1%	3.0%	0.0%	0.00%
2011	81.0%	0.3%	12.7%	2.8%	3.2%	0.0%	0.00%

*Note: Although these vessels have trawl permits, majority used dredge gear in 2009-2010 and over 90% of the scallop landings by the FT trawl permitted vessels are caught using dredge gear during the same years.

Since 2001, there has been considerable growth in fishing effort and landings by vessels with general category permits, primarily as a result of resource recovery and higher scallop prices. Amendment 11 implemented a limited entry program for the general category fishery allocating 5% of the total projected scallop catch to the general category vessels qualified for limited access. The main objective of the action was to control capacity and mortality in the general category scallop fishery. There is also a separate limited entry program for general category fishing in the Northern Gulf of Maine. In addition, a separate limited entry incidental catch permit was adopted that will permit vessels to land and sell up to 40 pounds of scallop meat per trip while fishing for other species.

During the transition period to the full-implementation of Amendment 11, the general category vessels were allocated 10% of the scallop TAC. Beginning with 2010 fishing year, limited access general category IFQ vessels were allocated 5% of the estimated scallop catch resulting a decline in landings by the general category vessels (Table 19 and Table 20). These tables were obtained from the dealer and permit databases. The trip information obtained from the dealer data shows the permit number but does not specify whether a particular trip was taken as a the limited access(LA) or general category (LAGC) trip. Because many vessels had and have both LA and general category permits, to separate the LA trips from LAGC trips for the same vessel requires some assumptions. If a vessel had both an LA and LAGC-IFQ permit, it was assumed that if scallop landings were equal or less than 400lb. (600lb.) for years up to 2010 (after 2010), that was an LAGC trip. If an LA vessel also had an LAGC-incidental permit, it was assumed that if scallop landings were equal or less than 100lb. , that was an LAGC-incidental trip. For the LAGC-NGOM fishery it was assumed that if the scallop landings were equal or less than 200lb., that trip was a LAGC trip, otherwise it was an LA trip. In addition to these issues, there were many trips that were not associated with any valid permit plan (perhaps due to mistakes in the

entry of permit number by dealers). Thus, it must be pointed out that the separation of landings by permit plan were estimated from the above assumptions and could differ slightly from actual landings. For example, Table 20 shows that in 2011 fishyear, the *estimated landings* by LAGC vessels including those by vessels with IFQ, NGOM and incidental catch permits and including the LAGC landings by the LA vessels that have both permits, amounted to 5.8% of total scallop landings in that fishyear.

Table 19. *Estimated Landings* by permit plan before and after Amendment 11 implementation

FISHYEAR	General Category	Limited Access General category*	Limited Access	Unknown	Grand Total
1994	133,065		15,219,551	1,104,675	16,457,291
1995	129,500		15,711,338	1,039,227	16,880,065
1996	212,571		16,240,465	754,339	17,207,375
1997	370,207		12,261,725	815,643	13,447,575
1998	176,571		11,042,134	554,891	11,773,596
1999	167,447		21,160,523	351,958	21,679,928
2000	451,540		32,510,711	328,424	33,290,675
2001	1,649,916		43,882,139	190,957	45,723,012
2002	1,126,203		48,783,984	131,532	50,041,719
2003	1,902,253		52,889,177	301,558	55,092,988
2004	3,735,008		58,375,420	530,062	62,640,490
2005	7,586,819		45,887,228	184,078	53,658,125
2006	6,790,919		49,324,340	159,252	56,274,511
2007	5,058,517		54,309,292	302,081	59,669,890
2008	1,223,058	3,538,740	47,322,380	391,125	52,475,303
2009		4,528,767	52,337,947	1,106,772	57,973,486
2010		2,543,506	53,464,584	952,897	56,960,987
2011		3,403,692	54,215,577	830,408	58,449,677

Table 20. *Estimated Landings* by permit plan before and after Amendment 11 implementation

FISHYEAR	General Category	Limited Access General category*	Limited Access	Unknown	Grand Total
1994	0.8%	0.0%	92.5%	6.7%	100.0%
1995	0.8%	0.0%	93.1%	6.2%	100.0%
1996	1.2%	0.0%	94.4%	4.4%	100.0%
1997	2.8%	0.0%	91.2%	6.1%	100.0%
1998	1.5%	0.0%	93.8%	4.7%	100.0%
1999	0.8%	0.0%	97.6%	1.6%	100.0%
2000	1.4%	0.0%	97.7%	1.0%	100.0%
2001	3.6%	0.0%	96.0%	0.4%	100.0%
2002	2.3%	0.0%	97.5%	0.3%	100.0%
2003	3.5%	0.0%	96.0%	0.5%	100.0%
2004	6.0%	0.0%	93.2%	0.8%	100.0%
2005	14.1%	0.0%	85.5%	0.3%	100.0%
2006	12.1%	0.0%	87.6%	0.3%	100.0%
2007	8.5%	0.0%	91.0%	0.5%	100.0%
2008	2.3%	6.7%	90.2%	0.7%	100.0%
2009	0.0%	7.8%	90.3%	1.9%	100.0%
2010	0.0%	4.5%	93.9%	1.7%	100.0%
2011	0.0%	5.8%	92.8%	1.4%	100.0%

*Includes landings by LAGC IFQ, NGOM and incidental permits and LAGC landings by LA vessels.

Table 21. *Estimated scallop landings* by LAGC vessels by permit category (Dealer and permit databases, including vessels that have both LA and LAGC permits)

Fishyear	Permit Type	IFQ	INCI	NGOM	Grand Total
2009	LA+LAGC	322,945	1,865	130	324,940
	LAGC only	3,985,303	194,198	24,326	4,203,827
2009 Total		4,308,248	196,063	24,456	4,528,767
2010	LA+LAGC	206,627	3,811	1,255	211,693
	LAGC only	2,177,528	148,406	5,879	2,331,813
2010 Total		2,384,155	152,217	7,134	2,543,506
2011	LA+LAGC	264,388	11,533	5,047	280,968
	LAGC only	3,067,777	48,954	5,993	3,122,724
2011 Total		3,332,165	60,487	11,040	3,403,692

The general category scallop fishery has always been a comparatively small but diverse part of the overall scallop fishery. The number of vessels participating in the general category fishery has continued to rise until 2007 when the New England Fisheries Management Council proposed limiting access in response to concerns of redirected effort from other fisheries. When the limited access general category was implemented, in 2008, there was a corresponding decline in the total number of active vessels. Then again in 2010, there was a decline in the number of active general category vessels when the GC IFQ program began and a "hard" Total Allowable Catch of 5% of the total scallop catch limit was established. These declines are evident in Table 22 and Table 23 where the overall number of active vessels and scallop landings dropped, both in 2008 and in 2010.

Table 23 and Table 24 describe general category landings by gear type. These tables are generated by VTR data and since not all VTR records include gear information, the number of vessels in these tables will differ from other tables that summarize general category vessels and landings from dealer data. Primary gear is defined as the gear used to land more than 50% of scallop pounds. Most general category effort is and has been from vessels using scallop dredge and other trawl gear. The number of vessels using scallop trawl gear increased through 2006 but has declined in recent years. In terms of landings, most scallop landings under general category are with dredge gear, with significant amounts also landed by scallop trawls and other trawls. Table 23 shows the percent of general category landings by primary gear and year. The percentages of scallop landings with other trawl gear in 2008 and 2009 were the highest they have been since 2001, but still significantly less than dredge.

Table 22. Number of general category vessels by primary gear and fishing year (excluding LAGC vessels with LA permits)

Year	DREDGE, OTHER	DREDGE, SCALLOP	MISC.	TRAWL, OTHER	TRAWL, SCALLOP
1994	*	33	4	42	*
1995	4	91	5	48	4
1996	7	101	13	49	*
1997	6	118	9	55	
1998	10	100	8	52	*
1999	10	87	3	61	5
2000	7	78	9	91	3
2001	4	122	7	118	6
2002	3	147	3	104	9
2003	6	155	*	116	17
2004	8	218	10	173	34
2005	24	280	*	175	56
2006	28	369	5	151	58
2007	26	280	4	124	30
2008	9	130	5	62	21
2009	8	135	*	57	28
2010	11	102		41	16
2011	9	93	*	42	15

** indicates 3 or less vessels*
UNK - value unknown

Table 23. General category scallop landings by primary gear (pounds, excluding LAGC vessels with LA permits)

Year	DREDGE, OTHER	DREDGE, SCALLOP	MISC.	TRAWL, OTHER	TRAWL, SCALLOP
1994	*	144,139	*	9,564	*
1995	4,812	501,910	1,146	43,585	11,797
1996	1,352	578,884	3,314	19,460	*
1997	3,253	682,270	3,465	30,227	
1998	6,049	334,930	2,443	19,677	*
1999	18,322	236,482	599	17,537	3,970
2000	6,446	303,168	1,411	173,827	8,179
2001	91,939	1,254,153	6,518	404,709	28,276
2002	21,888	1,266,144	919	74,686	41,977
2003	22,614	1,590,575	*	171,511	196,376
2004	36,260	2,499,393	2,359	422,426	340,921
2005	187,571	4,808,194	*	721,039	885,559
2006	189,786	5,583,477	5,431	399,909	549,745
2007	142,044	4,519,800	724	222,931	398,883
2008	88,761	2,596,790	1,502	525,675	290,179
2009	72,766	2,690,335	*	840,019	376,905
2010	63,795	1,601,073		238,773	175,610
2011	75,223	2,428,386	*	329,148	189,703

** indicates 3 or less vessels*

Table 24. Percentage of general category scallop landings by primary gear

Year	DREDGE, OTHER	DREDGE, SCALLOP	MISC.	TRAWL, OTHER	TRAWL, SCALLOP
1994	0.07%	92.00%	0.17%	6.10%	1.66%
1995	0.85%	89.11%	0.20%	7.74%	2.09%
1996	0.22%	95.74%	0.55%	3.22%	0.27%
1997	0.45%	94.86%	0.48%	4.20%	0.00%
1998	1.65%	91.30%	0.67%	5.36%	1.02%
1999	6.62%	85.40%	0.22%	6.33%	1.43%
2000	1.31%	61.49%	0.29%	35.26%	1.66%
2001	5.15%	70.24%	0.37%	22.67%	1.58%
2002	1.56%	90.08%	0.07%	5.31%	2.99%
2003	1.14%	80.27%	0.02%	8.66%	9.91%
2004	1.10%	75.71%	0.07%	12.80%	10.33%
2005	2.84%	72.82%	0.01%	10.92%	13.41%
2006	2.82%	82.98%	0.08%	5.94%	8.17%
2007	2.69%	85.53%	0.01%	4.22%	7.55%
2008	2.53%	74.13%	0.04%	15.01%	8.28%
2009	1.83%	67.58%	0.02%	21.10%	9.47%
2010	3.07%	77.00%	0.00%	11.48%	8.45%
2011	2.49%	80.34%	0.00%	10.89%	6.28%

1.1.7 Landings by permit categories and home state

Table 25. Full-time Scallop Dredge Permits by Home State

Year	Home State	Number of permits
2011	CT	8
	FL	2
	MA	129
	ME	2
	NC	15
	NJ	54
	PA	2
	RI	2
	VA	36
2011 Total		250
2012	CT	8
	FL	2
	MA	129
	ME	2
	NC	15
	NJ	54
	NY	1
	PA	2
	RI	2
	VA	35
2012 Total		250

Table 26. Full-time Scallop Small Dredge Permits by Home State

Year	Home State	Number of permits
2011	CT	1
	FL	2
	MA	18
	ME	1
	NC	9
	NJ	16
	NY	2
	VA	3
2011 Total		52
2012	CT	1
	FL	2
	MA	17
	ME	1
	NC	9
	NJ	16
	NY	1
	VA	4
2012 Total		52

Table 27. Number of LAGC-IFQ vessels by home state (2012 Application year, Permit data)

Home Port	Number of permits
CT	3
DE	3
MA	84
MD	6
ME	8
NC	29
NH	6
NJ	82
NY	17
PA	3
RI	6
TX	1
VA	7
Grand Total	**255**

Table 28. Number of LAGC-IFQ vessels and scallop landings by gear code and state of landings (2011, VTR data)

Gear	State	Number of vessels	Scallop landings (lb.)
DRS (SCALLOP DREDGE)	CT	NA	NA
	MA	45	898,705
	MD	4	9,111
	NC	NA	NA
	NH	NA	NA
	NJ	47	1,187,586
	NY	6	55,156
	RI	16	119,421
	VA	NA	NA
DRS Total		125	2,278,627
OTF (Otter TRW)	MA	13	9,369
	MD	NA	NA
	NC	7	2,613
	NJ	21	122,727
	NY	17	214,295
	RI	NA	NA
	VA	4	2,790
OTF Total		65	355,274
DRC (Q&CLAM DR.)	MD	NA	NA
	NJ	9	49073
DRC Total		NA	NA
OTC (SCAL.TRW)	NC	4	1,298
	NJ	7	60,539
	NY	9	117,812
	VA	6	9,923
OTC Total		26	189,572

Note: The data for 3 or less vessels are not shown to protect confidentiality. The landings by vessels that have both LAGC and LA permits are excluded. Other gear included OTB (Bottom fish trawl) and OHS.

1.1.8 Trends in ownership patterns in the scallop fishery

1.1.8.1 Limited access vessels

According to the ownership data for 2008, only 67 out of 322 vessels were owned by one person and/or cooperation (Table 29). The ownership structure 2010 was similar with 68 out of 343 vessels belonged to single boat owners. The data for 2011 shows a slight decline in the number of single boat owners to 63, however, that could be due to the data imperfections given that 4 vessels did not have corresponding ownership data in 2011 (Table 30).

The rest of the 78% to 80% of the scallop vessels with limited access permits were owned by several individuals and/or different corporations with ownership interest in more than one vessel. This factor makes it difficult assigning each vessel to a specific group of owners. The following tables were generated by selecting a primary owner for each group of vessels that are owned by

multiple individuals/entities based on the maximum number of vessels owned by one person/entity. For example, if Mr. A and Mrs. B were listed as the joint owners of the same 5 vessels, but Mrs. B was also listed as an owner of additional two vessels, Mrs. B has been assigned as the primary owner of these 7 vessels. Therefore, each owner group in Table 29 to Table 31 includes more than one person (usually several family members), who collectively own the corresponding number of vessels. For example, in the "10 and over" category, 5 different sets of owners owned 61 boats in 2008 with each of the 5 sets containing multiple individuals or entities.

Table 29. Limited Access vessels (all categories, includes the LA vessels that have a LGC vessel) - Owner groups according to the number of vessels with ownership interest (2008)

Number of vessels owned	Number of owners	Number of vessels	Percent of total number of vessels	Percent of total scallop landings
1	67	67	20.81%	20.25%
2	28	56	17.39%	16.18%
3	9	27	8.39%	8.17%
4	8	32	9.94%	9.41%
5	6	30	9.32%	10.15%
6 to 9	7	49	15.22%	15.24%
10 and over	5	61	18.94%	20.60%
Grand Total	130	322	100.00%	100.00%

Because there were overlaps with owners for multiple vessels, such that two people has ownership interest in 5 boats, primary ownership was assigned to one person in 3 out of 5 boats, and the other person was assigned the 2 remaining boats. Another example includes common ownership of a vessel, with each individual also owning another vessel: Vessel A was owned by Mr. A, but Mr. A also owned another boat, Vessel B together with Mr. B, who owned 5 boats. As a result, vessel B was assigned to Mr. B because he is a 5 boat owner. As a result, Mr. A was classified as a multi-boat owner even though only one vessel's ownership (Vessel A) was assigned to him.

Table 30 shows that only 18% of the limited access vessels were owned by one entity or person in 2011, whereas 16% of the vessels are owned by 4 separate entities (group of individuals) each owned 10 or more vessels. As a result, the landings by single boat owners amounted to about 18% of the total fleet landings and the landings by owners of 10 and more boats amounted to 17% of fleet scallop landings in 2011. The landings include the limited access general category landings by vessels that also have a limited access permit.

The concentration of ownership could be even more than shown in Table 30 because not all family relationships could be taken into account according to the method applied above. It also must be pointed out that the dealer data included some vessels (about 7 permits) for which there was no corresponding ownership data. Given that the total number of unique vessels with limited access vessels were 347 since 2009, the ownership information about 3 vessels in 2011 is missing (Table 12). Still, it is evident from Table 30 that about half of the vessels in 2011 were owned by multi-boat owners having 5 or more boats and single boat owners constituted less than $1/5^{th}$ of the scallop fleet.

Table 30. Number of vessels by owner groups (determined according to the total number of vessels with owned by each unique entity, i.e., multiple people with ownership interest on the same vessel, includes vessels that have both LA and LAGC permits)

Fishyear	Number of vessels owned	Number of owners	Number of vessels	Percent of total number of vessels	Percent of total scallop landings
2010	1	68	68	20%	19%
	2	27	54	16%	16%
	3	11	33	10%	9%
	4	6	24	7%	7%
	5	4	20	6%	6%
	6 to 9	11	76	22%	22%
	10 and more	5	68	20%	21%
	2010 Total	132	343	100%	100%
2011	1	63	63	18%	18%
	2	32	64	19%	17%
	3	10	30	9%	9%
	4	5	20	6%	6%
	5	6	30	9%	10%
	6 to 9	11	81	24%	24%
	10 and more	4	56	16%	17%
2011Total		131	344	100%	100%

1.1.8.2 Ownership by Limited Access General Category Vessels

According to the permit data, 293 vessels had LAGC-IFQ permits in 2010 and 247 vessels had LAGC-IFQ permits in 2011. These numbers do not include vessels with LA permits. There was a corresponding ownership data for only 230 vessels in 2010 and 222 vessels in 2011. It is possible that some of the numbers in permit data included the same vessels that are replaced or sold to another owner. However, the available data connecting unique owners to the vessels indicate that majority of the vessels (134 out of 222 vessels in 2011) with LAGC-IFQ permits were owned by a single entity (Table 31). The part of the Table showing the data for active IFQ vessels (i.e., vessels with a record of scallop landings) indicates that close to half of the vessels owned by a single entity did not land scallops in 2010 and 2011 fishing years. Again, it must be cautioned that Table 31 does not include all the IFQ vessels due to the lack of ownership data for some of these vessels at this time. For example, although there were 161 number of active vessels with LAGC-IFQ permits in 2011, only 107 of these vessels had some corresponding ownership data (See Table 16 for all active LAGC vessels).

Table 32 shows the ownership information for all vessels with LAGC permits including the IFQ, NGOM and Incidental permits but excluding those with LA permits. The results are similar to Table 31 showing that majority of the vessels, 242 out of 448 vessels with LAGC permits, were owned by one entity/person in 2011. Again, only half of these boats were active or landed scallops in 2011.

Table 31. Unique number of owners according to the number of vessels owned (Vessels with LGC permits including A, B and C categories, excluding vessels that also have LA permits)

Fishyear	Number of vessels owned	All vessels with LGC permits		Active vessels with LGC permits only			
		Total number of owners	Total number of vessels	Total number of owners	Total number of vessels	Percent of vessels	Percent of scallop landings
2010	1	147	147	66	66	56%	75%
	2	22	44	6	12	10%	6%
	3 or more	8	39	8	39	33%	19%
2010 Total		177	230	80	117	100%	100%
2011	1	134	134	65	65	61%	76%
	2	28	56	16	32	30%	14%
	3 or more	5	32	3	10	9%	11%
2011 Total		167	222	84	107	100%	100%

Table 32. Unique number of owners according to the number of vessels owned (Vessels with LGC permits including A, B and C categories, excluding vessels that also have LA permits)

Fishyear	Number of vessels owned	All vessels with LGC permits		Active vessels with LGC permits only			
		Total number of owners	Total number of vessels	Total number of owners	Total number of vessels	Percent of vessels	Percent of scallop landings
2010	1	269	269	122	122	49%	65%
	2	43	86	19	38	15%	16%
	3	13	39	6	18	7%	7%
	4	2	8	1	4	2%	0%
	5	2	10	2	10	4%	2%
	6 and over	6	57	6	57	23%	10%
2010 Total		335	469	156	249	100%	100%
2011	1	242	242	118	118	46%	54%
	2	49	98	29	58	23%	28%
	3	12	36	4	12	5%	4%
	4	2	8	1	4	2%	0%
	5	2	10	2	10	4%	2%
	6 and over	5	54	5	54	21%	12%
2011 Total		312	448	159	256	100%	100%

1.1.9 Trip Costs for the Limited Access Full-time vessels

Data for variable costs, i.e., trip expenses include food, fuel, oil, ice, water and supplies and obtained from observer cost data for 1994-2011. Because of the increase in fuel prices in 2011, the share of fuel costs increased to 80% of the total trip cost and average trip cost per DAS for the full-time dredge vessels amounted to over $1950 per day-at-sea (Table 34). Average trip costs for full-time small dredge vessels was about $1250 per day-at-sea in 2011 (Table 36).

Table 33. Observer data information for the full-time dredge vessels

Year	Number of vessels	Scallop lb. per trip	DAS	LPUE	Number of crew	VHP	GTONS
1994	12	5556	13.3	415	6.5	1116	171
1995	16	6425	12.2	491	6.8	986	174
1996	35	6221	12.0	480	6.1	1012	171
1997	27	5927	12.9	447	6.1	941	174
1998	12	2753	8.3	326	5.6	1006	180
1999	65	10964	8.0	1,448	6.5	964	172
2000	224	11056	7.1	1,711	6.5	913	171
2001	93	17133	9.2	1,920	6.9	914	165
2002	90	17981	10.2	1,757	7.0	892	171
2003	102	19130	10.6	1,767	7.0	878	166
2004	204	18684	8.6	2,197	6.9	887	162
2005	150	17698	9.1	2,018	6.9	901	163
2006	117	14967	7.9	2,035	7.0	871	157
2007	193	14988	7.6	2,062	6.8	889	158
2008	263	16671	8.1	2,144	6.7	868	156
2009	218	19887	9.2	2,124	7.0	848	156
2010	179	18115	8.6	2,077	6.9	872	155
2011	202	21542	8.3	2,553	7.1	853	154

Table 34. Fuel and total trip costs (in 2011 inflation adjusted prices)

Year	Average fuel price	Average fuel costs per DAS	Average trip costs per DAS (Includes fuel costs)	Fuel costs as a % of total trip costs
1994	1.17	700	952	73%
1995	1.11	639	976	64%
1996	1.20	716	985	71%
1997	1.07	652	909	65%
1998	0.88	559	905	56%
1999	0.38	637	809	72%
2000	1.56	834	1,184	61%
2001	1.51	665	965	62%
2002	1.44	743	1,126	61%
2003	1.58	852	1,172	66%
2004	1.90	1,003	1,387	69%
2005	2.52	1,326	1,603	76%
2006	2.71	1,454	1,730	75%
2007	2.83	1,512	1,844	75%
2008	3.79	1,934	2,111	82%
2009	2.39	1,317	1,509	76%
2010	2.82	1,541	1,790	78%
2011	3.54	1,881	1,953	80%

Table 35. Observer data information for the full-time small dredge vessels

Year	Number of vessels	Scallop lb. per trip	DAS	LPUE	Number of crew	VHP	GTONS
2004	18	10963	9.3	1,237	5.0	577	126
2005	16	10820	8.0	1,248	4.9	504	116
2006	17	14780	8.4	1,731	5.5	610	121
2007	30	10951	7.9	1,445	5.4	487	106
2008	72	12643	6.6	1,845	5.2	620	103
2009	55	12917	7.8	1,537	5.3	600	105
2010	35	12743	7.8	1,517	5.3	510	106
2011	42	14757	7.6	1,820	5.3	491	103

Table 36. Fuel and total trip costs for full-time small dredge vessels (in 2011 inflation adjusted prices)

Year	Average fuel price	Average fuel costs per DAS	Average trip costs per DAS (Includes fuel costs)	Fuel costs as a % of total trip costs
2004	1.89	575	879	62%
2005	2.45	881	1,023	67%
2006	2.77	1,978	1,984	77%
2007	2.92	1,186	1,517	70%
2008	3.78	1,270	1,513	79%
2009	2.36	853	1,072	71%
2010	2.85	960	1,024	73%
2011	3.52	1,229	1,251	78%

1.1.10 Trends in Foreign Trade

One of most significant change in the trend for foreign trade for scallops after 1999 was the striking increase in scallop exports. The increase in landings especially of larger scallops led to a tripling of U.S. exports of scallops from about 5 million pounds in 1999 to a record amount of 32 million pounds in 2011 (Figure 11).

Figure 11 shows scallop exports including fresh, frozen and processed scallops. Although exports include exports of bay, calico or weathervane scallops, it mainly consists of sea scallops. Canada, France and other European countries were the main importers of US scallops.

In contrast, imports of scallops declined to 42 million lb. in 2011 from about 60 million lb. in 2010, that is by almost 30% (Figure 12). Because of the increase in the value of scallop exports to over $214 million in 2011, the difference in the value of exported and imported scallops, that is scallop trade deficit reached to its lowest level, $42 million, since 1994 (Figure 13). Therefore, rebuilding of scallops as a result of the management of the scallop fishery benefited the nation by reducing the scallop trade deficit in addition to increasing the revenue for the scallop fishery as a whole.

Figure 11 - Scallop exports in lb., export value and prices (by Fishyear)

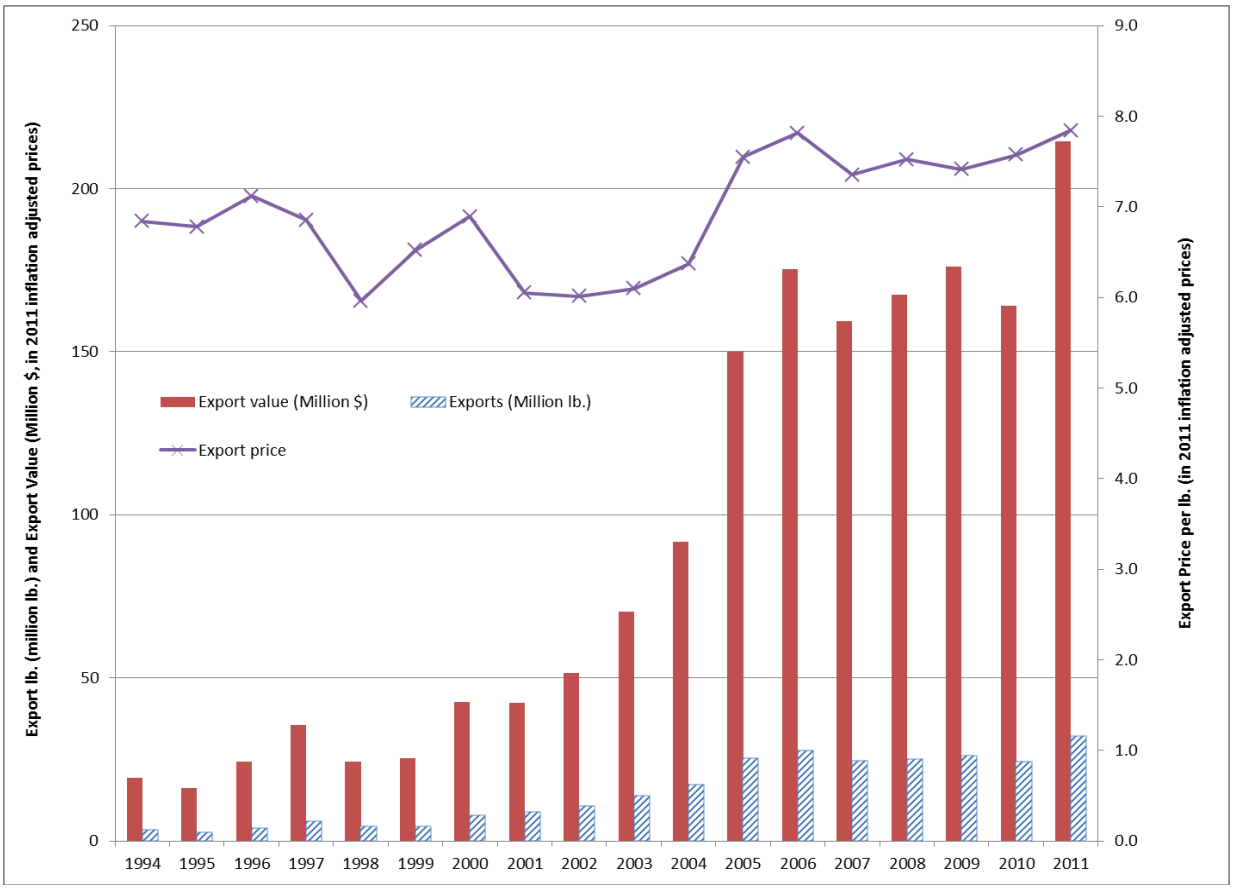


Figure 12 - Scallop imports, value of imports and prices (by Fishyear)

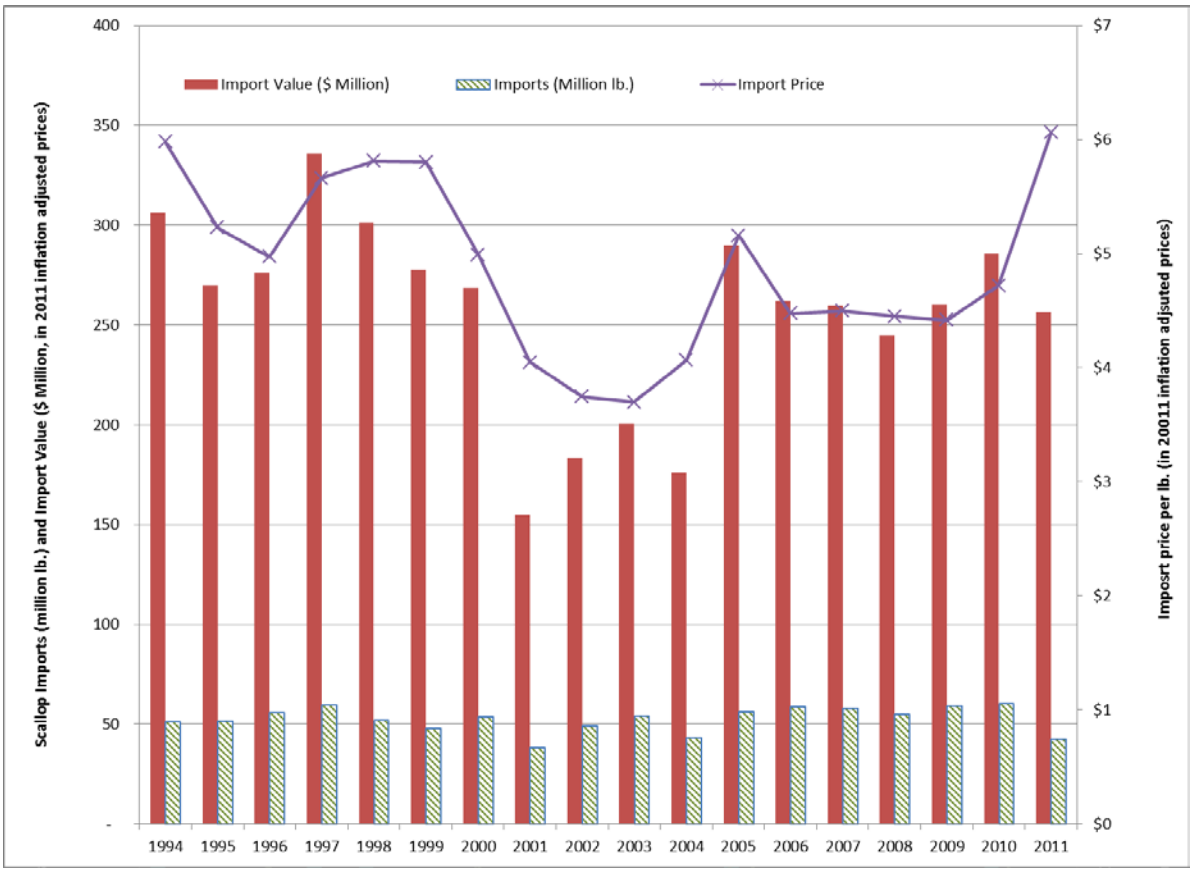
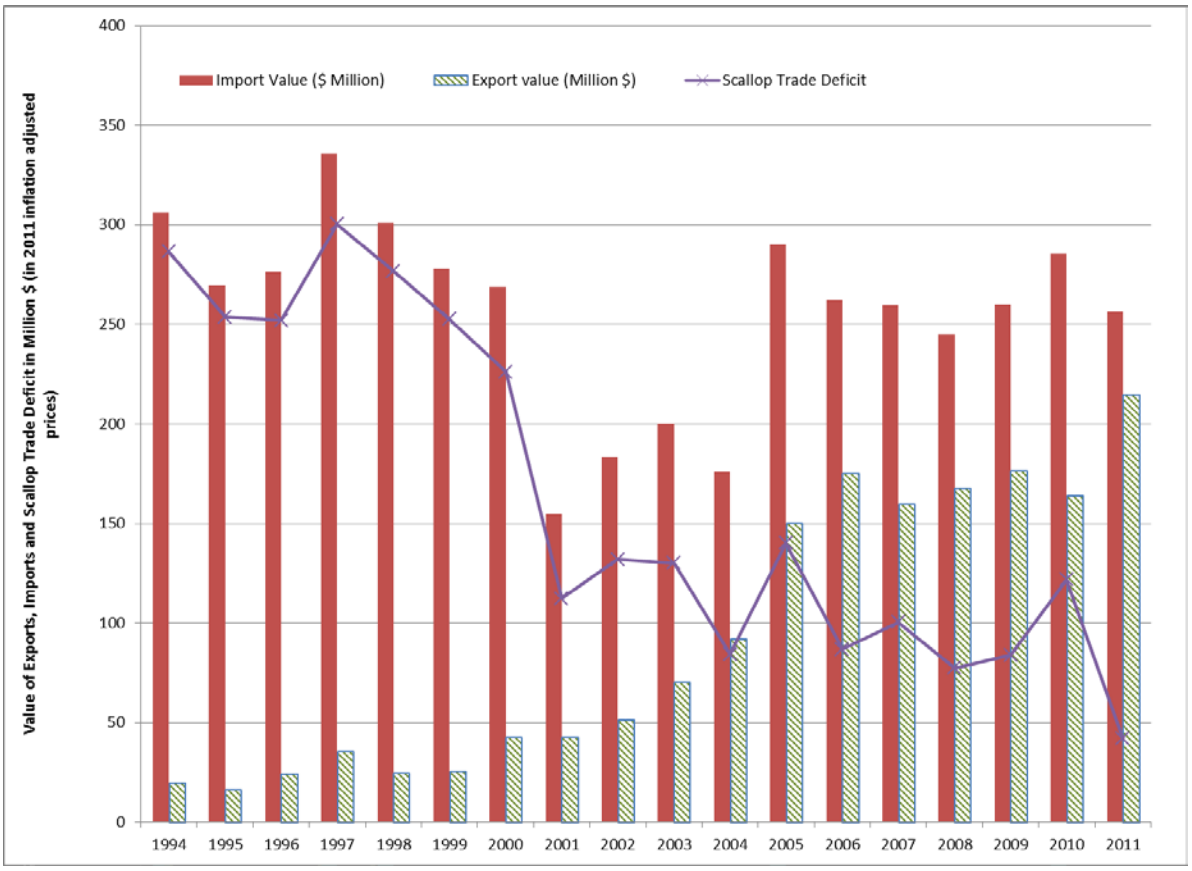


Figure 13. Value of Scallop imports and exports (by calendar year)



1.1.11 Dependence on the Scallop Fishery

The dependence of a fleet of vessels on a particular marine resource is estimated by examining what proportion of a fleet's overall revenue is derived from that resource. Both full-time and part-time limited access vessels had a high dependence on scallops as a source of their income. Full-time limited access vessels had a high dependence on scallops as a source of their income and the majority of the full-time vessels (94%) derived more than 90% of their revenue from the scallop fishery in 2011 (Table 37). Comparatively, part-time limited access vessels were less dependent on the scallop fishery in 2011, with only 37% of part-time vessels earning more than 90% of their revenue from scallops (Table 37).

Table 38 shows that general category permit holders (IFQ and NGOM) are less dependent on scallops compared to vessels with limited access permits. In 2011, less than half (43%) of IFQ permitted vessels earned greater than 50% of their revenue from scallops. Among active NGOM permitted vessels (that did not also have a limited access permit), 88% had no landings with scallops in 2011. Scallops still comprise the largest proportion of the revenue for IFQ general category vessels, accounting for 38.6% of these vessels revenue. Scallops still comprise the largest proportion of the revenue for IFQ general category vessels, accounting for 38.6% of these

vessels revenue (Table 39). For NGOM vessels (that did not also have a limited access permit) scallop landings accounted for less than 1% of revenue in 2011. The composition of revenue for both the IFQ and NGOM general category vessels are shown in Table 39.

The relative ease with which a vessel is able to switch between fisheries is an indicator of the dependence on any one fishery or species. Table 41 and Table 42 show the number and percentage of scallop vessels with permits from other fishery management plans, while Table 43 to Table 44 show the number scallop vessels that have actual landings of other species. Together, these Tables describe a limited access fishery where a large percentage of vessels have permits in other fisheries but relatively few vessels actually landing species other than scallops. Alternatively, Table 42 and Table 45 show a general category fishery where a large percentage of vessels have permits in other fisheries and landings of corresponding species.

Table 37. Dependence of scallop revenue by limited access vessels

		2008		2009		2010		2011	
Permit Category	Scallop Revenue as % of total	Number of Vessels	%	Number of Vessels	%	Number of Vessels	%	Number of Vessels	%
FT Vessels	<75%	6	2%	3	1%	8	3%	9	3%
	75% - 90%	13	4%	19	6%	13	4%	10	3%
	>=90%	287	94%	286	93%	291	93%	294	94%
Total		306	100%	308	100%	312	100%	313	100%
PT Vessels	<75%	7	23%	13	38%	9	26%	13	37%
	75% - 90%	9	29%	4	12%	9	26%	9	26%
	>=90%	15	48%	17	50%	17	49%	13	37%
Total		31	100%	34	100%	35	100%	35	100%

Table 38. Dependence on scallop revenue among limited access general category vessels (excluding GC vessels with LA permits)

		2008		2009		2010		2011	
Permit Category	Scallop Revenue as % of total	Number of Vessels	%	Number of Vessels	%	Number of Vessels	%	Number of Vessels	%
IFQ	<10%	92	39%	81	32%	103	48%	82	43%
	10% - 49%	29	12%	32	13%	26	12%	27	14%
	50% - 74%	29	12%	37	15%	16	7%	16	8%
	75% - 89%	10	4%	15	6%	11	5%	12	6%
	>=90%	75	32%	87	35%	60	28%	55	29%
	Total	235	100%	252	100%	216	100%	192	100%
NGOM	No scallops landed	61	91%	74	89%	65	89%	53	88%
	>0%	6	9%	9	11%	8	11%	7	12%
	Total	67	100%	85	100%	73	100%	60	100%

Table 39. Composition of Revenue for the Limited Access General Category Vessels (including those vessels with LA permits)

		2008	2009	2010	2011
LAGC - IFQ	SCALLOP, SEA	53882244	60745820	63662791	89295862
		56.2%	60.2%	58.9%	62.2%
	FLOUNDER, SUMMER	3698635	4057324	5965707	8601902
		3.9%	4.0%	5.5%	6.0%
	COD	4898076	4019584	3878797	6692224
		5.1%	4.0%	3.6%	4.7%
	HADDOCK	4651156	5175295	7006451	5902674
		4.9%	5.1%	6.5%	4.1%
	FLOUNDER, WINTER	4166806	3796259	3059348	4657612
		4.3%	3.8%	2.8%	3.2%
	ANGLER	3735774	2356285	2523998	3535926
		3.9%	2.3%	2.3%	2.5%
	SQUID (LOLIGO)	1340455	1168888	1706643	2647702
		1.4%	1.2%	1.6%	1.8%
	QUAHOG, OCEAN	3791416	3353203	5489910	2508971
		4.0%	3.3%	5.1%	1.7%
	LOBSTER	2786929	2166218	2205683	2292524
		2.9%	2.1%	2.0%	1.6%
	FLOUNDER, YELLOWTAIL	1690610	1601151	1415039	2120194
		1.8%	1.6%	1.3%	1.5%
	Total Landings	95790993	100902468	108034448	143470717
LAGC - NGOM	SCALLOP, SEA	22567094	28040044	38445080	47443489
		59.6%	59.4%	65.8%	69.7%
	COD	3223210	3746617	4115123	3374241
		8.5%	7.9%	7.0%	5.0%
	HERRING, ATLANTIC	2990716	2550621	2121472	3156026
		7.9%	5.4%	3.6%	4.6%
	ANGLER	1777693	1775242	2050529	2198031
		4.7%	3.8%	3.5%	3.2%
	LOBSTER	1931610	1709890	1640465	2152479
		5.1%	3.6%	2.8%	3.2%
	POLLOCK	1178299	1673283	1272260	1480100
		3.1%	3.5%	2.2%	2.2%
	HAKE, WHITE	695850	992009	1273557	1316034
		1.8%	2.1%	2.2%	1.9%
	SQUID (LOLIGO)	162987	1233517	1204669	1279234
		0.4%	2.6%	2.1%	1.9%
	FLOUNDER, SUMMER	84715	452240	597024	1091929
		0.2%	1.0%	1.0%	1.6%

	Total Landings	37878720	47237827	58396286	68038894

Table 40. Composition of Revenue for the Limited Access General Category Vessels (not including those vessels with LA permits)

		2008	2009	2010	2011
LAGC - IFQ	SCALLOP, SEA	21844640	24882995	19072784	32321259
		35.2%	39.1%	31.2%	38.6%
	FLOUNDER, SUMMER	3049527	3525085	4983035	7330321
		4.9%	5.5%	8.1%	8.8%
	COD	4897712	4017741	3878797	6692224
		7.9%	6.3%	6.3%	8.0%
	HADDOCK	4651152	5175295	7006451	5902674
		7.5%	8.1%	11.4%	7.1%
	FLOUNDER, WINTER	4165799	3795185	3059348	4656247
		6.7%	6.0%	5.0%	5.6%
	ANGLER	3558964	2217851	2415365	3404805
		5.7%	3.5%	3.9%	4.1%
	SQUID (LOLIGO)	1143579	1052227	1477045	2510885
		1.8%	1.7%	2.4%	3.0%
	QUAHOG, OCEAN	3791416	3353203	5489910	2508971
		6.1%	5.3%	9.0%	3.0%
	LOBSTER	2786253	2157673	2204780	2290224
		4.5%	3.4%	3.6%	2.7%
	FLOUNDER, YELLOWTAIL	1690610	1600759	1414633	2116837
		2.7%	2.5%	2.3%	2.5%
	Total Landings	62139710	63632899	61201103	83713450
LAGC - NGOM	SCALLOP, SEA	101898	109568	45577	56071
		0.7%	0.6%	0.3%	0.3%
	COD	3223210	3746617	4103903	3324619
		21.2%	20.9%	22.6%	18.7%
	HERRING, ATLANTIC	2990716	2550621	2121472	3156026
		19.7%	14.2%	11.7%	17.7%
	ANGLER	1584378	1622777	1958468	1992570
		10.4%	9.1%	10.8%	11.2%
	LOBSTER	1931610	1709890	1637785	2108245
		12.7%	9.6%	9.0%	11.8%
	POLLOCK	1178299	1673283	1271664	1474862
		7.7%	9.3%	7.0%	8.3%
	HAKE, WHITE	695850	991451	1273189	1299613
		4.6%	5.5%	7.0%	7.3%
	FLOUNDER, AM. PLAICE	635104	1117767	1186356	845083

	4.2%	6.2%	6.5%	4.7%
SHRIMP (PANDALID)	307429	1127253	1909525	679079
	2.0%	6.3%	10.5%	3.8%
Total Landings	15219581	17903392	18194579	17812223

Table 41. Other fishery management plan permits held FY 2011, by vessels with limited access scallop permits

		2011	
Plan	Description	Permit count	% LA vessels
BLU	Bluefish	327	92%
BSB	Black Sea Bass	148	42%
DOG	Dogfish	342	97%
FLS	Summer Flounder	303	86%
HRG	Herring	298	84%
LO	Lobster	232	66%
MNK	Monkfish	349	99%
MUL	Multispecies	343	97%
OQ	Ocean Quahog	290	82%
RCB	Red Crab	286	81%
SC	Scallop LA	354	100%
LGC	Scallop LAGC	185	52%
	LAGC - IFQ	43	12%
	LAGC - NGOM	28	8%
	LAGC - incidental	114	32%
SCP	Scup	140	40%
SF	Surf Clam	289	82%
SKT	Skate	321	91%
SMB	Squid/Mackerel/Butterfish	336	95%
TLF	Tilefish	312	88%

Table 42. Other fishery management plan permits held FY 2011 by vessels with general category permits

		2011					
Plan	Description	LAGC - IFQ	% of IFQ vessels	LAGC - NGOM	% of NGOM vessels	LAGC - incidental	% of inc. vessels
BLU	Bluefish	262	90%	98	90%	246	88%
BSB	Black Sea Bass	105	36%	26	24%	142	51%
DOG	Dogfish	265	91%	100	92%	264	95%
FLS	Summer Flounder	168	58%	43	39%	209	75%
HRG	Herring	235	81%	101	93%	238	85%
LO	Lobster	172	59%	86	79%	199	71%
MNK	Monkfish	278	96%	102	94%	266	95%
MUL	Multispecies	242	83%	102	94%	254	91%
OQ	Ocean Quahog	184	63%	59	54%	214	77%
RCB	Red Crab	207	71%	76	70%	224	80%
SC	Scallop LA	43	15%	28	26%	114	41%
LGC	Scallop LAGC	290	100%	109	100%	279	100%
SCP	Scup	115	40%	29	27%	149	53%
SF	Surf Clam	181	62%	63	58%	215	77%
SKT	Skate	264	91%	95	87%	252	90%
SMB	Squid/Mackerel/Butterfish	251	87%	96	88%	253	91%
TLF	Tilefish	233	80%	85	78%	249	89%

Table 43. Number of full-time vessels with landings of corresponding species (includes fisheries with 5 or more participating vessels in 2011)

	2008	2009	2010	2011
ANGLER	276	243	232	217
BLUEFISH	21	18	23	27
BUTTERFISH	15	13	14	7
COD	8	7	8	10
CUSK	5	5	5	5
FLOUNDER, AM. PLAICE	6	8	7	8
FLOUNDER, SUMMER	66	68	86	74
FLOUNDER, WINTER	22	14	13	18
FLOUNDER, WITCH	11	15	9	14
FLOUNDER, YELLOWTAIL	10	17	53	58
HADDOCK	7	7	7	9
HAKE, SILVER	10	10	13	12
HAKE, WHITE	6	6	6	7
HALIBUT, ATLANTIC	4	5	6	6
JOHN DORY	6	4	14	13
LOBSTER	11	11	14	16
POLLOCK	6	6	6	7
REDFISH	5	7	6	6
SCALLOP, SEA	306	308	312	313
SCUP	20	16	34	25
SEA BASS, BLACK	26	24	34	37
SKATES(RACK)	7	6	9	11
SQUID (ILLEX)	4	2	4	10
SQUID (LOLIGO)	27	22	31	35
TILEFISH, BLUELINE	5	3	4	11
TILEFISH, GOLDEN	5	4	12	13
WEAKFISH, SQUETEAGUE	13	7	12	10
WHITING, KING	7	5	8	10

Table 44. Number of part-time and occasional vessels with landings of corresponding species (includes fisheries with 5 or more participating vessels in 2011)

	2008	2009	2010	2011
ANGLER	27	28	31	26
BLUEFISH	11	15	11	19
BUTTERFISH	8	6	7	9
CROAKER, ATLANTIC	5	6	3	6
DOGFISH SPINY	1	3	4	5
FLOUNDER, SOUTHERN		6		5
FLOUNDER, SUMMER	20	22	24	22
HAKE, RED	5	2	7	6
HAKE, SILVER	7	4	7	6
JOHN DORY	4	3	6	8
MACKEREL, ATLANTIC	5	6	8	5
SCALLOP, SEA	31	34	35	35
SCUP	8	13	18	17
SEA BASS, BLACK	17	15	20	18
SHRIMP,BROWN		6		7
SQUID (LOLIGO)	15	15	13	17
TILEFISH, BLUELINE	2	3	2	5
TILEFISH, GOLDEN	2	4	8	6
WEAKFISH, SQUETEAGUE	8	7	7	7
WHITING, KING	2	7	3	10

Table 45. Number of LAGC - IFQ vessels with landings of corresponding species

(includes fisheries with 10 or more participating vessels in 2011, but not vessels that also possess LA scallop permits)

	2008	2009	2010	2011
ANGLER	176	187	162	144
BASS, STRIPED	13	2	24	14
BLUEFISH	54	75	63	75
BUTTERFISH	34	55	42	46
COD	83	72	72	53
CRAB, JONAH	6	6	11	16
CROAKER, ATLANTIC	19	32	18	18
CUSK	34	33	30	20
DOGFISH SMOOTH	22	35	32	32
DOGFISH SPINY	32	57	44	46
EEL, CONGER	15	12	13	11
FLOUNDER, AM. PLAICE	70	65	52	43
FLOUNDER, SUMMER	100	104	102	94
FLOUNDER, WINTER	89	72	60	43
FLOUNDER, WITCH	78	64	62	43
FLOUNDER, YELLOWTAIL	80	74	66	53
HADDOCK	69	62	53	43
HAKE, RED	23	27	29	22
HAKE, SILVER	47	51	43	39
HAKE, WHITE	57	52	46	38
HALIBUT, ATLANTIC	41	38	24	22
HERRING, ATLANTIC	11	12	14	16
JOHN DORY	9	7	13	15
LOBSTER	85	78	75	50
MACKEREL, ATLANTIC	20	27	23	16
POLLOCK	62	55	50	41
REDFISH	39	43	36	31
SCALLOP, SEA	189	206	148	141
SCUP	35	41	51	52
SEA BASS, BLACK	47	47	52	49
SEA ROBINS	10	15	12	12
SHRIMP,BROWN	1	13		11
SKATE, WINTER(BIG)	32	41	44	43
SKATES(RACK)	79	76	68	61
SQUID (LOLIGO)	46	58	54	55
TILEFISH, BLUELINE	4	6	8	10
TILEFISH, GOLDEN	9	8	20	16
TUNA, BLUEFIN	5	7	12	12
WEAKFISH, SQUETEAGUE	30	38	27	37

WHELK, CHANNELED	11	14	15	10
WHELK, KNOBBED	6	8	10	13
WHITING, KING	13	23	13	24

Table 46. Number of LAGC - NGOM vessels with landings of corresponding species

(includes fisheries with 10 or more participating vessels in 2011, but not vessels that also possess LA scallop permits)

	2008	2009	2010	2011
ANGLER	52	62	51	40
BLUEFISH	14	24	19	13
COD	52	63	54	38
CUSK	34	36	27	20
DOGFISH SPINY	24	35	26	20
FLOUNDER, AM. PLAICE	46	57	49	35
FLOUNDER, WINTER	39	48	43	28
FLOUNDER, WITCH	48	55	45	35
FLOUNDER, YELLOWTAIL	37	47	44	30
HADDOCK	49	55	44	35
HAKE, SILVER	24	35	28	25
HAKE, WHITE	45	50	42	33
HALIBUT, ATLANTIC	19	25	21	18
LOBSTER	48	47	37	34
MACKEREL, ATLANTIC	11	18	8	12
POLLOCK	47	55	47	35
REDFISH	42	47	41	32
SHRIMP (PANDALID)	14	23	26	22
SKATE, WINTER(BIG)	6	6	9	10
SKATES(RACK)	23	32	30	22
SQUID (LOLIGO)	9	13	8	12

1.1.12 Trends in Employment in the Scallop Fishery

In the Northeast fishing industry, actual employment numbers are not tracked but information about crew size on a trip and the duration of a trip can be gained from the Vessel Trip Report. Although these data do not identify the actual number of individuals employed and a crew member will often work for more than one vessel owner, the data can be used to indicate the number of crew positions available and the length of time crew spend at sea. These general indicators can then be used to describe broad trends in employment in the fishery.

The number of crew positions, measured by summing the average crew size of all active limited access vessels on all trips that included scallops, has increased slightly from 2,172 positions in 2007 to 2,262 positions in 2011 (a 4% increase) (Table 47). Broken out by home port state, the number of crew positions has stayed relatively constant during the past five years. Limited

access vessels with a home port in Massachusetts and New Jersey experienced the largest percentage increase (5%: 969 to 1015 crew positions in MA and 15%: 490 to 564 crew positions in NJ). Most other home port states experienced moderate declines in the number of available crew positions. Recently the number of crew positions in the general category fishery has declined sharply, first in 2008 when the LAGC was implemented and then again in 2010 when the hard TAC was set at 5% of the total scallop catch limit. Between 2007 and 2008 the total number of crew positions on general category vessels landing scallops dropped 43%, from 1276 positions to 731 (Table 48). Then, the total number of general category crew positions dropped another 21% in 2010, so that the number of crew positions was 576. In 2011 the number of general category crew positions has begun to rise adding 24 more crew positions.

A crew trip is another indicator of employment opportunity in the scallop fishery that examines the number of opportunities a crew member has to earn a share of the landing revenue. The crew trip is informative because while the number of crew positions is an indicator of the availability of jobs, the crew position provides no information about the quality of those jobs and whether the positions are part-time or full-time. Total crew trips were calculated by summing the crew size of all trips taken in each fishing year for both limited access and general category vessels across home port state (Table 49 and Table 50). Total crew trips declined for limited access vessels from 30,409 in 2007 to 22,526 in 2011 (a 26% decline, Table 49). The decline in limited access crew trips is in contrast to the increase in the number of crew positions during the same period. The number of crew trips on general category vessels followed a similar pattern as the general category crew positions, with large declines in 2008 and 2010, but then an increase in 2011(Table 51).

One final indicator of employment opportunity in the scallop fishery is the crew day, which is calculated by multiplying a trip's crew size by the days absent from port. A crew day provides additional information about the time a crew spends at sea to earn a share of the revenues. Because there is an opportunity cost associated with time spent at sea, a crew day can be viewed as an indicator of time invested in earning a share of a the revenues received at the end of a trip. For example, if crew trips and crew earnings remain constant, a decline in crew days would reveal a benefit to crew in that less time was forgone for the same amount of earnings. In the limited access fishery, from 2007 to 2011 the number of crew days declined from 207,088 to 160,355 (23%, Table 50). The number of crew days on general category vessels followed a similar pattern as the general category crew positions and trips, with large declines in 2008 and 2010, but then an increase in days in 2011(Table 52). Oftentimes the number of general category crew days is smaller than the number of crew trips, which is because many of the general category trips are shorter than a single day which results in a fraction of a crew day.

Table 47. Number of crew positions (sum of average number of crew per vessel) on active limited access vessels. [Average vessel crew level calculated from just scallop trips and separately from all trips.]

	2007	2008	2009	2010	2011
Scallop crew positions	2172	2160	2236	2234	2262
ME	19	20	20	19	19
MA	969	980	992	979	1015
RI	19	19	20	19	15

CT	64	66	67	66	67
NY	14	16	18	17	12
NJ	490	476	521	561	564
PA	28	30	31	24	18
VA	302	299	296	299	296
NC	243	230	247	224	232
FL	24	24	25	24	25
All crew positions	2099	2090	2160	2139	2161
ME	19	20	20	19	19
MA	961	971	983	970	998
RI	16	14	15	15	11
CT	62	65	68	65	66
NY	14	13	17	14	10
NJ	466	455	494	522	532
PA	27	27	29	24	16
VA	298	293	297	297	292
NC	213	208	214	188	192
FL	24	24	24	24	25

Table 48. Number of crew positions (sum of average number of crew per vessel) on active general category vessels. [Average vessel crew level calculated from scallop trips and separately from all trips.]

	2007	2008	2009	2010	2011
Total GC crew positions	1276	731	751	576	600
ME	107	35	31	19	13
NH	27	10	12	11	8
MA	383	239	195	137	164
RI	113	54	65	49	57
CT	20	6	9	8	3
NY	57	40	64	52	48
NJ	323	197	203	172	195
PA	16	8	8	18	23
DE	7	8	4	8	8
MD	58	33	33	17	11
VA	28	13	15	14	11
NC	113	77	104	69	58
Other Homeport states	23	11	8	3	0
Total GC crew positions	2283	1239	1366	1262	1173
ME	281	120	127	112	102
NH	66	39	46	44	34
MA	785	476	497	481	422
RI	170	89	121	104	100
CT	45	9	10	7	5

NY	133	62	78	74	87
NJ	397	238	252	233	254
PA	25	12	15	18	23
DE	15	8	4	8	8
MD	64	33	38	27	20
VA	62	25	21	21	14
NC	215	117	148	131	105
Other Homeport states	26	11	8	3	0

Table 49. Number of crew trips (sum of crew on all trips) on active limited access vessels. [Calculated for trips with scallop landings and for all trips made by vessels with a valid LA permit]

	2007	2008	2009	2010	2011
Scallop crew trips	30409	25282	25082	23378	22526
ME	205	184	167	167	183
MA	11340	9290	8913	9132	8791
RI	204	159	159	156	119
CT	777	680	665	598	643
NY	540	169	270	161	95
NJ	9189	8630	8172	7711	7146
PA	538	427	489	387	275
VA	4097	2873	2868	2808	2831
NC	3115	2549	3109	2004	2184
FL	404	321	270	254	259
All crew trips	32911	28604	28215	26914	26105
ME	205	184	167	167	183
MA	11636	9591	9222	9470	9289
RI	392	424	366	351	282
CT	787	704	672	613	659
NY	540	309	276	200	116
NJ	10144	9874	9400	9372	8897
PA	569	470	531	415	331
VA	4140	2963	3039	2883	2939
NC	4094	3764	4269	3189	3150
FL	404	321	273	254	259

Table 50. Number of crew trips (sum of crew on all trips) on active general category vessels. [Calculated for trips with scallop landings and for all trips made by vessels with a valid GC permit (including incidental permits)]

	2007	2008	2009	2010	2011
Scallop crew trips	42396	24531	27918	17132	23000
ME	3318	1066	901	475	434
NH	577	352	279	111	106

MA	9146	3813	5200	4473	7291
RI	1008	461	452	279	581
CT	596	270	364	126	52
NY	1155	1131	1160	1352	1743
NJ	17621	10587	10678	6708	8543
PA	272	127	171	273	520
DE	418	207	99	191	294
MD	1987	1797	1998	493	343
VA	1114	645	937	382	546
NC	3761	2643	5018	2175	2547
Other homeport states	1423	1432	661	94	0
All crew trips	119341	71886	84598	68900	69821
ME	15181	7515	8021	7054	6266
NH	4676	3916	4566	3543	2802
MA	35865	21308	24509	22337	22614
RI	10615	7434	8754	8144	7847
CT	1782	332	688	510	445
NY	9230	5182	7874	6360	6561
NJ	26208	15664	17262	13568	15892
PA	361	135	226	333	593
DE	646	287	103	203	318
MD	2512	2130	2622	1109	738
VA	2544	1167	1310	665	769
NC	8099	5313	7993	4980	4976
Other homeport states	1622	1503	670	94	0

Table 51. Total number of crew days (product of a trip's crew size and the days absent from port) by homeport state for limited access vessels.

	2007	2008	2009	2010	2011
Scallop crew days	207088	166768	179523	184372	160355
ME	1855	1655	1653	1620	1465
MA	88946	77630	80365	84986	70208
RI	1701	1035	1255	1331	926
CT	6324	5374	5914	5487	5094
NY	2124	969	1722	1186	688
NJ	44513	36889	40321	44845	38744
PA	2774	2008	2432	1750	1197
VA	32761	22162	23974	24887	23563
NC	23482	17003	19763	16363	16439
FL	2608	2044	2125	1917	2031
All crew days	217797	180430	192461	198038	176293
ME	1855	1655	1653	1620	1465

MA	90614	79414	82190	87123	72787
RI	2933	2662	2293	2422	2052
CT	6375	5480	5916	5506	5121
NY	2124	1239	1732	1314	760
NJ	47379	40101	43863	48991	44231
PA	2889	2113	2636	1905	1422
VA	32887	22585	25171	25244	24316
NC	28134	23135	24858	21995	22108
FL	2608	2044	2150	1917	2031

Table 52. Total number of crew days (product of a trip's crew size and the days absent from port) by homeport state for general category vessels.

	2007	2008	2009	2010	2011
Scallop crew days	49344	26952	25560	15841	22348
ME	3093	1040	769	275	281
NH	650	349	296	102	81
MA	14019	6263	5704	4076	6153
RI	2399	659	1053	448	762
CT	766	240	295	80	38
NY	1609	1142	877	1043	1207
NJ	16971	9738	8139	6103	9235
PA	367	226	272	406	809
DE	661	319	185	311	453
MD	1546	1361	1543	409	182
VA	1436	900	961	475	741
NC	4351	3385	4997	2023	2406
Other homeport states	1477	1331	468	89	0
All crew days	173599	99883	115540	100852	103570
ME	18069	7488	7650	7193	7178
NH	2773	1984	2257	1755	1249
MA	61952	42349	47435	43148	42668
RI	20208	9828	15075	13233	12374
CT	3070	295	581	381	294
NY	13054	5114	7060	6219	6676
NJ	25506	16130	15856	14122	17940
PA	1038	239	356	495	921
DE	1216	424	192	329	481
MD	1929	1632	2024	890	463
VA	3279	1677	1585	1133	1586
NC	19495	11339	14961	11864	11740
Other homeport states	2010	1384	506	89	0

1.1.13 Trends in the Number of Seafood Dealers

Examining vessel logbooks to find which seafood dealers are accepting scallop landings gives some indication of a particular state's involvement in the scallop fishery beyond the actual harvest of the resource. Dealer data shows that the actual landings of scallops are highly concentrated in the states of Massachusetts (58%), New Jersey (24%) and Virginia (13%), but that dealers from all over New England and the Mid Atlantic are buying these scallops. Table 53 shows that Massachusetts is still the state with the most dealers purchasing scallops at 48, but states like New York, New Jersey and Maine also have large numbers of dealers and seafood processors buying scallops. In recent years the total number of dealers purchasing scallops has declined, from a high of 303 dealers in 2005, to 161 dealers in 2011. Without more information about these seafood related businesses it is difficult to draw any conclusions about the recent decline in the number of dealers, but it is interesting to note that the largest declines in dealers accepting scallops has been in Massachusetts, which had 107 dealers in 2005, but had only 48 in 2011.

Table 53. Number of seafood dealers accepting/purchasing scallops by year and state

State	2004	2005	2006	2007	2008	2009	2010	2011
ME	29	37	26	29	21	9	14	17
NH	4	4	6	4	3	4	3	4
MA	93	107	91	75	70	58	49	48
RI	21	23	22	19	16	15	12	12
CT	7	5	6	5	5	7	7	4
NY	31	39	33	36	37	31	26	29
NJ	27	34	43	37	35	38	37	24
DE	2	4	3	1	1	2	2	2
MD	5	7	6	5	6	8	5	0
VA	22	16	12	9	9	10	9	10
NC	15	18	11	9	13	14	12	11
Other States	4	9	6	2	4	0	2	0
Total	260	303	265	231	220	196	178	161

1.1.14 Trends in scallop landings by state and port

Statistics that describe changes in the scallop fishery at the community level have been examined by both port of landing, home state and port. A port of landing is the actual port where fish and shellfish have been landed, where a home port is the port identified by a vessel owner on a vessel permit application and is where supplies are purchased and crew is hired. Statistics based on port of landing begin to describe the benefits that other fishing related businesses (such as dealers and processors) derive from the landings made in their port. Alternatively, statistics based on homeport give an indication of the benefits received by vessel owners and crew from that port.

In terms homestate, the vessels from MA landed over 45% of scallops in 2010 and 2011 fishing years, followed by NJ with about 24.5% of all scallops landed by vessels homeported in this state (Table 54, Table 55). Scallops also comprise a significant proportion of revenue (and landings) from all species with over 90% of total revenue in VA, over 75% of total revenue in NC, over 60% of total revenue in MA and over 68% of total revenue in NJ (Table 56 and Table 57).

Table 58 shows the ex-vessel value of scallops for the top 30 ports where scallops were landed, 2001 – 2011. Over 300 million dollars of scallops were landed in New Bedford, MA alone this past year. In 2011 New Bedford accounted for 53% of all scallop landings and it continues to be the number one port for scallop landings. Included in the top five scallop ports are: Cape May, NJ; Newport News, VA; Barnegat Light/Long Beach NJ; and Seaford, VA. It is also fair to describe the fishing activities in these ports as highly reliant on the ex-vessel revenue generated from scallop landings as scallop landings represent greater than 75% of all ex-vessel revenue for each of the ports (Table 59). There are also a number of ports with a comparatively small amount of ex-vessel revenue from scallops but where that scallop revenue represents a vast majority of the revenue from landings of all species (Table 60). In 2011, in the ports of Newport News, VA and Seaford, VA; revenue from scallop landings accounted for 89.0% and 99.9% of all ex-vessel revenue respectively (Table 60).

Table 61 shows the ex-vessel revenue from scallop landings in the top 30 home ports 2001 - 2011. In 2011, the top five home ports with the highest revenue from scallop landings were also the top five ports of landing. Highlighting the difference between port of landing and home port however, are ports like New Bern, NC and Wanchese, NC, both of which are the home ports of a number of vessels with scallop landings but where no (or very little) landings were made. As in previous years, the largest numbers of permitted limited access scallop vessels have home ports of New Bedford, MA and Cape May, NJ, which represent 39% and 21% of all limited access vessels, respectively (Table 62). New Bedford also has the greatest number of general category scallop vessels, but while limited access vessels are mostly concentrated in the ports of New Bedford and Cape May, general category vessels are more evenly distributed throughout coastal New England. In addition to New Bedford, Point Judith, RI, Gloucester, MA, Boston, MA, Cape May, NJ and Barnegat Light, NJ, are all the homeport of at least 20 vessels with general category scallop permits (Table 63). Relying on many small home ports instead of a few centralized ports is also part of the general category fleet's fishing strategy which is less mobile and where vessels tend to fish closer to shore. With a few exceptions, Table 64 shows that the

average general category vessels are smaller, by length and weight, than the limited access vessels in the same port.

Table 54. Scallop landings by Home State identified in the permit database

	Fishing year				
Homeport state	**2007**	**2008**	**2009**	**2010**	**2011**
CT	546542	1623322	1734044	1602132	1720437
DE	15655	7186	7356	10498	15421
FL	659766	625141	650270	530135	673092
GA	89319	49266	38840	8149	
MA	26373451	22873829	25504891	26110751	26656287
MD	304774	328721	297816	65942	54067
ME	700496	677582	555687	479074	498636
NC	5671348	4791439	5581722	4723899	5538809
NH	56746	53910	33944	12990	10960
NJ	15001631	13159595	13668183	13984139	14327469
NY	712069	574030	864323	509770	553278
PA	767243	607475	735669	639482	435027
RI	350252	126350	196098	354239	419636
VA	7818445	6200381	6766780	6770529	6865074
Unidentified	1905041	859195	1424587	1189143	672646
All Scallop landings	60972778	52557422	58060210	56990872	58440839

Table 55. Scallop landings as a proportion of total scallop landings by Home State identified in the permit database

	Fishing Year				
Homeport State	**2007**	**2008**	**2009**	**2010**	**2011**
CT	0.90%	3.09%	2.99%	2.81%	2.94%
DE	0.03%	0.01%	0.01%	0.02%	0.03%
FL	1.08%	1.19%	1.12%	0.93%	1.15%
MA	43.25%	43.52%	43.93%	45.82%	45.61%
MD	0.50%	0.63%	0.51%	0.12%	0.09%
ME	1.15%	1.29%	0.96%	0.84%	0.85%
NC	9.30%	9.12%	9.61%	8.29%	9.48%
NH	0.09%	0.10%	0.06%	0.02%	0.02%
NJ	24.60%	25.04%	23.54%	24.54%	24.52%
NY	1.17%	1.09%	1.49%	0.89%	0.95%
PA	1.26%	1.16%	1.27%	1.12%	0.74%
RI	0.57%	0.24%	0.34%	0.62%	0.72%
VA	12.82%	11.80%	11.65%	11.88%	11.75%
Unidentified	3.12%	1.63%	2.45%	2.09%	1.15%
All Scallop landings	100.00%	100.00%	100.00%	100.00%	100.00%

Table 56. Scallop landings as a proportion of landings of all species by the Home State identified in the permit database

	Fishing Year				
Homeport State	**2007**	**2008**	**2009**	**2010**	**2011**
CT	23.83%	37.06%	34.45%	26.91%	29.89%
DE	0.38%	0.28%	0.42%	0.44%	0.77%
FL	98.55%	99.55%	99.57%	99.34%	99.12%
MA	10.28%	9.03%	10.34%	13.12%	11.47%
MD	7.59%	8.53%	7.56%	0.62%	2.04%
ME	0.80%	0.60%	0.47%	0.43%	0.36%
NC	31.48%	30.73%	31.64%	25.92%	26.43%
NH	0.25%	0.22%	0.12%	0.09%	0.04%
NJ	11.30%	8.97%	10.10%	10.10%	9.42%
NY	3.09%	2.14%	2.99%	1.68%	1.67%
PA	5.04%	4.87%	7.70%	6.52%	6.29%
RI	0.59%	0.21%	0.33%	0.65%	0.63%
VA	54.22%	56.67%	60.03%	58.08%	54.73%
Unidentified	0.26%	0.14%	0.46%	0.88%	0.09%
Scallop % of all landings	4.47%	4.01%	5.94%	7.65%	4.14%

Table 57. Scallop revenue as a proportion of revenue from all species by the Home State identified in the permit database

	Fishing year				
Homeport State	**2007**	**2008**	**2009**	**2010**	**2011**
CT	66.14%	78.32%	78.67%	76.04%	79.03%
DE	2.77%	2.01%	3.04%	4.01%	7.85%
FL	99.56%	99.89%	99.90%	99.77%	99.74%
MA	55.35%	53.49%	56.28%	60.50%	61.96%
MD	35.60%	41.73%	36.16%	16.94%	17.09%
ME	6.44%	4.17%	2.78%	2.14%	2.45%
NC	69.31%	81.06%	76.88%	80.76%	75.92%
NH	1.98%	1.71%	1.19%	0.57%	0.51%
NJ	62.07%	60.36%	61.33%	64.83%	68.33%
NY	15.88%	13.65%	17.23%	12.09%	13.06%
PA	39.28%	39.98%	48.68%	50.51%	54.50%
RI	4.68%	1.76%	2.84%	5.57%	7.18%
VA	89.61%	91.26%	91.44%	92.53%	93.51%
Unidentified	1.98%	1.11%	2.14%	3.17%	1.28%
Scallop % of all revenue	28.16%	27.26%	30.04%	36.42%	34.70%

Table 58. Landed value of scallops (in thousands of dollars) for the top 30 ports of landing, FY 2001 - 2011

State	City/town	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
MA	NEW BEDFORD	80357	96011	232614	332720	415324	210634	211847	172603	185048	239029	306263
NJ	CAPE MAY	18626	20237	70901	93884	72012	21644	45517	55522	52739	65065	81454
VA	NEWPORT NEWS	25535	30494	80852	88548	63103	22708	33363	37328	34290	43596	44231
NJ	BARNEGAT LIGHT/LONG BEACH	6753	8071	22794	33716	38269	17934	16693	17275	16122	20158	25201
VA	SEAFORD	10465	11841	29283	33547	28736	11701	15340	14401	14245	16694	19748
MA	FAIRHAVEN	0	0	0	5084	15187	10103	8892	9166	10943	11654	17314
NJ	POINT PLEASANT	3197	3530	7385	10992	15106	7559	8746	8116	9923	10711	14840
VA	HAMPTON	9195	13803	38008	33870	24206	9079	15513	13620	12880	10384	13253
CT	NEW LONDON	943	886	2109	2757	3189	1465	1659	3456	4605	3966	6508
CT	STONINGTON	4944	5669	15806	16314	12478	4997	7680	5243	3893	5584	6465
NJ	AVALON	0	0	0	1063	2520	1563	3468	2808	3541	5230	5380
NJ	OTHER CAPE MAY	0	14	2	15	810	825	104	276	1391	4135	5348
NJ	WILDWOOD	1246	2056	5352	7346	6153	2113	3690	3836	3284	5001	5306
RI	POINT JUDITH	596	83	875	5198	11996	7396	2835	1371	769	1867	4207
MA	GLOUCESTER	1543	783	1143	1524	1840	887	487	352	209	516	3828
NY	MONTAUK	8	0	436	1761	3154	1880	2187	1346	1400	2552	2986
MA	CHATHAM	588	117	2301	4836	6068	3161	2056	1715	784	2017	2445
NJ	ATLANTIC CITY	9	0	267	2036	3603	2062	2706	1518	1205	939	2227
MA	PROVINCETOWN	975	540	1094	2175	2671	1048	595	320	586	1324	2097
RI	OTHER NEWPORT	0	0	0	9	9	0	0	2	0	0	1659
RI	NEWPORT	0	3	906	9071	21666	13070	6031	747	1605	51	1405
NY	POINT LOOKOUT	0	0	17	39	27	1	1075	3001	2518	200	1308
MA	BARNSTABLE	0	0	31	163	696	610	326	108	115	469	1039
NJ	BRIELLE	0	0	0	109	128	43	147	69	50	316	901
NY	HAMPTON BAYS	454	94	412	1662	2535	846	422	574	800	732	840
NC	HOBUCKEN	0	0	0	0	0	0	0	0	0	0	785
MA	TRURO	0	0	0	1	1	0	0	1	18	113	681
MA	SANDWICH	218	249	392	389	554	405	707	337	500	570	541
NJ	OTHER ATLANTIC	0	0	0	132	960	874	1017	542	453	347	496
MD	OCEAN CITY	79	99	621	4528	9664	5632	2815	3504	3164	1232	397

Table 59. Proportion of total revenue from scallop landings for the top 30 ports of landing, FY 2001 - 2011

State	City/town	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
MA	NEW BEDFORD	53.35%	57.58%	64.34%	72.56%	77.09%	77.56%	76.33%	72.93%	74.89%	77.91%	80.57%
NJ	CAPE MAY	68.27%	69.14%	77.51%	80.33%	75.64%	62.56%	79.80%	78.82%	81.85%	84.18%	81.72%
VA	NEWPORT NEWS	84.11%	89.09%	92.43%	94.23%	94.25%	91.54%	89.37%	92.97%	95.45%	95.51%	89.03%
NJ	BARNEGAT LIGHT/LONG BEACH	46.84%	56.60%	65.40%	75.89%	77.87%	74.21%	69.23%	74.76%	74.24%	74.56%	75.75%
VA	SEAFORD	99.70%	99.51%	99.72%	99.79%	99.70%	99.47%	99.44%	99.58%	99.72%	99.82%	99.86%
MA	FAIRHAVEN		0.00%		44.73%	78.75%	89.62%	90.18%	86.21%	75.81%	71.79%	73.55%
NJ	POINT PLEASANT	16.72%	18.03%	19.09%	29.09%	36.97%	34.27%	37.65%	37.50%	47.44%	43.29%	54.68%
VA	HAMPTON	74.73%	82.14%	81.62%	78.35%	76.39%	74.15%	77.77%	83.92%	79.60%	74.24%	68.11%
CT	NEW LONDON	24.37%	21.50%	21.98%	25.24%	31.85%	33.88%	38.79%	78.61%	88.66%	82.37%	75.68%
CT	STONINGTON	51.98%	67.41%	78.63%	77.06%	72.21%	65.89%	78.44%	67.89%	62.57%	69.55%	70.07%
NJ	AVALON				99.16%	99.13%	98.76%	98.45%	98.47%	99.45%	99.81%	99.64%
NJ	OTHER CAPE MAY		1.01%	0.08%	0.67%	22.08%	35.23%	7.89%	21.84%	99.57%	98.97%	98.74%
NJ	WILDWOOD	20.54%	31.96%	41.28%	60.13%	78.27%	75.39%	90.47%	96.33%	96.69%	96.29%	90.90%
RI	POINT JUDITH	1.79%	0.27%	1.53%	7.89%	15.30%	16.35%	7.65%	3.80%	2.44%	5.84%	10.20%
MA	GLOUCESTER	3.85%	1.97%	1.58%	1.84%	2.18%	1.93%	0.96%	0.67%	0.41%	0.94%	6.18%
NY	MONTAUK	0.06%	0.00%	1.98%	6.55%	10.17%	11.15%	13.65%	8.98%	9.40%	13.41%	13.74%
MA	CHATHAM	4.70%	1.09%	11.14%	18.84%	19.46%	19.16%	13.92%	11.40%	6.24%	14.47%	15.09%
NJ	ATLANTIC CITY	0.04%		0.74%	5.97%	9.13%	8.49%	9.57%	6.44%	5.75%	5.05%	12.25%
MA	PROVINCETOWN	21.63%	13.49%	15.95%	26.93%	32.11%	28.22%	16.76%	9.77%	15.75%	23.05%	29.48%
RI	OTHER NEWPORT				1.62%	1.34%			1.03%			99.98%
RI	NEWPORT	0.00%	0.04%	5.62%	42.75%	64.42%	63.80%	49.21%	11.53%	22.70%	0.74%	16.20%
NY	POINT LOOKOUT			3.25%	3.22%	1.65%	0.13%	59.76%	81.02%	82.68%	13.25%	46.83%
MA	BARNSTABLE			0.98%	5.88%	20.37%	29.03%	19.32%	4.99%	5.53%	15.26%	27.39%
NJ	BRIELLE				99.77%	99.95%	99.86%	87.79%	66.14%	100.00%	99.71%	98.87%
NY	HAMPTON BAYS	5.24%	1.14%	3.43%	13.35%	18.32%	11.68%	7.36%	12.16%	16.26%	14.93%	10.98%
NC	HOBUCKEN											59.19%
MA	TRURO				0.53%	0.44%	0.25%		0.77%	8.72%	57.27%	87.31%
MA	SANDWICH	3.54%	3.63%	3.41%	3.56%	5.65%	9.48%	19.67%	11.10%	17.66%	17.76%	11.60%

NJ	OTHER ATLANTIC				3.42%	20.84%	35.33%	38.44%	26.94%	90.73%	90.11%	94.20%
MD	OCEAN CITY	0.88%	1.27%	1.20%	8.07%	44.67%	46.23%	25.73%	33.25%	33.42%	13.12%	6.21%

Table 60. Proportion of total landed value from scallops landings for the 15 ports with the highest 11 year average, FY 2001 - 2011

State	City/town	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	11 year Avg.
VA	SEAFORD	99.70%	99.51%	99.72%	99.79%	99.70%	99.47%	99.44%	99.58%	99.72%	99.82%	99.86%	99.67%
VA	NEWPORT NEWS	84.11%	89.09%	92.43%	94.23%	94.25%	91.54%	89.37%	92.97%	95.45%	95.51%	89.03%	91.64%
VA	HAMPTON	74.73%	82.14%	81.62%	78.35%	76.39%	74.15%	77.77%	83.92%	79.60%	74.24%	68.11%	77.37%
NJ	CAPE MAY	68.27%	69.14%	77.51%	80.33%	75.64%	62.56%	79.80%	78.82%	81.85%	84.18%	81.72%	76.35%
NJ	AVALON				99.16%	99.13%	98.76%	98.45%	98.47%	99.45%	99.81%	99.64%	72.08%
MA	NEW BEDFORD	53.35%	57.58%	64.34%	72.56%	77.09%	77.56%	76.33%	72.93%	74.89%	77.91%	80.57%	71.37%
NJ	WILDWOOD	20.54%	31.96%	41.28%	60.13%	78.27%	75.39%	90.47%	96.33%	96.69%	96.29%	90.90%	70.75%
NJ	BARNEGAT LIGHT/LONG BEACH	46.84%	56.60%	65.40%	75.89%	77.87%	74.21%	69.23%	74.76%	74.24%	74.56%	75.75%	69.58%
CT	STONINGTON	51.98%	67.41%	78.63%	77.06%	72.21%	65.89%	78.44%	67.89%	62.57%	69.55%	70.07%	69.25%
NJ	BRIELLE				99.77%	99.95%	99.86%	87.79%	66.14%	100.00%	99.71%	98.87%	68.37%
MA	FAIRHAVEN		0.00%		44.73%	78.75%	89.62%	90.18%	86.21%	75.81%	71.79%	73.55%	55.51%
CT	NEW LONDON	24.37%	21.50%	21.98%	25.24%	31.85%	33.88%	38.79%	78.61%	88.66%	82.37%	75.68%	47.54%
VA	CHINCOTEAGUE	33.36%	38.57%	54.54%	72.84%	76.57%	72.46%	27.10%	14.45%	25.91%	33.13%	4.69%	41.24%
NJ	OTHER ATLANTIC				3.42%	20.84%	35.33%	38.44%	26.94%	90.73%	90.11%	94.20%	36.37%
NJ	OTHER CAPE MAY		1.01%	0.08%	0.67%	22.08%	35.23%	7.89%	21.84%	99.57%	98.97%	98.74%	35.10%
Proportion of scallop revenue from all landings		23.77%	27.86%	32.08%	37.12%	42.55%	43.92%	38.57%	36.28%	40.67%	44.58%	45.37%	37.53%

Table 61. Landed value of scallops (in thousands of dollars) for the top 30 registered homeports, FY 2001 - 2011

State	City/town	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
MA	NEW BEDFORD	61354	73056	180050	247187	286055	139123	152136	141942	147971	189780	240218
NJ	CAPE MAY	15775	21110	65506	92518	113197	56078	69181	59509	57418	75302	98053
VA	NEWPORT NEWS	14089	16327	36645	45886	47698	20803	21909	18929	17291	23218	26525
NJ	BARNEGAT LIGHT	6390	7175	18613	26372	33596	16477	16276	16044	16335	19722	24666
VA	SEAFORD	383	2399	6774	8211	8679	2693	5540	4603	5395	6600	18108

NC	NEW BERN	3292	4235	13082	14262	15567	8320	12113	10785	11657	13221	16600
NC	WANCHESE	2769	3378	10287	12130	11880	5074	7053	6560	7287	7657	11729
VA	HAMPTON	4103	4318	8937	14394	8091	5427	5213	4030	4898	6254	9646
MA	FAIRHAVEN	6012	5842	12723	15876	16654	7406	6344	4583	5267	7104	9351
NC	BEAUFORT	20	6	326	2358	3037	843	1483	2240	5565	5688	8761
CT	NEW LONDON	0	0	796	9	3907	4389	3142	5799	6112	5675	8617
VA	NORFOLK	14287	16563	37624	40160	25423	11109	12474	11390	11567	12905	7759
NC	LOWLAND	1786	2176	6281	9940	10131	4443	4773	4692	3589	4297	7651
MA	BOSTON	6095	8123	18393	14903	16387	7779	7928	5784	6701	8687	7353
CT	STONINGTON	698	1004	1661	3892	94	59	464	4337	4028	5879	6581
NJ	POINT PLEASANT	1399	1499	3707	5699	9520	5054	4137	5043	5947	8908	6076
NJ	ATLANTIC CITY	58	0	14	1558	5748	3547	3932	3126	2678	3685	4491
PA	PHILADELPHIA	3446	3319	9667	13575	11021	4957	5004	4219	4980	5273	4321
RI	POINT JUDITH	283	12	187	1395	5461	3246	2265	842	1122	2611	4073
NJ	POINT PLEASANT BEACH	0	7	4	139	231	720	1584	2725	1632	1205	3435
FL	CAPE CANAVERAL	954	1223	3707	5683	5442	2446	2260	2441	2268	2308	3435
NY	MONTAUK	19	6	220	617	1661	255	2332	2230	2814	2616	3212
MA	CHATHAM	296	38	318	1029	2101	1220	1483	854	1098	1791	3202
MA	PROVINCETOWN	921	603	455	1232	2206	933	638	247	753	1101	2746
VA	CARROLLTON	1106	1386	3654	4480	4228	1853	2217	1868	2003	2268	2654
MA	BEDFORD	1113	970	2151	2494	2790	1309	1436	1212	1220	1622	1994
CT	ESSEX	0	0	0	0	0	0	1	1028	1066	1362	1955
NJ	WILDWOOD	253	229	1298	2073	1586	376	1094	1042	1263	1272	1950
NC	BAYBORO	671	998	3547	4216	1273	1235	1643	1260	1327	1441	1886
NC	AURORA	891	779	3307	4052	3674	2017	1196	984	0	824	1845
Total		172704	201514	525895	716745	790676	371524	402507	364910	374058	460247	583135

Table 62. Number of permitted limited access scallop vessels. By homeport, 2001-2011.

State	Homeport	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
MA	NEW BEDFORD	90	97	102	111	125	131	133	132	134	133	137

NJ	CAPE MAY	36	42	50	54	68	71	73	68	67	67	73
VA	NEWPORT NEWS	21	21	21	22	23	19	19	18	17	18	16
VA	SEAFORD	2	3	4	4	5	5	5	5	6	7	12
NC	NEW BERN	8	8	8	8	13	12	14	11	12	11	11
NJ	BARNEGAT LIGHT	9	8	8	10	11	10	10	10	10	10	10
NC	WANCHESE	8	7	7	6	6	8	8	8	8	8	8
NC	LOWLAND	7	7	8	9	8	8	8	7	7	7	7
NJ	POINT PLEASANT	3	3	3	4	3	3	3	6	7	9	6
VA	HAMPTON	6	6	6	7	4	8	6	6	6	5	6
CT	NEW LONDON	1	1	1	1	3	5	5	5	5	5	5
MA	BOSTON	12	11	10	7	7	7	7	6	5	6	5
MA	FAIRHAVEN	10	8	8	7	8	7	5	4	4	4	5
NC	BEAUFORT							1	2	5	4	5
VA	NORFOLK	27	27	27	22	13	11	11	11	11	12	5
CT	STONINGTON	4	6	7	7	4	4	5	4	4	4	4
PA	PHILADELPHIA	5	5	6	6	5	5	5	5	5	4	3
RI	POINT JUDITH	1	1	2	1	2	3	3	3	3	2	3

Table 63. Number of permitted general category scallop vessels by homeport, 2001-2011. All ports with at least 3 GC permits in 2011 are included (not including those vessels with LA permits).

State	Homeport	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
MA	NEW BEDFORD	96	105	101	113	115	115	113	59	72	69	67
RI	POINT JUDITH	60	61	69	72	73	78	87	26	30	30	30
MA	GLOUCESTER	161	177	179	180	177	178	192	28	33	37	29
MA	BOSTON	226	207	192	166	133	120	107	29	38	31	27
NJ	CAPE MAY	34	34	39	53	67	71	76	19	28	23	23
NJ	BARNEGAT LIGHT	38	46	52	55	62	59	60	23	25	25	20
NJ	ATLANTIC CITY	11	15	13	18	23	27	24	12	14	16	16
NJ	POINT PLEASANT	22	26	24	30	34	36	37	14	20	15	16
MA	CHATHAM	62	76	78	76	69	65	70	7	13	16	12
NY	NEW YORK	69	66	60	66	61	60	57	11	12	12	10

NY	MONTAUK	39	41	47	55	58	56	65	8	9	8	10
MA	PROVINCETOWN	22	24	25	30	26	20	18	9	13	11	9
ME	PORTLAND	54	49	56	65	59	56	59	6	7	7	9
NC	NEW BERN				1	2	5	4	3	8	9	7
MA	SCITUATE	32	32	33	36	26	27	29	8	9	8	7
MD	OCEAN CITY	8	8	12	16	22	25	24	7	9	8	7
NY	SHINNECOCK	14	14	14	19	16	15	14	5	8	8	7
NC	WANCHESE	14	18	22	28	32	31	28	3	6	8	7
NC	SWAN QUARTER	3	5	5	7	10	11	8	4	6	8	7
PA	PHILADELPHIA	34	30	33	28	22	19	17	7	7	7	7
NH	SEABROOK	24	27	20	20	17	27	26	4	7	7	6
NC	BELHAVEN	4	6	8	10	16	13	11	5	6	6	6
ME	SOUTH BRISTOL	8	7	5	9	11	14	11	5	6	6	5
NJ	BELFORD	22	22	22	26	26	26	23	8	6	6	5
NC	BEAUFORT	11	11	14	15	17	17	12	9	7	7	4
NH	PORTSMOUTH	36	36	36	46	45	48	44	6	6	6	4
MD	TILGHMAN				5	11	10	8	3	4	4	4
NJ	POINT PLEASANT BEACH	1	3	3	3	3	4	4	2	3	3	4
NH	HAMPTON	18	20	18	22	22	17	16	5	5	5	3
NH	RYE	9	12	15	18	19	19	23	5	5	4	3
NC	ENGELHARD	5	4	5	9	12	9	9	5	5	4	3
NY	GREENPORT	6	6	7	7	8	5	5	3	4	3	3
NJ	WILDWOOD	10	11	9	9	8	8	8	4	3	3	3
MA	ROCKPORT	20	28	27	24	21	17	16	4	3	3	3
MA	NEWBURYPORT	18	23	23	20	20	18	16	3	3	3	3
NY	FREEPORT	5	6	7	10	12	11	9	1	3	3	3
NY	HAMPTON BAYS	9	8	8	8	6	11	10	1	2	2	3
NJ	PORT NORRIS	2	3	8	14	15	11	11	1	1	2	3

Table 64. Average GRT (gross registered tons), average length, and number of permitted scallop vessels in the top 20 homeports by landings, 2001-2011.

State	Homeport	Plan		2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
NJ	ATLANTIC CITY	LA	Average vessel length						75	73	75	75	75	76
NJ	ATLANTIC CITY	LA	Average gross tonnage						121	123	123	123	123	121
NJ	ATLANTIC CITY	LA	Number of permits						2	2	3	3	3	2
NJ	ATLANTIC CITY	GC	Average vessel length	66	78	75	72	71	82	81	100	94	85	90
NJ	ATLANTIC CITY	GC	Average gross tonnage	83	126	125	113	101	121	121	163	146	129	139
NJ	ATLANTIC CITY	GC	Number of permits	11	15	13	18	23	28	24	12	14	16	16
NJ	BARNEGAT LIGHT	LA	Average vessel length	64	68	68	69	68	68	68	68	68	68	68
NJ	BARNEGAT LIGHT	LA	Average gross tonnage	92	103	103	103	102	101	101	101	101	101	101
NJ	BARNEGAT LIGHT	LA	Number of permits	9	8	8	9	11	10	10	10	10	10	10
NJ	BARNEGAT LIGHT	GC	Average vessel length	53	50	53	51	54	49	49	53	53	53	51
NJ	BARNEGAT LIGHT	GC	Average gross tonnage	59	52	54	47	48	36	36	46	49	49	42
NJ	BARNEGAT LIGHT	GC	Number of permits	39	47	52	55	62	59	60	23	25	25	20
NC	BEAUFORT	LA	Average vessel length								91	84	84	87
NC	BEAUFORT	LA	Average gross tonnage								147	124	124	127
NC	BEAUFORT	LA	Number of permits								1	5	5	5
NC	BEAUFORT	GC	Average vessel length	70	70	70	70	69	66	70	69	68	68	67
NC	BEAUFORT	GC	Average gross tonnage	103	103	105	102	98	93	105	108	101	101	97
NC	BEAUFORT	GC	Number of permits	12	12	15	16	18	17	13	10	8	8	5
MA	BOSTON	LA	Average vessel length	88	90	91	91	91	91	91	91	93	91	87
MA	BOSTON	LA	Average gross tonnage	166	173	181	183	183	183	183	183	195	186	184
MA	BOSTON	LA	Number of permits	12	12	10	7	7	7	7	7	5	6	5
MA	BOSTON	GC	Average vessel length	49	50	51	48	49	50	51	67	65	65	66
MA	BOSTON	GC	Average gross tonnage	50	50	54	49	53	56	57	104	98	100	99
MA	BOSTON	GC	Number of permits	226	207	192	166	133	119	107	29	38	31	27
NJ	CAPE MAY	LA	Average vessel length	79	78	74	73	74	74	74	77	77	77	77
NJ	CAPE MAY	LA	Average gross tonnage	144	141	132	129	128	128	128	133	131	130	130
NJ	CAPE MAY	LA	Number of	36	40	47	53	61	67	67	69	66	66	72

			permits												
NJ	CAPE MAY	GC	Average vessel length	57	58	52	52	52	54	55	63	58	58	54
NJ	CAPE MAY	GC	Average gross tonnage	75	75	62	57	56	61	65	86	74	71	62
NJ	CAPE MAY	GC	Number of permits	34	34	39	53	67	72	76	19	28	23	23
MA	FAIRHAVEN	LA	Average vessel length	86	85	82	88	88	86	86	89	95	95	93
MA	FAIRHAVEN	LA	Average gross tonnage	163	155	145	164	164	156	156	169	183	183	184
MA	FAIRHAVEN	LA	Number of permits	14	13	9	7	7	7	7	6	4	4	5
MA	FAIRHAVEN	GC	Average vessel length	45	44	44	45	45	44	41	66	52	52	52
MA	FAIRHAVEN	GC	Average gross tonnage	39	36	35	35	32	30	24	118	72	72	72
MA	FAIRHAVEN	GC	Number of permits	19	22	25	27	24	25	23	1	2	2	2
VA	HAMPTON	LA	Average vessel length	77	77	77	76	76	75	74	65	73	73	79
VA	HAMPTON	LA	Average gross tonnage	162	162	162	158	152	124	120	100	112	112	129
VA	HAMPTON	LA	Number of permits	6	6	6	7	9	7	6	6	6	6	5
VA	HAMPTON	GC	Average vessel length	39	37	39	37	40	43	44	42	42	42	43
VA	HAMPTON	GC	Average gross tonnage	19	14	16	15	26	31	35	21	21	21	23
VA	HAMPTON	GC	Number of permits	22	23	19	22	26	20	20	5	5	5	3
NC	LOWLAND	LA	Average vessel length	73	73	73	75	77	78	80	81	81	81	81
NC	LOWLAND	LA	Average gross tonnage	106	106	106	103	112	114	116	118	118	118	118
NC	LOWLAND	LA	Number of permits	7	7	7	9	8	8	8	7	7	7	7
NC	LOWLAND	GC	Average vessel length	66	66	62	75	68	68	69				
NC	LOWLAND	GC	Average gross tonnage	73	73	73	110	89	92	92				
NC	LOWLAND	GC	Number of permits	2	2	2	4	5	6	7				
MA	NEW BEDFORD	LA	Average vessel length	85	84	85	85	82	83	83	84	84	84	84
MA	NEW BEDFORD	LA	Average gross tonnage	170	164	164	163	154	154	155	157	159	158	158
MA	NEW BEDFORD	LA	Number of permits	86	93	102	111	119	127	132	129	133	133	136
MA	NEW BEDFORD	GC	Average vessel length	66	65	64	62	59	59	57	69	65	63	61
MA	NEW BEDFORD	GC	Average gross tonnage	100	100	98	94	90	91	87	120	109	105	102
MA	NEW BEDFORD	GC	Number of permits	96	105	101	113	115	112	113	59	72	68	66
NC	NEW BERN	LA	Average vessel length	74	75	77	79	84	78	71	81	81	82	81
NC	NEW BERN	LA	Average gross	105	106	111	113	123	115	109	122	120	118	119

			tonnage												
NC	NEW BERN	LA	Number of permits	9	8	9	8	12	12	14	11	12	9	11
NC	NEW BERN	GC	Average vessel length				43	57	59	62	74	60	57	51
NC	NEW BERN	GC	Average gross tonnage				18	68	77	86	105	79	70	62
NC	NEW BERN	GC	Number of permits				1	2	6	4	3	8	9	7
CT	NEW LONDON	LA	Average vessel length	86	86	86	86	86	83	83	81	81	81	81
CT	NEW LONDON	LA	Average gross tonnage	147	147	147	147	147	188	188	168	168	168	168
CT	NEW LONDON	LA	Number of permits	1	1	1	1	1	3	3	5	5	5	5
CT	NEW LONDON	GC	Average vessel length	47	46	49	47	49	50	46	50	50	50	56
CT	NEW LONDON	GC	Average gross tonnage	39	37	39	35	37	38	34	30	30	30	31
CT	NEW LONDON	GC	Number of permits	7	9	8	10	9	8	9	2	2	2	1
VA	NEWPORT NEWS	LA	Average vessel length	79	78	78	79	79	79	79	78	78	78	78
VA	NEWPORT NEWS	LA	Average gross tonnage	147	146	145	142	142	141	141	142	141	144	143
VA	NEWPORT NEWS	LA	Number of permits	20	21	22	22	24	23	21	17	18	18	18
VA	NEWPORT NEWS	GC	Average vessel length		63	63	54	54	60	64	48	48	48	48
VA	NEWPORT NEWS	GC	Average gross tonnage		86	86	50	61	84	86	33	33	33	33
VA	NEWPORT NEWS	GC	Number of permits		1	1	3	5	6	6	1	1	1	1
VA	NORFOLK	LA	Average vessel length	79	80	80	81	82	79	80	80	80	80	78
VA	NORFOLK	LA	Average gross tonnage	133	135	136	140	141	139	141	141	141	138	137
VA	NORFOLK	LA	Number of permits	27	27	28	23	20	13	11	11	11	12	5
VA	NORFOLK	GC	Average vessel length	59	60	57	55	52	53	48	86	86	86	86
VA	NORFOLK	GC	Average gross tonnage	72	72	62	58	49	50	39	129	129	129	129
VA	NORFOLK	GC	Number of permits	17	20	18	19	17	15	11	2	2	2	2
PA	PHILADELPHIA	LA	Average vessel length	80	82	78	78	79	79	79	79	79	79	76
PA	PHILADELPHIA	LA	Average gross tonnage	153	163	152	152	153	153	153	153	153	153	146
PA	PHILADELPHIA	LA	Number of permits	6	5	6	6	5	5	5	5	5	5	4
PA	PHILADELPHIA	GC	Average vessel length	68	72	72	75	79	77	73	93	93	93	93
PA	PHILADELPHIA	GC	Average gross tonnage	90	101	99	106	110	102	99	138	138	138	138
PA	PHILADELPHIA	GC	Number of permits	33	30	33	28	22	19	17	7	7	7	7
RI	POINT JUDITH	LA	Average vessel	85	79	72	72	79	78	78	78	78	78	79

			length												
RI	POINT JUDITH	LA	Average gross tonnage	176	157	137	137	157	151	151	151	151	151	159
RI	POINT JUDITH	LA	Number of permits	2	1	2	2	1	3	3	3	3	3	2
RI	POINT JUDITH	GC	Average vessel length	57	57	57	56	56	55	54	62	64	63	62
RI	POINT JUDITH	GC	Average gross tonnage	71	70	70	67	66	66	65	83	90	87	82
RI	POINT JUDITH	GC	Number of permits	60	61	69	72	73	75	87	26	30	30	30
NJ	POINT PLEASANT	LA	Average vessel length	88	82	82	82	82	82	82	76	71	72	66
NJ	POINT PLEASANT	LA	Average gross tonnage	124	116	116	116	116	116	116	106	96	96	78
NJ	POINT PLEASANT	LA	Number of permits	2	3	3	3	3	3	3	5	7	6	6
NJ	POINT PLEASANT	GC	Average vessel length	46	47	49	54	52	58	62	76	69	77	75
NJ	POINT PLEASANT	GC	Average gross tonnage	39	41	41	51	50	60	68	97	84	102	98
NJ	POINT PLEASANT	GC	Number of permits	22	26	24	30	34	36	37	14	20	15	16
NJ	POINT PLEASANT BEACH	LA	Average vessel length	71	71	71	71	71	75	79	81	79	79	76
NJ	POINT PLEASANT BEACH	LA	Average gross tonnage	134	134	134	134	134	142	149	145	149	149	135
NJ	POINT PLEASANT BEACH	LA	Number of permits	1	1	1	1	1	2	1	2	1	1	3
NJ	POINT PLEASANT BEACH	GC	Average vessel length	32	44	40	40	56	60	70	71	62	62	57
NJ	POINT PLEASANT BEACH	GC	Average gross tonnage	10	30	26	26	52	55	91	81	56	56	49
NJ	POINT PLEASANT BEACH	GC	Number of permits	1	3	3	3	3	4	4	2	3	3	4
VA	SEAFORD	LA	Average vessel length	83	83	84	84	86	87	87	87	87	84	83
VA	SEAFORD	LA	Average gross tonnage	141	141	147	147	148	142	145	145	148	143	143
VA	SEAFORD	LA	Number of permits	2	2	4	4	4	6	5	5	6	7	12
VA	SEAFORD	GC	Average vessel length						50	35				
VA	SEAFORD	GC	Average gross tonnage						48	26				
VA	SEAFORD	GC	Number of permits						1	2				
CT	STONINGTON	LA	Average vessel length	85	86	81	81	81	77	76	80	80	80	80
CT	STONINGTON	LA	Average gross tonnage	193	194	168	168	168	154	140	158	158	158	158
CT	STONINGTON	LA	Number of permits	2	4	7	7	7	4	5	4	4	4	4
CT	STONINGTON	GC	Average vessel length	45	45	42	42	42	43	45	49	45	38	48
CT	STONINGTON	GC	Average gross tonnage	33	32	24	24	25	28	31	42	39	29	44
CT	STONINGTON	GC	Number of	24	25	24	33	40	36	27	4	6	4	2

			permits												
NC	WANCHESE	LA	Average vessel length	79	78	80	81	81	81	81	81	81	81	81
NC	WANCHESE	LA	Average gross tonnage	143	145	151	152	152	151	151	151	151	151	151
NC	WANCHESE	LA	Number of permits	8	7	7	6	6	8	8	8	8	8	8
NC	WANCHESE	GC	Average vessel length	65	59	57	55	54	54	54	61	70	57	64
NC	WANCHESE	GC	Average gross tonnage	91	75	67	64	63	63	62	77	102	77	88
NC	WANCHESE	GC	Number of permits	14	18	22	28	32	30	28	3	6	8	7