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1.0 Economic Trends in the Sea Scallop Fishery

The sea scallop fishery has continued to generate an increasing economic benefit for the nation. It has provided a larger supply of scallops for the consumers at lower prices and higher revenue for the fishermen at lower costs. The landings from the northeast sea scallop fishery increased dramatically to over 50 million in 2002 and 2003 and to over 60 million in 2004, surpassing the levels observed historically (Figure 1)[1]. The recovery of the scallop resource and consequent increase in landings and revenues was striking given that only 12 million lb. of scallops were landed in 1998, and scallop revenue fell to its lowest recorded level, $87 million (Figure 2). Since 1998, revenue from scallops has increased steadily each year, exceeding $230 million in 2003 and $300 million in 2004, despite a reduction in scallop prices from $7.80 per lb. in 1997 to $4.90 per pound in 2004.[2] Higher overall revenues for the fishery translated into larger scallop revenue per vessel despite the increase in the number of participants throughout the years. Annual scallop revenue averaged $476,666 per full-time dredge vessel during 1994-1998, but increased by 73 % to $823,417 per vessel during 1999-2004. Scallop industry also benefited from lower fishing costs made possible by the increase in landings per DAS (LPUE) from an average of 433 lb. per day in 1994-1998 to 1,526 lb. per day in 1999-2004. During the same periods, total fishing effort declined from an average of 32,406 DAS-used to 27,784 DAS-used despite the increase in the number of vessels participated in recent years (Table 1 and Table 12).

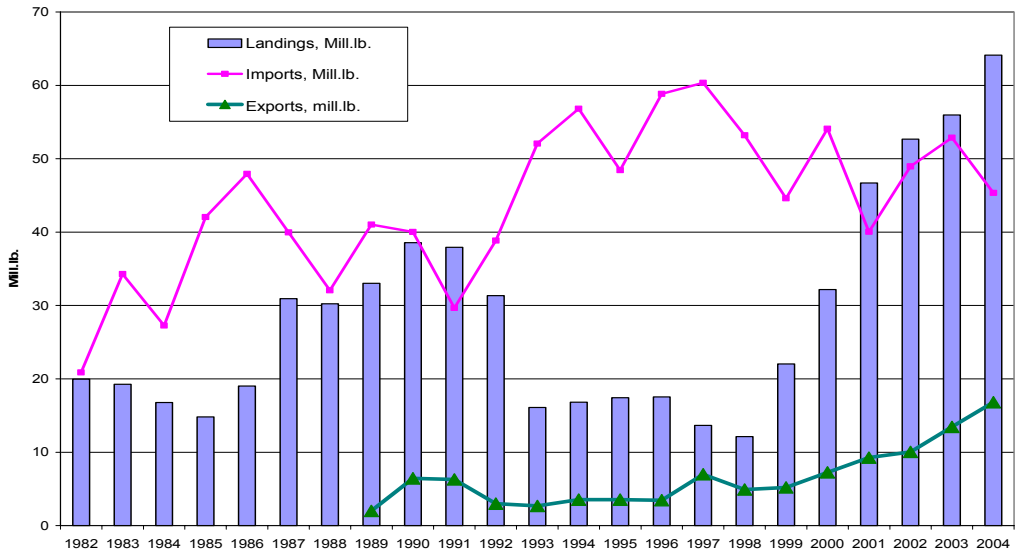

Figure 1. Scallop landings, imports and exports

[1] Part of the increase in 2004 was due to some overfishing in the Mid-Atlantic, which is expected to decline in 2005. There is no question, however, that the rebounding of scallop landings since 1999 was due to the rebuilding of the scallop biomass to sustainable levels.

[2] The prices and revenues are expressed in terms of inflation-adjusted 2004 prices.

The increase in the productivity of the scallop resource and landings helped the domestic industry to lower its prices and increase its competitiveness relative to scallop imports from foreign countries. As a result, scallop imports declined from 60 million lb. in 1998 to 45 million lb. in 2004, reducing expenditures on scallop imports relative to its level in 1998 by $130 million. An increase in scallop landings also led to a tripling of U.S. exports of scallops from 5 million lb. in 1998 to 17 million lb. in 2004, and revenue from exports increased from $21 million in 1998 to $73 million in 2004. The level of exports alone surpassed the total domestic supply of scallops in 1998, when landings had declined to their lowest historical level of 12 million pounds (Figure 1).

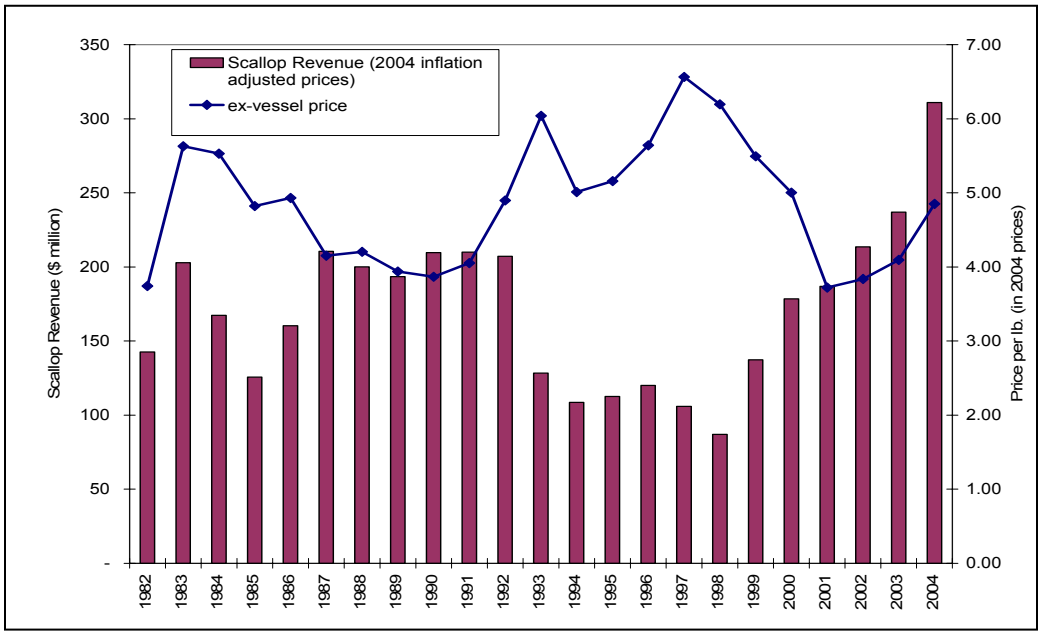

Figure 2. Scallop prices and revenue (in 2004 inflation adjusted prices

The economic trends relative to the earlier periods of the scallop fishery are summarized in Table 1 and discussed further in the following sections. Sections 1.1 to 1.3 provide a review of historical landings, revenues, foreign trade, prices and meat count. Section 1.4.1 describes the ex-vessel price model with a discussion of the empirical results, and Section 1.4.2 summarizes the variable and fixed costs of fishing based on observer data. A description of trends in scallop fleet, including in the full-time and general category fishery, ports and fishing practices fishery is provided in Section 2.0. In addition, Section 4.4 of the Framework 18 document provides comprehensive information on the scallop permits, characterisctics of the limited and general category vessels.

Table 1. Summary of economic trends in the scallop fishery and in foreign trade for scallops (All dollar values are adjusted for inflation and expressed in 2004 prices)

Data - Annual averages	Period		
	1989-1993	1994-1998	1999-2004
Scallop Landings (million lb.)	31.4	15.5	45.6
Ex-vessel Price of scallops ($ per lb.)	6.3	6.9	4.8
Scallop Revenue ($ mill)	189.7	106.8	210.7
Average meat count	37.7	36.5	23.4
LPUE (lb. per DAS-used)	NA	433	1516
Total DAS-used	NA	32,406	27,784
Scallop Revenue per full-time vessel ($) (1)	782,779	476,666	823,417
Scallop imports (mill. lb.)	40.3	55.5	47.6
Scallop Exports (mill. lb.)	4.1	4.5	10.3
Total supply of scallops (Landings+Imports, mill.lb.)	71.7	71.0	93.3
Percentage of landings in total supply	44%	22%	49%
Average Export Price ($ per lb.)	5.2	4.6	3.7
Average Import Price ($ per lb.)	5.0	4.7	4.3
Value of Imports ($ mill.)	210.3	255.7	178.5
Value of Exports ($ mill.)	19.5	20.9	44.1
Trade deficit: Imports - Exports ($ mill.)	190.8	234.8	134.4

(1) Corresponds to revenue per full-time dredge vessel.

1.1 Trends in scallop landings, revenue and price

Table 1 compares historical trends in the sea scallop fishery for three time periods. The first period, from 1989 to1993, summarizes the scallop fishery during a period when landings averaged above 30 million during the first four years, but then declined dramatically to 16 million lb. mainly because of the overfishing of the scallop resource. The period from 1994-1998 corresponds to the implementation of Amendment 4, when the Council began managing the scallop fishery through limited access controls. As Table 1 shows, overfishing in the previous period combined with the effort reduction measures and closure of the Georges Bank groundfish areas to scallop fishing resulted in a dramatic decline in scallop landings, averaging only 15.5 million lb. per year during this period. Finally, the period from 1999 to 2004 corresponds to the rebuilding of the sea scallop biomass. As a result of this recovery, landings almost doubled to 22 million in 1999 from 12 million lb. in 1998, and have increased over 50 million lb. since 2002 (Figure 1). The average landings per year for the period, over 45 million lb., was triple the average landings of 15.5 lb. for the previous period from 1994-1998.

Scallop ex-vessel prices peaked to over $7.75 per pound in 1997, and $7.18 per pound in 1998, corresponding to the two years with the lowest historical levels of scallop landings (Figure 2). [3] During 1994-1998, the average ex-vessel price was $6.90 per pound. These relatively high prices, however, were insufficient to offset the reduction in landings during those years. As a result, average scallop revenue per year declined to $106.8 million from an average of $189.7 million during 1989-1993 (Table 1).

[3] The prices are inflation adjusted and expressed in terms of 2004 prices.

The increase in landings and strong competition from scallop imports led to in a decline in scallop ex-vessel prices during the 1999-2004 period, averaging $4.8 per pound. Even at these lower prices, average annual scallop revenue per year was $210.7, double the average revenue during the 1994-1998 period. As Figure 2 shows, however, both landings and the ex-vessel price of scallops increased after 2001, even though the price per pound was still below the levels experienced during the 1990's. One factor behind this trend was the change in the composition of landings towards larger scallops that command a higher price. In addition, availability of a larger supply of domestic scallops at relatively low prices compared with the historical standards encouraged many restaurants to include scallops on their menu, eventually helping to increase demand. Another factor was the increase in the imported prices of scallops from Canada and Japan due to the lowered landings in the Canadian fishery and the outbreak of an infectious disease in Japanese aquaculture. The cutbacks in scallop landings in these countries also reduced competition for the domestic scallops that are almost identical in quality to imported scallops from Canada, and similar to those imported from Japan. The increase in ex-vessel price, combined with higher landings, led to record levels of revenue from the scallop fishery, amounting to $237 million in 2003 and $310 million in 2004.

1.2 Trends in scallop imports and exports

Figure 1 shows that scallop imports reached their highest levels during the1993-1998 period, averaging 55.5 million lb. per year, to compensate for the decline in domestic landings. The result was a significant decline in the share of domestic scallops in total supply to 22% during this period from 44% during the 1989-1993 period (Table 1). The total supply of scallops, including imports, averaged about 71 million lb. during the first two periods, from 1989 to 1998, but rose to over 93 million per year on average for the years from 1999 to 2004. The increase in the total supply of scallops during the 1999-2004 period was due mainly to the increase in domestic landings. Imports declined to 47.6 million lb. per year in this period, and the share of domestic scallops in the total supply increased to 49% per year on average for the 1999-2004 period (Table 1).

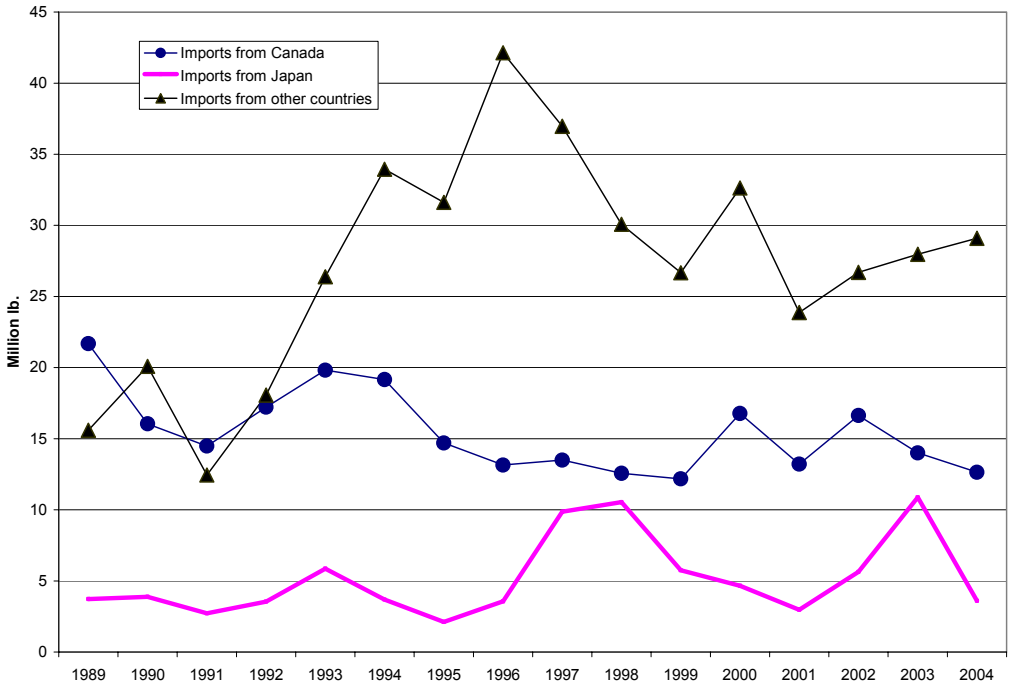

Figure 3. Imports by Country

The composition of imports by country of origin is shown in Figure 3. Imports from Canada averaged over 17 million lb. during the 1989-1993 period, but declined to an average of 14 million lb. per year after 1994, and to 13 million lb. in 2004 due to a reduction in TACs. Imports from Japan fluctuated between 5 million and 10 million pounds per year but declined to below 4 million lb. due to problems with scallop aquaculture. Imports from countries other than Canada and Japan exceeded 40 million lb. in 1996, then declined to around 30 million in 2004. Being different in quality and size, the imports from countries other than Canada are imperfect substitutes for the domestic product. The annual fluctuations in these imports clearly exhibit, however, an inverse relation to the domestic landings, as they are substituted for the domestic product during the periods when the demand could not be met with US landings and/or Canadian imports. The imported scallops from these countries tend to be smaller in size and lower in price as compared to imported scallops from Japan and Canada (Figure 3).

Until the year 2000, the import prices from these countries fluctuated between $2.75 per lb. and $3.50 per lb, but declined to $2 per pound in 2004. The price of imported scallops from Canada and Japan varied, however, between $6 and $8 per lb. until 2001 (Figure 4). After a decline to $5 per lb. in 2001, the import prices from these countries started to increase for the reasons mentioned above. Another factor was the decline in the value of the dollar, which made imports more expensive.

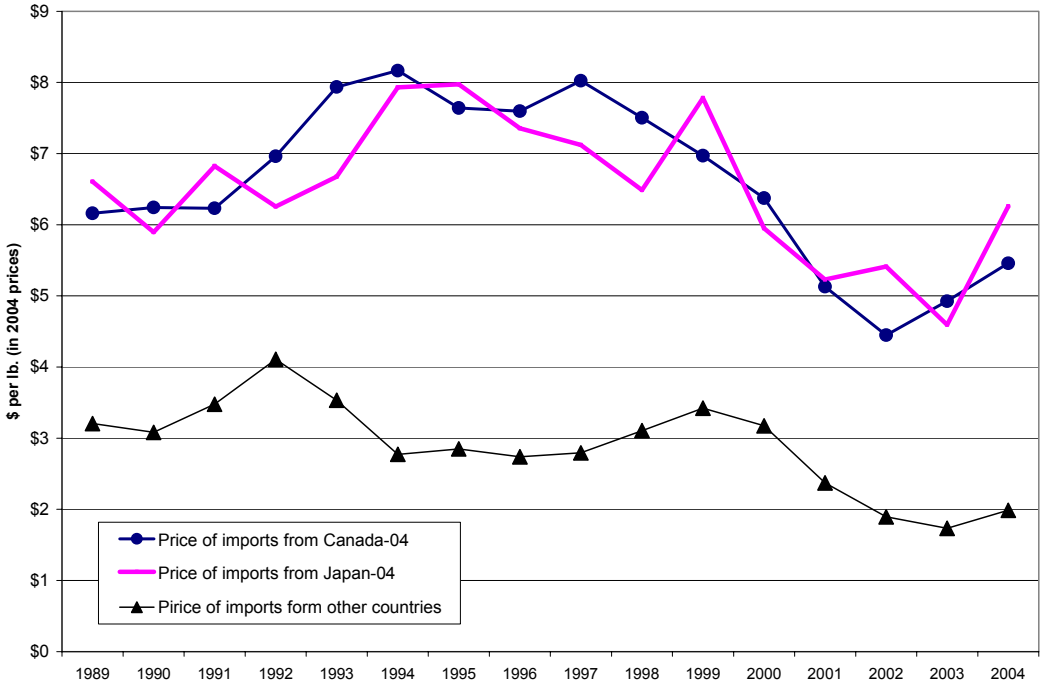

Figure 4. Import prices by country of origin

The trends in the ex-vessel price of scallops are compared with trends in import and export prices in Figure 5. Ex-vessel prices have almost mirrored the changes in the average price of imports from all countries. Export prices moved closely with import prices until 2000, but since 2001 they have tracked domestic prices and have exceeded the average of the import price. This is most likely due to the change in the composition of landings toward larger scallops with a higher price per lb. than their smaller counterparts. As depicted in Figure 7 and discussed below, meat count of scallop continuously declined after 1997, from approximately 32 meats per pound to 20 meats per pound in 2004. Especially in recent years, the share of under-10 count and 11- 20 count scallops increased dramatically compared to the previous periods (Table 1). These changes could explain the rise in export prices if a higher proportion of larger scallops were exported in recent years.[4]

[4] The size composition of scallop exports and imports were not available at this time.

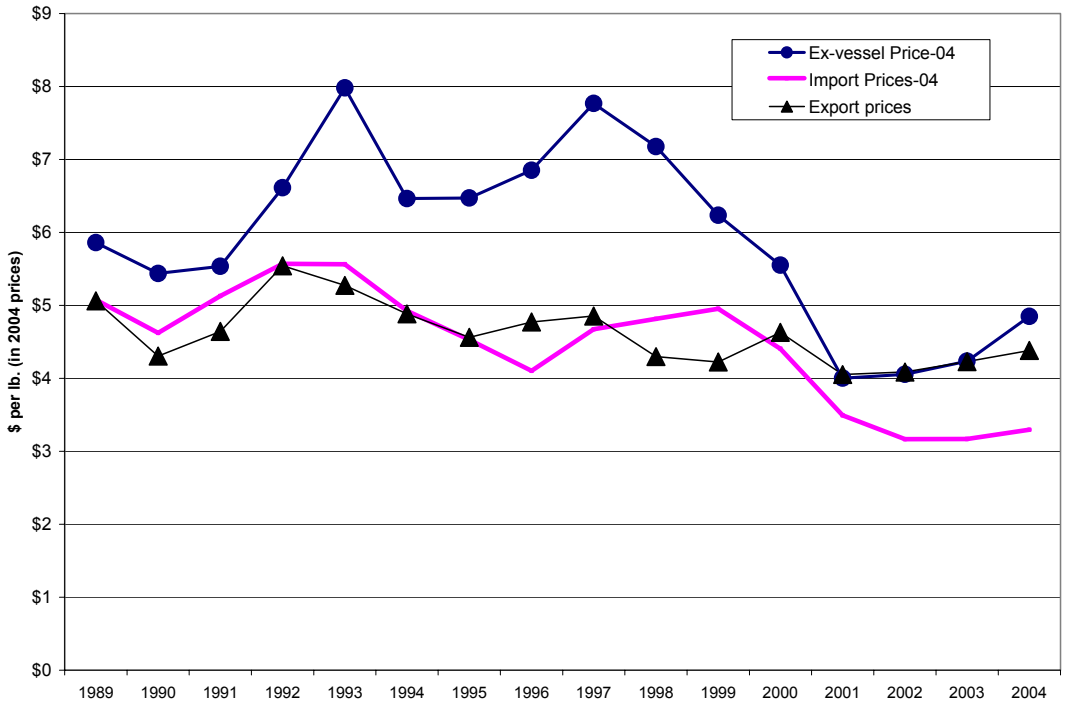

Figure 5. Ex-vessel, average import and export prices (adjusted for inflation, expressed in 2004 prices

A higher unit price for exports and an increase in the quantity of exports led to a doubling of export revenue to $44 million per year during the 1998-2004 period, from about $20 million per year during the previous periods (Table 1). Scallop exports increased at an even faster rate during 2003 and 2004, with an increase in export revenues to $74 million in 2004 (Figure 6). According to recent data, this trend continued during the first five months of 2005 as exports increased by 32% compared to the same period (from January to May) in 2004. The increase in the dollar value of the exports was even greater (49%) due to higher export prices in 2005. As Figure 6 shows, an increase in scallop exports, combined with a decline in imports, lowered the trade deficit for scallops to $76 million in 2004, which is less than half of what it was (about $200 million) in 1997 and 1998.

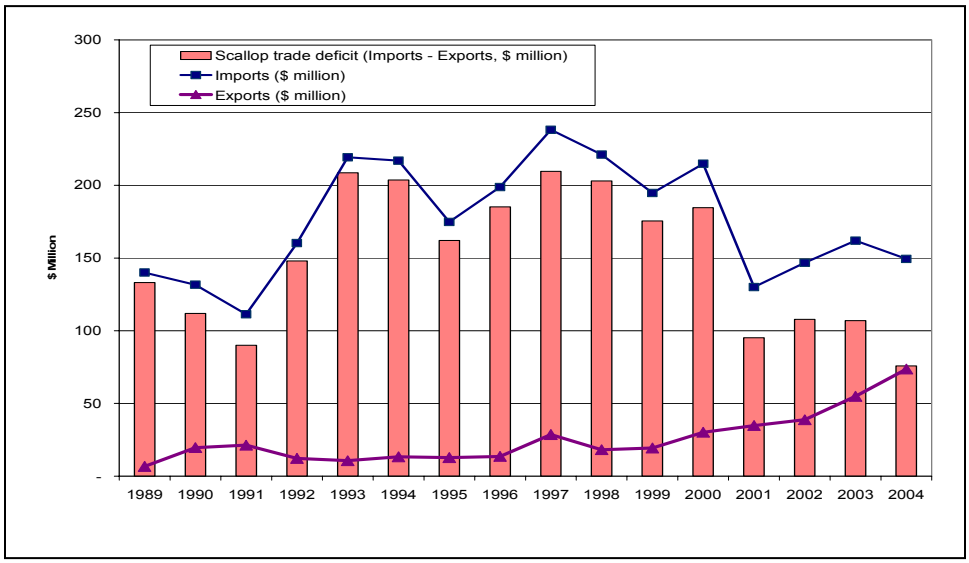

Figure 6. Scallop exports and imports (in current prices)

1.3 Trends in the meat count and size composition of scallops

Average scallop meat count has declined continuously since 1998 as a result of effort-reduction measures, area closures, and an increase in ring sizes implemented by the Sea Scallop FMP. Until 1998, the meat count variable is estimated from the research survey for the exploitable biomass and corrected for differences in performance of the survey and commercial dredges. This is because the data on landings by size category was not available until 1998. Therefore, the data for the meat count variable prior to 1998 is not exactly comparable with the data after 1998, which is based on actual landings by size. There is no question, however, that the change in the composition of scallops towards larger scallops since the late 1990's is accurate. It is because the meat count standard implemented during the 1982-93 period was unsuccessful in reducing mortality on small scallops that this measure was eliminated in 1994 by Amendment 4. Area closures, an increase in ring sizes, and effort reduction measures implemented since then were effective in increasing both the landings and the average size of scallops.

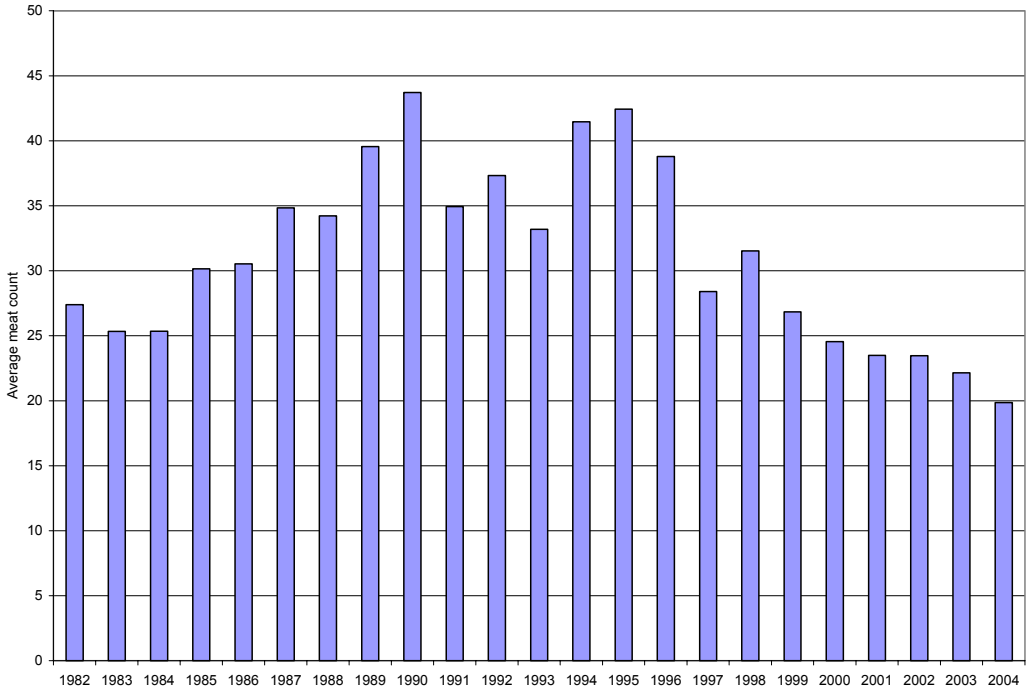

Figure 7. Average meat count of scallops

Average meat count during the 1989-1993 period, when the meat count standard was still in effect, was 37.7 meats per pound. Overall, estimated meat count for scallops declined to 23.4 meats per pound during the 1999-2004 period from 36.5 meats per pound during the 1994-1998 period (Table 1). The share of larger scallops continuously increased since 1999, and the share of 11-20 count scallops almost quadrupled from 11.7% in 1999 to 41.7% in 2004 (Table 2). On the other hand, the share of 31-40 count scallops declined from 20% in 1999 to 1.5% in 2004 and that of 41 plus count of scallops from 14% to almost nothing during the same years. As shown in Table 3, larger scallops priced higher than the smaller scallops contributed to the increase in average scallop prices in recent years despite larger landings. The next section analyzes the main determinants of the change in ex-vessel prices based on a regression analysis and develops a price model to be used in the estimation of future prices in response to changes in management actions.

Table 2. Composition of scallop landings by market category

Year	Under 10 Count	11-20 Count	21-30 Count	31-40 Count	41+Count	Unclassified
1999	16.6%	11.7%	25.2%	20.4%	14.3%	11.8%
2000	7.3%	18.4%	43.7%	18.3%	1.8%	10.5%
2001	3.2%	23.7%	49.1%	11.1%	0.2%	12.7%
2002	4.8%	14.7%	65.1%	4.4%	0.0%	10.9%
2003	6.3%	21.3%	56.2%	2.7%	0.0%	13.3%
2004	7.4%	41.7%	42.3%	1.5%	0.0%	7.1%

Table 3. Ex-vessel price by size category (in terms of 2004 inflation adjusted prices)

Year	Under 10 Count	11-20 Count	21-30 Count	31-40 Count	Overall Average
1999	6.79	6.92	6.43	5.81	6.26
2000	7.62	5.90	5.18	5.27	5.89
2001	6.26	4.07	3.81	4.07	4.47
2002	5.79	4.18	3.88	4.46	4.43
2003	4.98	4.15	4.16	4.57	4.47
2004	5.76	4.89	4.66	4.81	5.18

1.4 Economic Model

1.4.1 Estimation of ex-vessel prices

Fish prices constitute one of the important channels through which fishery management actions affect fishing revenues, vessel profits, consumer surplus, and net economic benefits for the nation. The degree of change in ex-vessel price in response to a change in variables affected by management, i.e., scallop landings and meat count, is estimated by a price model, which also takes into account other important determinants of price, such as disposable income of consumers and price of imports. This report develops a new scallop price model that estimates price by major meat count categories in order to capture the impacts of changes in the size composition of scallops, especially since 1999. In addition, this new model takes into account the impact of scallop exports, which is on the rise in recent years, on the domestic price of scallops.

Given that there could be many variables that could affect the price of scallops, it is important to identify the objectives in price model selection: These objectives are as follows:

- To develop a price model that uses inputs of the biological model and available data. For example, using an annual model based on annual landings

and prices, rather than a model based on monthly landings and prices since the biological model usually does not predict monthly landings.

- To select a price model that will predict prices within a reasonable range without depending on too many assumptions about the exogenous variables. For example, the import price of scallops from Japan could impact domestic prices differently than the price of Chinese imports, but making this separation in a price model would require prediction about the future import prices from these countries. This in turn would complicate the model and increase the uncertainty regarding the future estimates of domestic scallop prices. For these reasons, it is important to minimize the number of variables that require speculations about their likely future values.

In the previous SAFE reports and Scallop Amendment and Frameworks, the average ex-vessel price for scallops was estimated from an annual price model as a function of total landings, average meat count of scallops landed, disposable income of consumers, and average import prices. In general, the price of scallops is expected to be inversely related to the landings, and to the meat count, but to vary in the same direction with the price of its substitutes, i.e., import prices in this case. An increase in disposable income, however, is expected to increase the demand, therefore the price of scallops. Historical observation presented above for the period 1982-2004 indicated that annual ex-vessel prices in fact varied in response to changes in domestic landings, import prices, and the size of scallops (meat count).

Collection of price data by market category of scallops since 1998, however, made it possible to improve the price model to better capture the changes in the size composition of scallops, especially in recent years as discussed above. It is expected that this trend will continue in the future with 10-20 count and under 10 count (U10) scallops dominating the landings. For these reasons, it is important to explore possible changes in scallop prices by size category in response to an increase in the supply of larger scallops relative to smaller ones.

In addition to the changes in size composition and landings of scallops, other determinants of ex-vessel price include level of imports, import price of scallops, disposable income of seafood consumers, and the demand for U.S. scallops by other countries. The main substitutes of sea scallops are the imports from Canada, which are almost identical to the domestic product, and imports from other countries, which are generally smaller in size and less expensive than the domestic scallops. An exception is the Japanese imports, which have a price close to the Canadian imports and could be a close substitute for the domestic scallops as well.

The ex-vessel price model estimated below includes the price, rather than the quantity of imports as an explanatory variable, based on the assumption that the prices of imports are, in general, determined exogenously to the changes in domestic supply. This is equivalent to assuming that the U.S. market conditions have little impact on the import prices. An alternative model would include estimating the price of imports according to world supply and demand for scallops, separating the impacts of Canadian and Japanese

imports from other imports since U.S. and Canadian markets for scallops, being in proximity, are highly connected and Japanese scallops tend to be larger and closer in quality to the domestic scallops. The usefulness of such a simultaneous equation model is limited for our present purposes, however, since it would be almost impossible to predict how the landings, market demand, and other factors such as fishing costs or regulations in Canada or Japan and in other exporting countries to the U.S. would change in future years.

Since the average import price is equivalent to a weighted average of import prices from all countries weighted by their respective quantities, the import price variable takes into account the change in composition of imports from Canadian scallops to less expensive smaller scallops imported from other countries. This specification also prevents the problem of multi-colinearity among the explanatory variables, i.e., prices of imports from individual countries and domestic landings. In terms of prediction of future ex-vessel prices, this model only requires assignment of a value for the average price of imports, without assuming anything about the composition of imports, or the prices and the level of imports from individual countries. The economic impact analyses of the fishery management actions usually evaluate the impact on ex-vessel prices by holding the average price of imports constant. The sensitivity of the results affected by declining or increasing import prices could also be examined, however, using the price model presented in this section.

The price model presented below estimates annual average scallop ex-vessel price by market category (PEXMRKT) as a function of

- Meat count (MCOUNT)
- Average price of all scallop imports (PIMPORT)
- Per capita personal disposable income (PCDPI)
- Total annual landings of scallop minus exports (SCLAND-SCEXP)
- Percent share of landings by market category in total landings (PCTLAND)
- A dummy variable as a proxy for price premium for Under 10 count scallops (DU10).
- A dummy variable for 2004 to reflect the exogenous changes, such as the changes in the supply of Japanese and Canadian imports due to unexpected factors.

Because the data on scallop landings and revenue by meat count categories were mainly collected since 1998 through the dealers' database, this analysis includes the 1998-2004 period and five meat categories shown in Table 2. All the price variables are corrected for inflation and expressed in 2004 prices by deflating current levels by the consumer price index (CPI) for food. Personal disposable income is adjusted for inflation by deflating the nominal values with implicit price deflate for consumer expenditures. The ex-vessel

prices are estimated in semi-log form to restrict the estimated price to positive values only as follows:

Log (PEXMRKT) = f(MCOUNT, PIMPORT, PCDPI, SCLAND-SCEXP, PCTLAND, DU10)

The coefficients of this model are shown in Table 5. The estimated model provides a good fit to the actual data for annual ex-vessel prices as Table 4 indicates. The F-test shows that the overall relation is statistically significant (P<0.0001), meaning that the explanatory variables as a whole have a significant influence on ex-vessel price. Adjusted R^2 indicates that changes in meat count, composition of landings by size of scallops, domestic landings net of exports, average price of all imports, disposable income, and price premium on under 10 count scallops explain 87 percent of the variation in ex-vessel prices by market category. Figure 8 and Table 6 also verify that the estimated values of ex-vessel prices closely track the actual values.

Table 4. Regression results for price model

Regression Statistics			
Multiple R	0.94		
R Square	0.89		
Adjusted R Square	0.86		
Standard Error	0.08		
Observations	35.00		
ANOVA			
	Degrees of Freedom	**Sum of Squares**	**Significance F**
Regression	7	1.54	P<0.0001
Residual	27	0.19	
Total	34	1.73	

Table 5. Coefficients of the Price Model

Variables	Coefficients	Standard Error	t Stat
INTERCEPT	-1.534	1.847	-0.831
MCOUNT	-0.005	0.001	-3.369
PIMPORT	0.017	0.071	0.241
PCDPI	0.043	0.020	2.093
SCLAND-SCEXP	-0.024	0.006	-3.943
DU10	0.061	0.054	1.127
PCTLAND	-0.311	0.086	-3.627
D2004	0.140	0.070	2.010

All of coefficients of the explanatory variables have the expected sign, and they are statistically significant at least at the 5% level of significance, except for price of imports, and dummy variable for under-10 count scallops, which were kept in the model for theoretical reasons. There has been little change in import prices during the period of analysis (1998-2005) compared to other variables explaining price, which explains the low t-statistics for this variable. When the scallop price model included a longer time-series (1982 on) as presented in SAFE 2000 report and later in Amendment 10, FEIS, the coefficient for the import price was statistically significant. The dummy variable reflecting the price premium on under 10 count scallops is statistically significant at the 22% level, however.

In summary, these empirical results verify that the ex-vessel price of scallops is related inversely to the domestic supply, net of exports, and increase as landings decrease or decrease as landings increase. The price per pound of scallops is expected to increase as the meats per pound decrease. Negative sign for the meat count variable (MCOUNT), indicates that when other factors held constant, the price in fact increased with the size of scallops. On the other hand, scallop price by market category is affected by the relative abundance or supply of that size category relative to total scallop landings. The negative sign for PCTLAND indicates that it is possible for smaller scallops to command a similar or even higher price in some circumstances if their supply declines to the scarcity levels in domestic markets. Positive sign and relatively high t-statistics for per capita income imply that an increase in the income of consumers will have a positive impact on the price of scallops for all market categories.

Overall, the model is successful in estimating average prices by market category during the 1998-2004 period, with a 3% difference at most from the actual price (Table 6). Similarly, predicted scallop price as an average of all market categories track very closely the actual annual price for scallops, with negligible differences from actual values in any single year. These numerical results should be interpreted with caution, however, since the analysis covers only 7 years of annual data from a period during which the scallop

fishery underwent major changes in management policy including area closures, controlled access, and rotational area management.

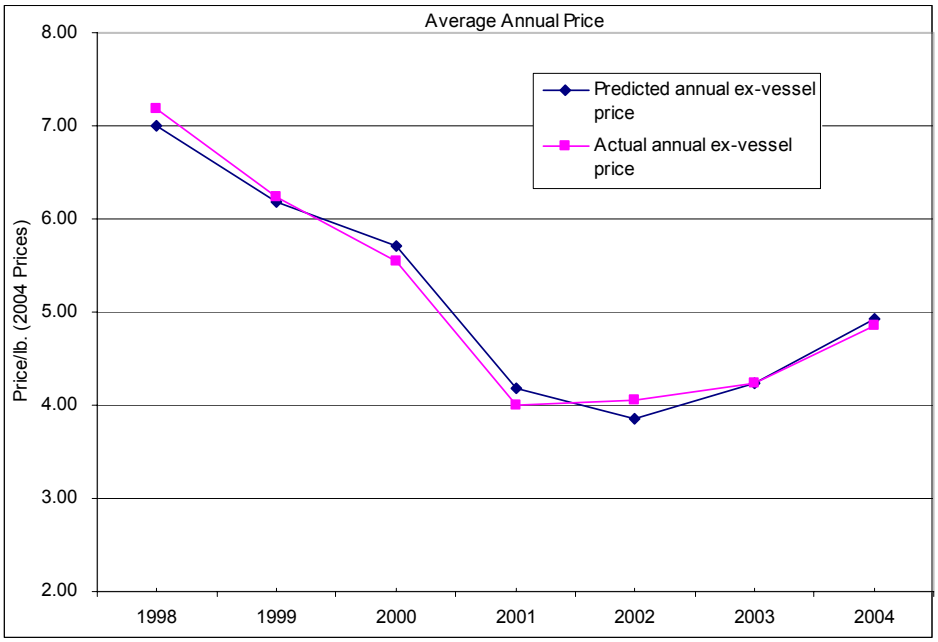

Figure 8. Actual and predicted annual ex-vessel price

Table 6. Average predicted and actual ex-vessel price during 1998-2004

Market Size Category	Actual Price	Predicted Price	Percent Difference
Under 10 count	6.47	6.37	-1.6%
11-20 count	5.40	5.55	2.9%
21-30 count	5.08	4.93	-3.0%
31-40 count	5.17	5.21	0.8%
41 plus count	5.05	5.04	-0.3%

1.4.2 Estimation of Costs

Fishery management measures not only affect the level of landings and prices of fish, but also have an impact on the trip and operating costs of fishing. The restrictions on the number of days-at-sea vessels can fish in a given year, or on the number of trips they can take to certain areas, and/or the restrictions on the number of crew they can employ are examples of measures that can reduce or increase those expenses. Since costs constitute a fundamental part of the producer surplus, crew shares and profits, the evaluation of net national benefits and the analysis of economic impacts on vessels require an estimation of these costs.

Variable and fixed costs for the scallop vessels were upadated using the observer cost data for the 2001-2004 period. All the costs were adjusted for inflation and expressed in 2004 prices. There were a total of 128 vessels included in the data, of which 108 were full-time dredge vessels.

Variable Costs

The variable costs for a scallop vessel are defined as those expenses that increase or decrease with the level of fishing activity. The trip costs include food, ice, water and fuel, and are usually paid by crew in the scallop fishery out of their shares from the gross stock. Other variable costs include trip costs, expenses on gear and supplies.

Over 62 % of the trip costs consisted of fuel expenses and 17% consisted of food costs for the full-time dredge vessels (Table 7). Average trip costs, including food, fuel, oil, ice, water, and fishing supplies, amounted to $938 per full-time vessel, $450 per general category vessel, and $884 per DAS for all vessels included in the sample. Trip costs are higher when the cost of damage to gear and equipment during a trip is included in the trip costs, averaging $1008 per full-time vessel, and $953 for all vessels.

Table 8 shows the trips for each year for the full-time dredge vessels. It is difficult to reach a conclusion regarding the trends in trip costs over time since a different number of vessels with varying gross tonnage and horsepower were included in the cost data for each year. However, there has been an increasing trend in the fuel costs per DAS from $535 in 2001 to $610 in 2004, which is expected to increase further in 2005 due to the increase in oil prices. Given that in September 2005 fuel prices increased by 55.9% as compared to September 2004, and for a full-time vessel fuel costs per DAS averaged $587 in terms of 2004 prices, it could be expected that the fuel costs alone could increase to about $915 per day in 2005. In addition, food costs, which was estimated to be $178 per DAS in 2004, increased by 2.1%. Applying these increases, overall trip costs per DAS could amount to about $1360 in 2005 from $1008 in 2004. Trip costs per DAS increase by vessel size as Table 9 shows, from $427 for a vessel less than 50 GRT to $977 for vessels with a 150 GRT or more.

Table 7. Trip costs of scallop vessels during 2001-2004 (in 2004 inflation adjusted prices)

Data	Permit category				
	Full-time dredge	Full-time small dredge	General category	Other	Grand Total
Number of vessels	108	6	11	3	128
GRT	166	123	25	111	151
HP	898	449	426	439	826
DAS per trip	9	8	1	11	9
Scallop lb. per trip	14,790	7,093	276	16,483	13,222
LPUE	1,465	987	462	1,478	1,364
Crew	7	5	3	6	6
Average fuel costs per DAS ($)	587	510	376	395	562
Fuel costs as a % of total trip costs	62%	56%	77%	62%	63%
Average of food costs per DAS ($)	178	121	49	130	164
Food costs as a % of total trip costs	18%	14%	15%	21%	17%
Average trip costs per DAS ($)	938	746	450	636	884
Average trip costs including damage costs for gear per DAS ($)	1,008	961	450	637	953

Table 8. Trip costs per full-time vessel during 2001-2004 (in 2004 inflation adjusted prices)

Data	Year				
	2001	2002	2003	2004	Grand Total
Number of vessels	4	21	54	29	108
GRT	189	165	165	165	166
HP	1,250	966	884	826	898
DAS per trip	12	8	10	9	9
Scallop lb. per trip	20,792	13,064	15,222	14,409	14,790
LPUE	1,667	1,491	1,419	1,506	1,465
Crew	7	7	7	7	7
Average fuel costs per DAS ($)	535	549	594	610	587
Fuel costs as a % of total trip costs	59%	57%	62%	65%	62%
Average of food costs per DAS ($)	114	211	181	160	178
Food costs as a % of total trip costs	11%	19%	18%	17%	18%
Average trip costs per DAS ($)	870	986	938	913	938
Average trip costs including damage costs for gear per DAS ($)	966	1,131	1,007	926	1,008

Table 9. Trip costs by gross tonnage during 2001-2004 (in 2004 inflation adjusted prices)

Data	Gross tonnage				
	Less than 50 GRT	50-99 GRT	100-149 GRT	Greater tan 149 GRT	Grand Total
Number of vessels	9	4	40	75	128
GRT	13	79	127	183	151
HP	416	441	690	967	826
DAS per trip	1	7	7	11	9
Scallop lb. per trip	253	7,266	8,001	17,880	13,222
LPUE	485	862	1,236	1,553	1,364
Crew	3	5	6	7	6
Average fuel costs per DAS ($)	347	330	550	604	562
Fuel costs as a % of total trip costs	74%	69%	63%	61%	63%
Average of food costs per DAS ($)	54	82	138	195	164
Food costs as a % of total trip costs	18%	15%	16%	18%	17%
Average trip costs per DAS ($)	427	523	837	977	884
Average trip costs including damage costs for gear per DAS ($)	427	523	892	1,065	953

Fixed Costs

The fixed costs include those expenses that are not usually related to the level of fishing activity or output. These are insurance, maintenance, license, repairs, office expenses, professional fees, dues, utility, interest, and dock expenses. The expenses on insurance, maintenance, repairs and replacement of engine, electrical and processing equipment, gear and other equipment are collected by observer data since 2001 and provided by Economic Analysis Division of Northeast Fisheries Science Center, Woods Hole. There are unfortunately only 40 scallop vessels in the dataset that had data for all of these items. The data for these vessels, most of which were limited access vessels, are shown in Table 10. Average fixed costs for these vessels are about $160,486. Because of the small sample of vessels, it is not possible to reach a conclusion regarding the trends in fixed costs since 2001. It must be cautioned that these costs do not include interest payments on mortgage, and a variety of other expenses such as office expenses, accounting and bank fees. Therefore, actual fixed costs of vessels could be higher than these numbers shown in the following Tables.

Table 10. Annual fixed costs for scallop vessels by year

Data	2001	2002	2003	2004	Grand Total
Number of vessels	NA(1)	NA(1)	21	9	40
GRT	182	156	152	123	148
HP	1,110	774	759	679	761
Maintenance ($, in 2004 prices)	30,211	44,864	49,446	39,510	45,332
Repairs and replacement ($, in 2004 prices)	11,509	63,854	83,981	62,058	71,399
Insurance ($, in 2004 prices)	56,969	39,570	46,152	38,946	43,755
Total fixed cost ($ in 2004 prices)	98,688	148,288	179,578	140,514	160,486

(1) The number of vessels could not be shown to protect the confidentiality of data because of small sample size in these years.

Table 11. Annual fixed costs by ton class

Data	<=50 GRT	51-100 GRT	101-150 GRT	>150	Grand Total
Number of vessels	NA(1)	NA(1)	14	22	40
GRT	21	99	122	183	148
HP	460	450	630	900	761
Maintenance ($ in 2004 prices)	17,979	65,285	60,913	38,240	45,332
Repairs ($ in 2004 prices)	8,016	97,927	41,371	97,945	71,399
Insurance ($ in 2004 prices)	7,349	18,653	40,203	52,122	43,755
Total fixed cost ($ in 2004 prices)	33,344	181,864	142,487	188,306	160,486

(1) The number of vessels could not be shown to protect the confidentiality of data because of small sample size for these groups.

2.0 Scallop fleet, Communities and ports

2.1 The scallop fleet

Amendment 4 created the limited access scallop permit. Fulltime, part-time, and occasional limited access vessels are regulated through Days at Sea (DAS) controls, while general category vessels may land up to 400 lbs of meat or 50 bushels of shell stock per trip. The limited access fleet consists mainly of large, full-time dredge vessels (Table 12 and Table 13), while the general category vessels are predominantly small vessels under 50 ft in length (Table 14). Among limited access vessels, there has been a significant decrease in the number of vessels permitted to fish with nets, at the same time that there has been an increase in the number of small dredge vessels, with part-time vessels also increasing in power (Table 12). Fulltime dredge vessels have stayed relatively constant in terms of numbers and characteristics. Part-time dredge vessels have decreased considerably, but with the more powerful vessels remaining. Occasional dredge vessels have also decreased with smaller vessels remaining (Table 12).

Table 12. Scallop Vessel characteristics 1994-2004 by Permit Category

		1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Full-time Dredge	No. of vessels	229	227	217	201	203	213	220	224	234	238	242
	Ave. vessel length	83	84	84	84	84	84	83	83	83	82	83
	Ave. vessel GRT	157	158	159	160	161	160	160	160	158	156	158
Part-time Dredge	No. of vessels	27	22	19	16	11	12	16	14	14	10	4
	Ave. vessel length	77	77	77	78	78	79	73	74	74	82	83
	Ave. vessel GRT	128	133	129	134	138	143	124	124	125	151	161
Occasional Dredge	No. of vessels	6	3	3	2	3	4	4	5	4	3	3
	Ave. vessel length	58	63	58	56	56	56	56	51	49	41	41
	Ave. vessel GRT	63	95	68	64	58	63	63	46	38	19	19
Full-time Small Dredge	No. of vessels	6	4	5	3	2	1	3	13	25	39	48
	Ave. vessel length	66	60	65	59	56	44	64	63	66	67	69
	Ave. vessel GRT	91	75	81	55	59	37	79	84	91	94	99
Part-time Small Dredge	No. of vessels	11	7	8	9	7	3	4	6	8	19	26
	Ave. vessel length	50	54	52	53	51	51	55	60	63	66	68
	Ave. vessel GRT	38	41	38	41	35	41	48	72	81	89	88
Full-time Net	No. of vessels	30	32	28	27	23	16	17	16	16	16	15
	Ave. vessel length	79	78	79	76	76	74	74	74	74	74	74
	Ave. vessel GRT	140	135	136	131	126	115	119	118	118	120	120
Part-time Net	No. of vessels	31	30	27	30	27	22	20	18	10	8	3
	Ave. vessel length	71	71	70	71	71	72	71	71	66	65	72
	Ave. vessel GRT	102	97	99	101	103	105	105	103	93	92	114
Occasional Net	No. of vessels	28	27	25	24	19	20	16	19	15	8	5
	Ave. vessel length	68	68	67	68	68	68	67	68	65	68	57
	Ave. vessel GRT	93	93	91	92	92	94	94	96	85	89	77

*Contains all vessels permitted during a fishing year, with category given by the last valid permit. Source: vessel permit information.

Table 13. Vessel size distribution for limited access vessels.

Length	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
LARGE (greater than 70 ft)	287	287	266	251	244	244	249	256	262	273	283	274
MEDIUM (between 70 and 50 ft)	64	55	56	52	43	40	43	48	49	51	47	46
SMALL (less than 50 ft)	17	10	10	9	8	7	8	11	15	17	16	8
GRT	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Less or equal to 50 GRT	28	18	17	15	12	9	11	13	18	20	18	10
Between 50 and 100 GRT	49	48	50	48	41	38	35	42	41	44	44	42
Between 100 and 150 GRT	125	123	111	106	98	100	108	110	116	123	125	123
Between 150 and 175 GRT	75	74	69	62	64	64	63	66	65	69	74	70
Greater than 175 GRT	91	89	85	81	80	80	83	84	86	85	85	83

Source: vessel permit information.

Table 14. Vessel size distribution for general category vessels.

Length	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
LARGE (greater than 70 ft)	317	308	295	300	258	261	273	288	298	310	355	327
MEDIUM (between 70 and 50 ft)	401	396	383	385	363	379	388	392	392	400	425	359
SMALL (less than 50 ft)	1274	1370	1325	1317	1318	1456	1602	1698	1822	1864	2047	1562
GRT	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
Less or equal to 50 GRT	1421	1515	1468	1465	1454	1597	1750	1845	1968	2013	2214	1704
Between 50 and 100 GRT	245	238	229	226	218	223	233	241	240	249	268	228
Between 100 and 150 GRT	213	209	203	197	169	172	172	180	188	196	222	203
Between 150 and 175 GRT	65	68	62	68	57	61	61	60	59	58	61	55
Greater than 175 GRT	48	44	41	46	41	40	43	48	55	56	59	57

Source: vessel permit information.

While a number of new vessels have replaced older ones in recent years (the percentage of limited access vessels built 2000 or later is 8.0%, and for general category 9.1%), vessels between 20 and 30 years old have increased as a proportion of the active fleet for both limited access and general category vessels during the last decade (Table 15). Ages of vessels varies by homeport state, however, varying between an average vessel built in 1971 to 1990 (Table 16).

Table 15. Vessel Age of Active* Vessels from 1994-2004.

	Less than five years old	Between 5 and 10 years old	Between 10 and 15 years old	Between 15 and 20 years old	Between 20 and 30 years old	Between 30 and 50 years old
			Limited Access			
1994	2	41	53	85	49	20
1995	1	35	29	115	43	20
1996	1	38	22	124	37	23
1997	0	27	26	108	41	21
1998	0	21	34	92	52	27
1999	0	12	33	51	108	35
2000	4	11	27	31	150	32
2001	5	15	30	24	168	38
2002	10	17	22	34	163	44
2003	16	19	13	43	165	46
2004	14	16	3	37	130	36
			General Category			
1994	7	24	26	44	24	11
1995	2	21	18	47	35	12
1996	7	26	16	51	50	23
1997	7	28	22	47	49	31
1998	3	28	15	33	48	30
1999	1	20	14	29	64	24
2000	5	15	14	24	83	33
2001	7	24	22	41	103	44
2002	9	21	26	47	108	52
2003	13	27	25	37	124	66
2004	7	17	5	15	64	29

*Active refers to those vessels landing at least 40 lbs of scallops in a fishing year. Only includes vessels with the year built included in permit information.

Table 16. Age Profile of Active* Vessels by Homeport State. 2004 permit data.

	General Category					Limited Access				
Homeport State	No. vessels	Avg. year built	Avg. length	Avg. GRT	Avg. VHP	No. vessels	Avg. year built	Avg. length	Avg. GRT	Avg. VHP
CT	0					4	1990	86	181	971
DE	1	1974	103	198	850	0				
FL	1	1982	80	104	365	4	1980	70	126	464
GA	2	1973	84	125	493	0				
MA	55	1975	50	47	311	93	1982	86	169	947
MD	2	1983	50	38	279	2	1981	69	84	395
ME	16	1986	40	20	283	3	1990	56	63	449
NC	20	1979	72	104	448	31	1981	76	122	526
NH	5	1971	41	20	341	1	1979	82	181	850
NJ	24	1980	67	77	672	52	1978	78	140	763
NY	1	1981	58	64	360	0				
RI	3	1980	70	111	650	2	1983	82	166	825
VA	7	1979	70	100	558	50	1980	79	146	628

*Active refers to those vessels landing at least 40 lbs of scallops in a fishing year. Only includes vessels with the year built included in permit information.

2.2 The scallop ports

While the fleet is spread throughout the eastern seaboard, the majority of limited access vessels are found in Massachusetts, Virginia, New Jersey, and North Carolina (Table 17 and Table 19). For general category permits, the majority operates out of Massachusetts, Maine and New Jersey (Table 18 and Table 20). Most limited access vessels are large throughout, with the exception of Maine (Table 17 and Table 19); the general category vessels are fairly small throughout, though individual vessels do vary (Table 18 and Table 20). For the limited access fleet, the homeports New Bedford, Cape May, Newport News and Norfolk have the highest number of permitted vessels (Table 21). For the general category fleet, the homeports New Bedford, Gloucester, Cape May, Point Judith, and Chatham have the highest number of permitted vessels (Table 22). These vessels may be owned by individual owner-operators, or by fishing companies which own multiple vessels. In 1996, it was estimated that 69 percent of fishing companies owned only one permit, while 9 companies owned between 6 and 10 permits, or over one-fourth of total permits (Edwards 2001). While ongoing work is seeking to update these numbers, informal interviews with fishermen have indicated increasing consolidation in recent years (Olson, in review).

Table 17. Average GRT (gross registered tons), average length, and number of permitted limited access vessels by principal port state, 1994-2005.

	PPST	AK	AL	CT	FL	MA	MD	ME	NC	NH	NJ	NY	PA	RI	VA
GRT	1994	199	.	154	126	160	84	48	122	.	139	124	116	158	136
	1995	190	.	154	124	163	84	56	118	.	138	48	116	158	137
	1996	199	154	154	117	162	84	72	118	.	139	.	98	162	138
	1997	.	135	157	126	161	84	77	117	.	136	.	102	162	139
	1998	.	.	157	126	167	84	57	113	.	136	.	102	183	140
	1999	.	.	156	133	170	84	55	115	.	138	.	94	182	140
	2000	.	.	162	133	169	84	72	118	181	133	.	102	182	140
	2001	.	.	171	133	165	84	58	114	181	134	.	102	141	143
	2002	.	.	165	125	163	84	44	108	181	134	.	102	121	143
	2003	.	.	165	.	161	84	56	108	181	126	.	102	121	141
	2004	.	.	165	120	161	84	46	116	181	124	.	102	122	144
	2005	.	.	165	.	160	84	84	118	181	127	.	109	166	145
Length	1994	115	.	76	77	85	68	52	76	.	78	72	68	86	76
	1995	99	.	79	76	85	69	55	76	.	78	55	68	86	78
	1996	115	87	81	69	85	69	60	76	.	78	.	68	88	78
	1997	.	88	82	77	84	69	60	76	.	78	.	67	88	78
	1998	.	.	80	77	86	69	54	74	.	78	.	67	92	79
	1999	.	.	80	83	86	69	51	74	.	78	.	64	92	79
	2000	.	.	81	83	86	69	59	74	82	76	.	67	92	78
	2001	.	.	82	83	85	69	55	73	82	76	.	67	83	80
	2002	.	.	82	86	85	69	51	70	82	76	.	67	69	79
	2003	.	.	82	.	84	69	54	71	82	73	.	67	69	79
	2004	.	.	82	75	85	69	51	76	82	73	.	67	70	80
	2005	.	.	82	.	84	69	64	76	82	74	.	64	82	80
Vessels	1994	1	.	3	4	137	2	23	50	.	47	3	3	5	90
	1995	2	.	3	5	133	2	15	48	.	44	1	3	5	91
	1996	1	2	5	3	115	2	16	49	.	43	.	3	4	89
	1997	.	1	6	5	105	2	12	46	.	45	.	2	4	84
	1998	.	.	6	5	102	2	9	39	.	42	.	2	7	81
	1999	.	.	5	3	101	2	8	38	.	43	.	3	9	79
	2000	.	.	6	3	104	2	10	39	1	51	.	2	9	73
	2001	.	.	8	3	114	2	12	43	1	52	.	2	6	72
	2002	.	.	8	1	122	2	10	44	1	58	.	2	4	74
	2003	.	.	9	.	125	2	9	41	1	67	.	2	4	81
	2004	.	.	9	1	131	2	7	42	1	74	.	2	3	74
	2005	.	.	9	.	127	2	3	39	1	71	.	1	2	73

Table 18. Average GRT (gross registered tons), average length, and number of permitted general category vessels by principal port state, 1994-2005.

	PPST	AK	AL	CT	DE	FL	GA	LA	MA	MD	ME	MS	NC	NH	NJ	NY	PA	RI	SC	TX	VA	WA
GRT	1994	.		66	13	80	.		43	48	28	.	98	15	67	51	195	66	.	184	84	.
	1995	.	78	79	38	63	.		42	53	26	142	98	15	64	54	195	64	.	184	71	.
	1996	.	130	72	39	100	48	.	42	50	26	143	101	17	62	54	195	68	.		72	.
	1997	.	130	68	17	147	48	.	42	51	29	.	99	17	61	53	195	65	13	.	65	.
	1998	179	180	60	11	.	48	.	37	45	27	.	97	17	64	52	.	65	33	.	55	.
	1999	179	180	53	11	.	38	.	36	41	28	.	92	17	56	50	79	65	33	.	36	.
	2000	179	.	55	11	.	38	.	35	36	26	.	85	22	54	59	8	61	33	.	32	306
	2001	179	.	52	24	.	43	110	35	44	30	.	78	21	57	49	45	60	28	.	30	306
	2002	179	.	40	23	65	77	110	33	58	26	.	71	20	57	48	45	62	.		31	.
	2003	179	132	37	31	76	60	110	34	56	26	.	69	21	52	45	61	60	.	38	25	.
	2004	179	114	33	28	94	75	110	34	41	24	.	67	21	50	45	72	58	.	38	26	.
	2005	179	.	39	26	96	75	110	38	46	26	.	69	23	51	45	51	62	.	38	35	.
Length	1994	.		81	36	61	.		46	58	42	.	70	37	57	51	89	56	.	83	64	.
	1995	.	72	86	49	53	.		46	59	41	80	70	37	56	52	89	55	.	83	60	.
	1996	.	84	58	50	65	65	.	46	57	41	85	70	39	55	52	89	56	.		61	.
	1997	.	84	56	40	87	65	.	46	58	42	.	69	39	54	51	89	55	45	.	60	.
	1998	112	90	53	35	.	65	.	44	54	42	.	68	39	55	51	.	55	47	.	57	.
	1999	112	90	51	37	.	58	.	44	54	42	.	66	39	52	50	60	55	47	.	48	.
	2000	112	.	52	37	.	58	.	43	51	41	.	64	42	52	49	38	53	47	.	47	138
	2001	112	.	51	43	.	62	75	43	54	41	.	63	41	53	50	49	53	44	.	46	138
	2002	112	.	46	44	54	67	75	42	57	41	.	60	40	54	49	49	53	.		46	.
	2003	112	82	47	44	56	72	75	43	56	41	.	60	41	52	47	58	53	.	55	44	.
	2004	112	72	45	43	64	72	75	42	51	39	.	59	40	52	48	62	52	.	55	48	.
	2005	112	.	48	41	65	71	75	44	54	40	.	60	42	53	48	54	54	.	55	52	.
Vessels	1994	.		20	5	5	.		836	11	510	.	56	66	142	162	1	153	.	1	24	.
	1995	.	1	19	6	5	.		862	11	561	1	46	69	147	159	1	169	.	1	16	.
	1996	.	3	22	6	4	1	.	826	12	557	1	43	75	132	152	1	154	.		14	.
	1997	.	3	23	5	2	1	.	854	12	493	.	45	84	142	155	1	153	1	.	28	.
	1998	1	1	24	6	.	1	.	821	13	461	.	48	85	140	151	.	157	1	.	29	.
	1999	1	1	32	7	.	1	.	842	10	502	.	48	89	183	165	1	165	1	.	48	.
	2000	1	.	32	7	.	1	.	880	13	544	.	58	103	212	175	1	176	1	.	58	1
	2001	1	.	37	8	.	2	1	928	15	548	.	69	113	244	160	3	181	2	.	65	1
	2002	1	.	43	11	2	2	1	1011	18	541	.	77	115	262	168	3	182	.		75	.
	2003	1	1	38	12	9	4	1	1002	22	553	.	95	109	288	181	2	185	.	1	69	.
	2004	1	2	48	18	23	7	1	1021	35	601	.	124	133	328	219	3	189	.	1	72	.
	2005	1	.	40	12	22	6	1	804	31	440	.	105	109	282	178	2	161	.	1	52	.

Table 19. Average GRT (gross registered tons), average length, and number of permitted limited access vessels by homeport state, 1994-2005.

	HPST	AK	AL	CT	DE	FL	MA	MD	ME	NC	NH	NJ	NY	PA	RI	TX	VA
GRT	1994	199	129	154	149	123	160	103	44	117	.	136	162	.	146	120	136
	1995	199	129	154	149	122	164	84	50	111	.	137	.	.	146	120	137
	1996	199	132	154	149	117	163	84	68	111	.	140	.	91	149	120	138
	1997	181	132	157	134	127	163	84	73	108	.	137	.	.	149	120	139
	1998	181	129	157	139	125	169	84	57	112	.	136	.	.	183	120	138
	1999	181	129	156	135	136	171	84	44	115	.	138	.	.	184	120	137
	2000	181	129	162	130	125	169	84	66	118	181	134	.	.	184	120	138
	2001	181	129	171	.	122	165	84	58	117	181	135	.	.	136	120	143
	2002	.	.	165	.	126	163	84	44	110	181	135	.	.	121	120	144
	2003	.	.	165	.	126	161	84	56	111	181	128	.	.	121	120	142
	2004	.	.	165	.	125	161	84	46	118	181	126	.	.	122	120	145
	2005	.	.	165	.	125	160	84	84	121	181	129	.	.	166	.	145
Length	1994	115	78	76	85	75	85	70	50	76	.	78	80	.	75	80	76
	1995	115	78	79	85	74	86	69	53	76	.	78	.	.	75	80	77
	1996	115	83	81	85	73	85	69	59	75	.	79	.	72	76	80	77
	1997	82	83	82	80	75	85	69	58	75	.	78	.	.	76	80	77
	1998	82	78	80	84	76	86	69	54	74	.	78	.	.	92	80	78
	1999	82	78	80	77	80	87	69	48	75	.	78	.	.	92	80	78
	2000	94	78	81	69	76	86	69	57	74	82	77	.	.	92	80	77
	2001	94	78	82	.	75	85	69	55	73	82	77	.	.	80	80	79
	2002	.	.	82	.	73	85	69	51	71	82	77	.	.	69	80	79
	2003	.	.	82	.	70	84	69	54	72	82	73	.	.	69	80	79
	2004	.	.	82	.	71	85	69	51	76	82	73	.	.	70	80	80
	2005	.	.	82	.	71	84	69	64	77	82	75	.	.	82	.	80
Vessels	1994	1	1	3	3	14	135	1	21	35	.	53	2	.	2	1	96
	1995	1	1	3	3	10	130	2	14	34	.	51	.	.	2	1	100
	1996	1	2	5	3	10	114	2	15	35	.	49	.	1	3	1	91
	1997	1	2	6	2	9	103	2	11	37	.	50	.	.	3	1	85
	1998	1	1	6	1	8	98	2	9	35	.	48	.	.	7	1	78
	1999	1	1	5	2	4	100	2	7	36	.	49	.	.	8	1	75
	2000	1	1	6	1	5	104	2	9	38	1	55	.	.	8	1	68
	2001	1	1	8	.	6	115	2	12	46	1	56	.	.	5	1	61
	2002	.	.	8	.	5	122	2	10	49	1	62	.	.	4	1	62
	2003	.	.	9	.	4	125	2	9	50	1	71	.	.	4	1	65
	2004	.	.	9	.	5	131	2	7	48	1	78	.	.	3	1	61
	2005	.	.	9	.	5	127	2	3	46	1	74	.	.	2	.	59

Table 20. Average GRT (gross registered tons), average length, and number of permitted general category vessels by homeport state, 1994-2005.

	HPST	AK	AL	CT	DE	FL	GA	LA	MA	MD	ME	MS	NC	NH	NJ	NY	PA	RI	SC	TX	VA	VT	WA
GRT	1994	.	.	64	64	76	.	.	43	49	28	.	103	18	68	51	195	66	.	143	82	.	.
	1995	.	.	71	71	53	.	112	41	58	26	142	108	16	65	54	195	66	.	143	73	2	.
	1996	.	156	58	71	77	.	78	41	40	26	143	103	19	63	55	195	70	.	101	81	2	.
	1997	.	156	55	74	62	.	78	42	40	28	.	101	18	63	52	105	68	.	101	73	2	.
	1998	.	180	49	66	55	.	.	37	33	26	.	99	18	64	52	.	66	33	101	65	.	.
	1999	.	180	47	61	55	38	.	35	28	27	.	92	17	57	50	.	67	33	101	44	.	.
	2000	.	.	49	61	55	99	.	34	26	26	.	82	25	54	59	.	63	33	.	39	.	252
	2001	.	.	51	59	28	99	.	37	27	25	.	76	24	57	48	14	62	28	.	37	.	252
	2002	180	.	40	68	37	118	.	33	25	25	.	71	22	57	47	.	63	23	.	36	1	98
	2003	180	.	37	72	74	88	.	34	29	25	.	70	22	52	44	.	62	.	38	29	.	74
	2004	180	95	33	55	92	87	288	34	27	24	.	67	21	50	44	.	61	.	38	29	.	74
	2005	180	.	38	65	97	88	.	38	29	26	.	70	23	51	44	.	64	.	38	37	.	.
Length	1994	.	.	83	52	60	.	.	46	55	42	.	72	38	57	51	89	55	.	77	65	.	.
	1995	.	.	91	52	52	.	74	46	61	41	80	72	38	56	52	89	55	.	77	62	23	.
	1996	.	90	53	54	60	.	72	46	51	41	85	71	40	55	52	89	57	.	70	64	23	.
	1997	.	90	52	57	60	.	72	46	51	42	.	70	40	55	51	60	56	.	70	62	23	.
	1998	.	90	49	52	50	.	.	44	49	42	.	68	40	55	51	.	56	47	70	60	.	.
	1999	.	90	48	51	50	58	.	44	49	42	.	66	40	53	50	.	55	47	70	51	.	.
	2000	.	.	50	51	50	76	.	43	50	41	.	62	44	52	49	.	54	47	.	49	.	135
	2001	.	.	50	52	41	76	.	43	48	41	.	62	43	53	49	31	53	44	.	49	.	135
	2002	112	.	46	57	46	78	.	42	47	41	.	60	41	54	49	.	54	41	.	47	17	77
	2003	112	.	46	56	58	76	.	42	47	41	.	60	42	52	47	.	53	.	55	45	.	67
	2004	112	61	44	52	65	75	98	42	47	39	.	61	40	52	47	.	53	.	55	46	.	67
	2005	112	.	47	54	67	74	.	43	49	40	.	62	41	53	47	.	55	.	55	47	.	.
Vessels	1994	.	.	18	10	10	.	.	825	5	508	.	39	75	144	158	1	152	.	2	45	.	.
	1995	.	.	15	9	7	.	2	854	4	558	1	30	74	152	156	1	170	.	2	37	2	.
	1996	.	2	20	10	6	.	1	817	6	556	1	34	78	140	146	1	155	.	1	28	1	.
	1997	.	2	22	8	6	.	1	843	7	491	.	37	87	144	152	2	157	.	1	41	1	.
	1998	.	1	24	11	4	.	.	812	10	458	.	41	87	144	145	.	160	1	1	40	.	.
	1999	.	1	30	11	4	1	.	834	8	503	.	43	89	188	162	.	165	1	1	55	.	.
	2000	.	.	29	11	4	4	.	872	11	551	.	56	99	213	173	.	175	1	.	62	.	2
	2001	.	.	36	11	3	4	.	923	12	555	.	68	109	247	156	1	180	2	.	69	.	2
	2002	1	.	44	16	6	3	.	996	14	549	.	77	117	265	164	.	179	1	.	76	1	3
	2003	1	.	39	17	10	7	.	991	19	560	.	94	111	290	179	.	184	.	1	69	.	1
	2004	1	1	49	25	24	8	1	1010	32	609	.	129	133	332	216	.	186	.	1	68	.	1
	2005	1	.	38	18	21	7	.	795	27	449	.	108	108	286	176	.	163	.	1	49	.	.

Table 21. Permitted limited access vessels by homeport, in order of 2004 homeport county vessels.

Home port county, State	Home port	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Bristol, MA		109	110	94	86	87	92	98	108	115	120	124
	Fairhaven	12	13	10	10	13	12	15	11	9	9	8
	New Bedford	94	91	79	75	73	78	81	96	105	110	115
	Westport	0	1	1	1	1	1	1	1	1	1	1
Cape May, NJ		38	36	35	36	36	36	40	41	47	55	60
	Cape May	33	31	31	33	33	34	38	39	45	53	58
	Wildwood	5	5	4	3	3	2	2	2	2	2	2
Pamlico, NC		14	14	18	18	18	19	17	17	19	21	22
	Bayboro	1	1	1	3	1	2	2	2	4	3	3
	Lowland	6	6	7	6	6	8	7	7	7	8	9
	Oriental	2	2	3	2	4	5	4	5	5	7	9
	Vandemere	2	2	4	3	3	3	2	2	2	3	1
Newport News (City), VA	Newport News	8	9	10	10	12	17	19	21	21	21	22
Norfolk (City), VA	Norfolk	65	67	63	58	51	42	35	27	27	27	22
Ocean, NJ		15	15	14	14	12	13	15	15	15	16	18
	Barnegat Light	9	9	9	9	8	8	10	10	9	11	13
	Point Pleasant	6	6	5	5	4	4	4	4	4	4	4
	Point Pleasant Beach	0	0	0	0	0	1	1	1	1	1	1
New London, CT		3	3	5	6	6	5	6	8	8	9	9
	New London	0	0	0	0	0	1	1	1	1	1	1
	Stonington	3	3	5	6	6	4	5	7	7	8	8
Craven, NC	New Bern	1	2	2	4	4	6	6	8	8	8	8
Hampton (City), VA	Hampton	15	15	11	11	8	7	6	6	6	6	7
Dare, NC	Wanchese	4	3	2	2	2	1	4	8	7	7	6
Carteret, NC		10	10	7	7	6	5	5	6	7	6	5
	Atlantic	3	3	3	3	3	3	3	3	3	3	3
	Marshallberg	0	0	0	0	0	0	0	1	1	1	1
	Newport	1	1	1	1	1	1	1	1	1	1	1
Hyde, NC		2	2	2	3	2	3	3	4	5	5	5
	Engelhard	1	1	1	0	0	0	0	1	1	1	1
	Scranton	0	0	0	2	1	1	1	1	1	1	1
	Swan Quarter	1	1	1	1	1	2	2	2	3	3	3
York, VA	Seaford	1	1	1	0	0	0	0	2	3	4	4
Barnstable, MA		16	13	12	7	4	2	2	3	1	1	3
	Barnstable	11	9	9	4	2	1	1	1	1	1	2
	Chatham	0	0	0	0	0	0	0	0	0	0	1
Hancock, ME		9	6	7	6	5	4	4	5	5	4	3
	Bass Harbor	1	1	1	1	1	1	1	1	2	1	1
	Southwest Harbor	6	3	4	3	2	2	2	2	2	2	1
	Sunshine	1	1	1	1	1	0	0	1	1	1	1
Brevard, FL		4	5	4	4	4	2	2	3	2	2	2
	Cape Canaveral	3	4	4	3	3	1	2	3	2	2	2
Monroe, FL		3	2	2	2	1	0	1	1	2	2	2
	Key West	0	0	1	1	0	0	0	0	1	1	1
	Marathon	3	2	1	1	1	0	1	1	1	1	1
Worcester, MD	Ocean City	1	2	2	2	2	2	2	2	2	2	2
Knox, ME		9	7	5	3	3	2	3	3	3	2	2
	Owls Head	2	3	2	2	2	2	3	3	3	2	2
Washington, ME		3	1	1	1	1	1	1	2	2	2	2
	Beals	1	1	1	1	1	1	1	2	2	2	1
	Jonesport	1	0	0	0	0	0	0	0	0	0	1
Beaufort, NC		2	2	3	2	2	1	2	3	3	4	2
	Aurora	2	2	2	2	2	1	1	2	2	3	2
Washington, RI		2	2	3	3	7	8	8	4	3	3	2
	Point Judith	1	1	3	3	3	4	4	3	3	3	2
Isle Of Wight, VA	Carrollton	2	3	2	1	2	2	3	2	2	2	2
Poquoson (City), VA	Poquoson	0	0	0	0	0	2	2	1	1	2	2
Duval, FL	Jacksonville	1	0	0	1	1	1	1	1	1	0	1
Essex, MA	Gloucester	3	3	3	4	2	2	1	1	3	1	1
Middlesex, MA	Bedford	1	1	1	1	1	1	1	1	1	1	1
Plymouth, MA		3	1	1	1	1	1	0	0	0	0	1
	Plymouth	2	0	0	0	0	0	0	0	0	0	1
Suffolk, MA	Boston	1	1	2	3	3	2	2	2	2	2	1

Rockingham, NH	Portsmouth	0	0	0	0	0	0	1	1	1	1	1
Providence, RI	Providence	0	0	0	0	0	0	0	1	1	1	1
Harris, TX	Houston	1	1	1	1	1	1	1	1	1	1	1
Richmond (City), VA	Richmond	1	1	1	1	1	1	1	1	1	1	1
Virginia Beach (City), VA	Virginia Beach	2	2	2	2	2	2	1	1	1	1	1

Table 22. Permitted general category vessels by homeport, in order of 2004 homeport county vessels.

Home port county, State	Home port	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Essex, MA		239	244	232	245	230	244	254	272	315	316	309
	Beverly	12	12	14	13	10	12	13	12	8	10	10
	Danvers	0	0	1	1	1	2	2	1	1	1	1
	Essex	1	0	0	0	0	0	0	1	1	1	1
	Georgetown	0	0	0	0	0	1	1	1	1	1	1
	Gloucester	152	155	144	159	151	160	158	173	197	191	194
	Haverhill	0	0	0	0	0	0	0	0	0	0	1
	Ipswich	1	0	1	0	0	1	1	1	2	2	1
	Lynn	6	4	3	2	2	2	3	3	4	4	4
	Manchester	5	8	5	5	5	6	6	5	6	5	9
	Marblehead	7	6	7	6	4	6	10	10	11	13	12
	Methuen	0	0	0	1	1	1	1	1	1	1	1
	Nahant	2	2	1	1	1	1	1	1	1	1	1
	Newbury	1	1	1	4	4	1	1	1	1	1	2
	Newburyport	19	16	18	17	18	17	21	20	25	26	24
	Rockport	13	13	15	17	18	20	21	23	30	28	25
	Rowley	0	0	0	0	0	0	0	0	0	1	1
	Salem	4	4	2	4	2	2	2	3	3	6	4
	Salisbury	8	10	10	7	6	7	8	10	14	14	12
	Swampscott	3	3	3	3	3	3	3	3	4	5	2
	West Newbury	2	3	2	2	1	1	2	2	4	5	3
Bristol, MA		316	313	287	281	260	252	266	278	287	295	305
	Dartmouth	4	3	2	4	4	3	2	1	1	2	2
	Fairhaven	34	32	31	37	41	34	37	34	35	38	35
	Fall River	6	8	9	3	2	4	3	3	3	3	4
	New Bedford	252	245	225	219	190	191	197	217	225	231	241
	North Dighton	0	0	0	0	0	0	0	0	1	1	1
	Taunton	1	1	1	1	1	1	1	1	1	0	1
	Westport	17	22	17	16	21	18	24	22	21	20	21
Barnstable, MA		220	230	223	216	219	227	235	269	287	276	283
	Barnstable	32	34	31	25	25	24	25	31	31	25	25
	Bourne	0	0	0	0	0	0	0	0	0	1	1
	Brewster	0	0	0	0	0	0	0	0	2	1	1
	Chatham	67	64	67	70	65	66	71	77	89	93	86
	Dennis	5	6	6	4	8	8	9	9	9	8	7
	East Dennis	5	5	7	4	5	5	3	2	4	4	3
	Eastham	2	2	2	1	2	1	3	3	4	3	3
	Falmouth	1	1	2	2	5	5	4	6	6	6	7
	Harwich	15	16	22	21	19	22	22	26	27	23	25
	Orleans	14	16	16	18	14	16	17	23	21	20	19
	Pocasset	0	0	1	1	1	1	1	1	1	1	1
	Provincetown	29	35	31	26	25	28	25	30	29	31	36
	Sandwich	20	20	12	12	16	20	20	19	22	22	25
	South Yarmouth	0	0	0	2	2	3	3	3	2	2	2
	Truro	4	4	4	4	6	5	5	4	5	6	8
	Wellfleet	14	14	12	13	11	10	7	11	11	9	13
	Woods Hole	6	8	6	6	4	3	7	8	8	9	9
	Yarmouth	2	1	1	2	4	4	7	10	12	11	12
Plymouth, MA		111	119	123	132	138	153	164	152	149	158	164
	Duxbury	1	1	2	3	2	2	2	2	1	1	1
	Green Harbor	16	16	15	14	19	19	19	19	16	17	18
	Hull	3	4	7	8	9	13	13	13	14	10	10
	Kingston	1	0	2	2	2	2	3	3	3	2	2

	Marion	0	0	0	2	1	3	3	4	4	5	6
	Marshfield	9	9	6	15	16	18	22	19	17	20	20
	Mattapoisett	5	6	4	4	4	5	6	5	5	6	5
	Ocean Bluff-Brant Rock	6	6	6	8	8	11	15	12	12	14	15
	Pembroke	0	0	0	0	0	0	0	0	1	1	1
	Plymouth	25	28	31	30	33	30	29	33	32	36	43
	Rockland	1	1	1	1	1	1	1	1	1	1	1
	Scituate	28	34	39	39	36	41	45	37	40	41	42
Cumberland, ME		131	136	130	130	106	134	141	134	138	146	153
	Bailey Island	1	2	2	3	2	3	3	3	4	3	3
	Brunswick	0	1	0	0	1	0	0	0	1	1	1
	Cape Elizabeth	5	4	3	4	2	3	2	2	3	2	2
	Chebeague Island	2	4	2	3	0	0	2	1	1	1	1
	Cundys Harbor	18	17	15	17	10	12	12	13	15	14	12
	Falmouth	0	4	4	1	0	1	3	2	2	3	2
	Freeport	4	4	5	3	4	5	6	8	7	5	2
	Harpswell	7	8	10	15	12	17	18	18	16	21	28
	Long Island	0	1	1	1	1	3	3	3	3	3	6
	North Yarmouth	0	0	0	0	0	0	0	0	0	0	1
	Orrs Island	3	3	3	4	3	3	4	5	8	6	9
	Portland	77	76	72	67	57	70	72	67	65	76	73
	Scarborough	1	2	4	1	1	3	2	2	3	4	6
	South Freeport	0	0	0	0	0	0	1	1	1	1	1
	South Portland	4	6	5	6	7	6	7	5	4	3	3
	Westbrook	1	0	0	1	1	1	1	1	1	1	1
	Yarmouth	2	2	1	1	2	2	3	2	2	2	2
Suffolk, NY		110	107	105	104	104	121	130	118	123	130	153
	Amity Harbor	0	0	0	0	1	1	1	1	1	1	1
	Aquebogue	0	0	0	0	0	0	0	1	1	0	1
	Babylon	2	2	2	1	1	2	2	2	2	4	3
	Bay Shore	0	0	0	0	0	0	0	0	0	0	1
	Captree Island	0	0	0	0	0	0	0	0	0	1	2
	Center Moriches	0	0	0	0	0	0	0	0	0	1	2
	East Hampton	2	2	3	1	1	1	1	0	1	1	1
	East Islip	0	0	0	0	0	0	0	0	0	0	2
	East Moriches	0	0	0	1	1	1	1	1	1	1	1
	East Quogue	0	0	0	0	0	1	1	2	2	2	1
	Greenport	8	8	9	11	11	8	9	8	7	8	8
	Hampton Bays	16	18	17	15	16	17	17	15	12	11	8
	Huntington	0	0	0	0	0	0	0	0	2	1	1
	Islip	3	3	2	2	2	2	2	3	3	4	7
	Kismet	0	0	0	0	0	0	0	0	1	1	1
	Long Island	0	0	0	0	0	0	0	0	0	0	1
	Mattituck	2	2	2	1	1	2	2	2	5	4	6
	Montauk	35	34	35	36	37	44	45	42	44	50	58
	Moriches	0	0	0	0	0	0	2	1	1	1	1
	Northport	3	1	2	3	5	6	6	6	7	5	7
	Sayville	0	0	0	0	0	0	1	0	1	1	1
	Shelter Island	0	0	0	0	0	0	0	0	1	1	1
	Shinnecock	30	29	27	26	22	28	30	29	28	29	34
	Southampton	0	0	0	0	1	1	1	1	1	1	1
	Southold	0	0	0	0	0	0	0	0	0	0	1
	West Sayville	3	3	2	2	1	2	2	2	2	2	2
Cape May, NJ		81	79	76	77	78	90	102	105	114	131	149
	Cape May	62	59	58	61	59	67	77	79	86	100	117
	Cape May Court House	0	0	0	0	0	0	0	0	1	1	1
	Ocean City	1	1	1	1	0	0	0	1	2	2	2
	Sea Isle City	1	2	2	2	4	8	8	8	9	10	12
	Seaville	0	0	0	0	0	0	0	0	0	2	2
	Wildwood	15	14	12	12	12	10	12	14	13	12	12
	Wildwood Crest	1	2	2	0	2	3	3	2	3	4	3
Ocean, NJ		59	60	53	56	56	76	91	114	129	133	139
	Barnegat Light	18	23	19	21	19	35	45	58	60	69	74
	Beach Haven	0	0	0	0	0	1	1	1	2	1	1
	Bricktown	1	2	1	1	2	3	4	4	8	8	6

	Lavallette	0	0	0	0	0	1	1	1	1	1	1
	Manahawkin	0	0	0	0	0	0	0	0	2	1	1
	Point Pleasant	30	26	25	25	29	30	31	36	38	35	39
	Point Pleasant Beach	3	3	3	3	2	3	3	4	5	5	6
	Toms River	1	2	0	0	0	0	1	1	1	1	1
	Tuckerton	0	0	1	0	0	0	2	3	3	3	3
	Waretown	3	2	2	2	1	2	2	4	6	8	7
Washington, RI		111	124	113	117	120	129	131	129	128	130	130
	Block Island	3	3	3	2	1	3	4	3	5	6	5
	Charlestown	2	4	4	3	4	4	4	4	5	6	4
	Davisville	0	0	0	0	5	6	5	2	1	1	1
	Galilee	6	7	6	5	5	5	7	8	7	3	4
	Narragansett	9	13	11	8	10	12	15	15	15	15	14
	Point Judith	72	77	75	85	81	85	80	82	83	87	89
	Saunderstown	1	1	1	1	1	1	1	1	1	1	1
	Snug Harbor	1	1	0	0	0	0	1	0	0	0	1
	South Kingstown	1	0	0	0	0	0	0	0	0	1	1
	Wakefield	7	9	7	8	9	9	9	11	10	9	8
	Wickford	3	3	2	2	2	2	2	1	1	1	2
Rockingham, NH		74	74	78	87	86	88	100	111	118	110	129
	East Kingston	0	0	0	0	0	0	0	0	0	0	1
	Exeter	1	1	2	1	0	0	0	0	0	1	2
	Greenland	0	0	0	1	1	1	1	1	1	1	1
	Hampton	18	19	16	16	15	17	16	20	21	19	23
	Hampton Beach	1	1	0	1	1	1	1	2	1	1	1
	Hampton Falls	0	1	3	3	4	4	3	4	3	3	2
	Hampton Harbor	0	0	0	0	0	0	0	0	1	1	1
	New Castle	3	2	1	1	2	3	1	1	1	1	1
	Newington	0	0	0	0	0	0	7	7	7	7	2
	Portsmouth	19	19	25	29	30	33	40	39	41	39	53
	Rye	11	12	13	13	14	12	10	12	14	15	20
	Seabrook	19	17	17	22	19	17	21	24	26	20	20
	Seabrook Beach	0	0	0	0	0	0	0	1	1	1	1
	South Hampton	0	0	0	0	0	0	0	0	1	1	1
Washington, ME		87	102	94	87	87	92	101	121	122	127	128
	Addison	5	4	4	5	5	5	5	6	10	8	9
	Beals	10	13	12	12	13	14	15	17	16	15	12
	Bucks Harbor	13	16	13	11	11	11	11	12	14	15	16
	Cutler	9	7	4	3	2	3	3	8	7	5	6
	Dyer Bay	1	0	0	0	0	0	0	0	0	2	2
	Eastern Harbor	2	3	0	1	1	1	1	1	3	4	4
	Eastport	1	2	4	6	5	2	4	6	5	5	6
	Harrington	2	4	3	2	1	3	3	4	4	3	2
	Jonesboro	0	0	1	2	1	1	1	2	2	1	1
	Jonesport	14	20	22	19	17	21	27	30	29	31	31
	Kennebec	0	0	0	0	0	0	0	0	0	0	1
	Lubec	5	5	4	5	8	6	9	7	8	12	11
	Machias	0	0	0	0	0	0	0	0	0	0	2
	Machiasport	1	1	0	0	0	0	0	0	2	2	3
	Milbridge	6	9	8	7	5	6	4	7	5	6	7
	Pigeon Hill	1	1	1	1	1	1	0	0	0	1	1
	Roque Bluffs	3	3	4	1	4	4	3	2	3	3	3
	Steuben	9	10	11	10	10	9	10	11	9	10	8
	Trescott	0	0	0	0	1	1	1	1	1	1	1
	West Jonesport	3	3	2	2	2	3	2	2	2	3	2
Hancock, ME		84	95	109	84	83	84	96	90	89	86	107
	Bar Harbor	15	14	11	10	9	7	8	7	4	3	4
	Bass Harbor	4	6	5	2	3	3	1	1	2	4	3
	Birch Harbor	1	1	1	1	1	2	1	1	1	2	2
	Blue Hill	1	1	1	1	2	2	2	1	1	1	2
	Brooklin	6	5	5	4	4	3	3	3	2	2	3
	Brooksville	1	1	1	2	3	5	5	5	4	4	4
	Cape Rosier	2	2	2	2	2	2	2	2	2	2	2
	Corea	1	2	1	0	0	0	1	0	1	2	3
	Deer Isle	2	3	6	2	3	2	4	2	4	2	8

	Franklin	0	0	0	0	0	0	0	0	0	0	1
	Frenchboro	0	1	0	4	3	2	2	2	1	1	3
	Gouldsboro	0	1	1	1	2	0	1	1	1	1	1
	Hancock	0	0	0	0	0	2	2	2	2	4	3
	Northeast Harbor	1	1	3	1	1	2	1	1	3	2	4
	Prospect Harbor	2	1	1	1	1	2	3	2	2	2	4
	Salsbury Cove	0	0	1	1	1	1	1	1	1	1	1
	Seal Harbor	0	1	1	1	0	0	0	0	0	0	1
	Southwest Harbor	14	14	17	13	10	9	9	9	10	11	8
	Stonington	20	18	29	18	17	19	22	19	21	20	26
	Sunshine	1	1	1	1	1	1	1	1	1	1	1
	Swans Island	1	4	5	3	4	3	8	9	6	6	3
	Trenton	0	1	1	1	1	1	1	1	1	0	1
	Winter Harbor	6	10	8	6	7	7	11	11	14	13	19
Knox, ME		67	75	81	53	56	53	61	73	74	83	95
	Criehaven	0	0	0	0	0	0	0	0	0	1	1
	Cushing	3	4	5	0	0	1	1	0	3	2	4
	Friendship	5	5	5	4	6	4	4	7	9	9	11
	Isle Au Haut	1	1	0	0	0	0	0	1	0	1	1
	Matinicus Isle	0	0	0	0	0	1	1	1	1	1	1
	Owls Head	4	6	7	4	5	5	8	12	12	15	13
	Port Clyde	12	12	13	12	15	15	16	17	15	16	18
	Rockland	17	15	17	14	8	5	8	11	11	10	11
	Saint George	1	1	1	1	0	1	1	0	0	0	3
	South Thomaston	1	1	1	1	1	1	2	3	1	3	5
	Spruce Head	11	12	8	6	7	7	7	8	8	8	9
	Tenants Harbor	4	6	7	5	8	4	4	5	7	4	5
	Thomaston	2	2	1	1	1	1	1	1	1	1	1
	Vinalhaven	5	8	11	4	5	8	8	6	5	10	12
Monmouth, NJ		44	51	48	45	43	50	52	52	49	55	63
	Atlantic Highlands	0	0	0	0	0	0	1	1	1	1	1
	Belford	26	28	25	28	24	27	26	26	26	26	30
	Belmar	3	3	5	3	4	5	5	6	5	6	7
	Brielle	2	4	5	4	4	4	5	4	4	5	6
	Highlands	2	4	5	3	3	6	5	4	4	5	4
	Manasquan	3	2	3	3	4	3	3	4	3	3	6
	Middletown	0	0	0	0	0	0	0	1	0	0	1
	Neptune	2	2	2	2	1	1	1	1	1	2	2
	Sea Bright	1	1	0	0	0	1	3	2	1	2	1
	Shark River Inlet	4	5	1	2	3	3	2	2	3	4	5
York, ME		41	45	35	47	47	58	64	61	57	54	56
	Biddeford	1	1	1	1	2	1	3	1	1	1	2
	Buxton	0	0	0	0	0	0	0	0	0	0	1
	Camp Ellis	2	2	2	3	2	2	1	1	0	0	1
	Cape Neddick	0	0	0	0	0	1	0	0	0	1	1
	Cape Porpoise	7	6	4	6	6	9	8	8	9	7	10
	Kennebunkport	4	5	2	4	3	5	5	6	4	3	3
	Kittery	7	8	5	10	11	14	14	13	12	13	12
	Kittery Point	3	3	2	3	3	4	5	7	5	7	6
	Ogunquit	1	1	1	2	2	2	3	2	3	3	2
	Perkins Cove	0	1	0	0	0	0	0	0	0	0	1
	Saco	4	5	4	4	5	6	9	7	9	8	8
	Wells	1	2	1	1	2	2	2	4	4	4	4
	York	3	5	4	5	3	4	5	4	4	2	2
	York Harbor	4	3	2	3	4	5	4	4	3	2	3
Lincoln, ME		72	72	70	66	58	57	64	62	54	52	53
	Boothbay	7	5	8	8	7	5	6	6	5	4	4
	Boothbay Harbor	11	9	8	10	5	6	8	9	7	5	6
	Bremen	10	10	8	9	6	7	7	8	7	8	5
	Bristol	1	1	1	1	1	1	1	1	1	2	1
	East Boothbay	1	0	0	2	2	2	3	2	3	2	2
	Monhegan	2	2	2	3	3	2	3	5	3	3	2
	New Harbor	10	10	9	8	9	8	8	5	4	5	6
	Pemaquid	1	1	1	2	2	1	1	0	0	1	2
	Round Pond	2	3	3	2	2	3	2	1	2	3	4

	South Bristol	12	11	10	13	14	12	12	12	9	8	12
	Southport	1	2	2	1	1	2	5	3	4	4	4
	Trevett	1	1	1	1	1	1	1	1	1	1	1
	Westport	1	2	1	1	2	2	2	2	4	3	3
	Wiscasset	1	1	1	1	1	2	2	2	1	1	1
Newport, RI		29	33	30	29	36	33	42	47	48	51	52
	Jamestown	5	5	3	3	4	4	4	3	3	2	1
	Little Compton	1	1	1	2	4	3	3	4	6	6	8
	Newport	18	21	19	18	18	17	21	26	27	26	29
	Portsmouth	2	3	2	1	1	1	1	2	2	1	1
	Sakonnet	2	2	2	3	5	5	4	2	2	4	5
	Tiverton	0	1	3	2	4	3	9	10	8	12	8
New London, CT		20	17	23	26	29	30	31	37	43	42	49
	Groton	2	2	2	2	2	2	2	1	3	3	2
	Ledyard	0	0	0	0	0	0	0	0	0	0	1
	Mystic	0	0	0	0	0	0	0	0	1	1	1
	New London	3	3	5	7	9	10	9	12	11	9	12
	Niantic	0	0	0	0	0	0	0	0	1	1	3
	Noank	2	1	2	2	3	5	6	6	8	8	9
	Pawcatuck	0	0	0	0	0	0	0	1	1	2	1
	Stonington	13	11	13	14	14	13	14	17	18	18	20
Dare, NC		15	15	12	15	14	16	24	30	33	37	43
	Avon	0	0	0	0	0	0	1	1	1	1	1
	Hatteras	0	0	0	0	0	0	0	1	2	2	4
	Kill Devil Hills	0	0	0	0	0	0	0	0	0	1	1
	Manns Harbor	1	1	1	1	1	1	1	1	1	1	1
	Manteo	0	0	0	0	0	0	2	2	2	2	2
	Stumpy Point	0	0	0	0	0	0	0	1	1	1	2
	Wanchese	14	14	11	14	12	15	18	23	25	29	32
Nassau, NY		20	22	17	23	20	22	22	20	21	31	42
	Atlantic Beach	0	0	0	0	0	0	0	0	0	1	2
	Baldwin	0	1	1	1	1	2	2	2	1	1	2
	East Rockaway	0	0	0	0	0	0	0	0	0	0	1
	Freeport	12	12	6	10	8	7	9	7	8	9	10
	Glen Cove	0	0	0	0	0	2	1	2	2	3	2
	Island Park	0	0	0	3	2	2	3	1	3	5	5
	Long Beach	0	0	0	0	0	0	0	0	0	1	1
	Massapequa	0	0	0	0	0	0	0	1	1	1	1
	Oceanside	0	0	1	0	0	0	1	1	2	4	12
	Point Lookout	7	7	6	7	7	7	5	4	4	5	5
	Wantagh	0	1	0	0	0	0	0	0	0	1	1
Pamlico, NC		19	18	22	21	23	25	23	28	31	35	42
	Bayboro	1	1	1	3	1	2	2	5	7	6	5
	Grantsboro	0	0	0	0	0	0	0	1	1	1	1
	Hobucken	3	3	3	3	3	1	1	2	1	3	1
	Lowland	9	8	9	8	8	10	9	9	9	10	13
	Merritt	0	0	0	0	0	0	0	0	0	0	1
	Oriental	2	2	3	2	6	8	7	7	9	11	19
	Vandemere	3	3	5	4	4	4	3	4	4	4	2
Norfolk (City), VA		100	101	89	87	71	61	48	45	47	45	39
	Norfolk	100	101	89	87	71	61	48	45	46	45	39
Carteret, NC		20	18	18	19	19	17	20	22	25	25	32
	Atlantic	6	6	6	7	7	7	4	4	4	4	4
	Beaufort	9	7	7	6	6	7	13	13	14	15	17
	Gloucester	0	0	0	0	0	0	0	0	0	0	2
	Marshallberg	1	1	0	0	0	0	0	1	1	1	2
	Morehead City	2	2	1	1	1	0	0	1	1	1	2
	Newport	1	1	2	2	2	2	2	2	2	2	4
	Salter Path	0	0	1	1	1	0	0	0	0	0	1
Suffolk, MA	Boston	36	37	35	40	33	25	22	25	30	27	32
Atlantic, NJ		6	7	6	9	11	14	12	20	25	23	31
	Atlantic City	5	6	5	7	9	12	11	18	23	22	26
	Brigantine	0	0	1	1	1	1	1	1	1	1	3
	Egg Harbor Township	0	0	0	0	0	0	0	0	0	0	1
	Ventnor City	0	0	0	0	0	0	0	0	0	0	1

Dukes, MA		13	17	14	15	18	18	18	20	24	24	26
	Aquinnah	0	0	0	0	0	0	0	0	0	0	1
	Chilmark	3	3	3	4	6	6	6	8	9	10	12
	Edgartown	4	6	5	6	6	6	5	4	7	6	5
	Gosnold	1	1	0	1	1	1	1	1	1	1	1
	Oak Bluffs	2	2	2	3	4	4	4	4	3	2	1
	Vineyard Haven	2	4	3	1	1	1	2	3	4	5	6
Newport News (Cit, VA	Newport News	8	9	11	11	15	18	20	21	22	23	24
Hyde, NC		3	3	3	5	5	7	9	12	14	17	23
	Engelhard	1	1	1	1	2	3	4	6	5	7	11
	Scranton	0	0	0	2	1	1	1	1	1	2	2
	Swan Quarter	2	2	2	2	2	3	4	5	8	8	10
Worcester, MD		5	5	7	8	10	8	11	14	13	17	22
	Berlin	0	0	0	0	0	0	1	1	1	1	1
	Ocean City	4	5	7	8	9	7	9	12	10	14	19
	Snow Hill	0	0	0	0	0	0	0	0	1	1	1
	West Ocean City	0	0	0	0	1	1	1	1	1	1	1
Accomack, VA		2	2	0	4	5	10	16	19	21	25	21
	Chincoteague	2	2	0	1	0	2	6	6	9	12	10
	Davis Wharf	0	0	0	0	0	1	1	1	1	1	1
	Greenbackville	0	0	0	0	0	0	0	0	1	1	1
	Onancock	0	0	0	3	5	5	4	4	4	3	1
	Sanford	0	0	0	0	0	0	0	0	0	1	1
	Saxis	0	0	0	0	0	0	1	3	3	3	4
	Tangier	0	0	0	0	0	1	2	2	2	2	2
	Wachapreague	0	0	0	0	0	1	1	1	0	1	1
Cumberland, NJ		0	0	0	1	0	0	3	5	7	15	21
	Heislerville	0	0	0	0	0	0	2	2	2	2	3
	Matts Landing	0	0	0	0	0	0	1	1	1	1	1
	Mauricetown	0	0	0	0	0	0	0	0	0	1	1
	Millville	0	0	0	1	0	0	0	0	0	2	1
	Port Norris	0	0	0	0	0	0	0	2	3	8	15
Sagadahoc, ME		40	42	45	30	27	27	29	19	19	17	19
	Arrowsic	0	1	1	1	1	1	1	1	1	1	1
	Georgetown	0	0	0	0	1	1	1	1	1	1	3
	Phippsburg	5	5	5	3	4	4	4	3	2	2	4
	Sebasco	2	3	6	4	3	3	3	1	1	1	2
	Sebasco Estates	16	17	14	13	9	9	8	6	6	6	7
	West Point	5	3	4	4	4	3	4	3	3	3	2
Beaufort, NC		5	5	7	7	7	6	8	9	11	13	18
	Aurora	2	2	2	2	2	1	1	2	2	3	2
	Bath	0	0	0	0	0	1	1	1	1	1	4
	Belhaven	3	3	4	4	4	3	5	5	7	8	11
	Wright Creek	0	0	1	1	1	1	1	1	1	1	1
Sussex, DE		6	5	6	5	5	5	7	7	9	10	15
	Dagsboro	0	0	0	0	0	0	0	1	1	1	1
	Laurel	1	0	0	0	0	0	0	0	0	0	1
	Lewes	2	2	1	1	1	1	1	1	2	3	5
	Milford	1	1	1	1	1	2	2	3	4	4	5
	Millsboro	2	2	3	2	2	2	3	1	1	1	1
	Rehoboth Beach	0	0	0	0	0	0	1	1	1	1	2
New York, NY	New York	19	17	18	17	14	12	14	13	15	11	12
Brevard, FL		4	5	4	5	4	2	2	3	2	4	10
	Cape Canaveral	3	4	4	3	3	1	2	3	2	4	10
Nantucket, MA	Nantucket	4	4	3	4	4	4	6	7	9	10	10
Virginia Beach (C, VA	Virginia Beach	2	2	2	4	7	12	13	11	10	10	10
Craven, NC	New Bern	2	2	3	4	4	6	6	8	8	8	9
Hampton (City), VA		16	15	11	12	9	8	9	10	9	8	8
	Hallwood	0	0	0	0	0	0	0	0	0	1	1
	Hampton	16	15	11	12	9	8	9	10	9	7	7
Gloucester, VA		0	0	0	0	1	1	2	4	3	3	7
	Gloucester	0	0	0	0	1	0	0	0	1	1	2
	Hayes	0	0	0	0	0	1	2	3	1	1	4
	Perrin	0	0	0	0	0	0	0	1	1	1	1
Glynn, GA	Brunswick	0	0	0	0	0	0	2	2	3	6	7

New Castle, DE		7	7	7	5	5	6	3	3	5	5	7
	Odessa	0	0	0	0	0	0	0	0	0	0	1
	Townsend	0	0	0	0	0	1	0	0	0	0	1
	Wilmington	7	7	7	5	5	5	3	3	5	5	5
Talbot, MD	Tilghman	0	0	0	0	0	0	0	0	0	0	7
Kings, NY		6	6	5	5	5	5	6	3	4	5	6
	Brooklyn	6	6	5	4	4	4	5	3	3	5	6
Norfolk, MA		4	6	3	2	1	3	5	8	9	4	6
	Cohasset	1	2	0	0	0	1	2	3	5	2	3
	Dover	1	1	1	1	1	1	1	1	1	1	1
	Holbrook	0	0	0	0	0	0	0	0	0	0	1
	Quincy	0	0	0	1	0	1	1	3	3	1	1
Onslow, NC	Sneads Ferry	0	0	0	0	1	0	0	1	1	4	6
Duval, FL	Jacksonville	2	1	1	2	2	2	2	2	2	1	4
Waldo, ME		1	1	0	1	0	1	2	4	4	3	4
	Belfast	1	1	0	0	0	0	0	1	3	3	3
	Winterport	0	0	0	0	0	0	0	0	1	0	1
York, VA	Seaford	2	2	1	0	0	0	0	2	3	4	4
Fairfield, CT		0	0	1	1	0	3	2	5	5	3	3
	Bridgeport	0	0	1	0	0	3	2	4	2	2	1
	Norwalk	0	0	0	0	0	0	0	0	1	0	1
	Stamford	0	0	0	0	0	0	0	0	0	0	1
Franklin, FL		0	0	0	0	0	0	0	0	1	1	3
	Apalachicola	0	0	0	0	0	0	0	0	0	0	2
	Carrabelle	0	0	0	0	0	0	0	0	1	1	1
Kent, DE		0	0	0	0	2	2	2	1	2	2	3
	Bowers	0	0	0	0	1	2	2	1	1	1	1
	Frederica	0	0	0	0	0	0	0	0	1	1	1
	Leipsic	0	0	0	0	0	0	0	0	0	0	1
Kent, RI		2	2	3	4	3	3	4	3	3	3	3
	Warwick	2	2	3	3	3	3	4	3	3	3	3
Middlesex, CT		0	0	0	0	0	1	2	1	1	2	3
	Old Saybrook	0	0	0	0	0	1	1	1	1	1	3
New Haven, CT		1	1	1	1	1	1	0	1	3	1	3
	Branford	0	0	0	0	0	0	0	0	1	0	1
	Guilford	1	1	1	1	1	1	0	0	1	1	2
Northumberland, VA		0	0	0	0	0	2	2	1	1	1	3
	Heathsville	0	0	0	0	0	0	0	0	0	0	1
	Mila	0	0	0	0	0	0	0	0	0	0	1
	Wicomico Church	0	0	0	0	0	1	1	1	1	1	1
Poquoson (City), VA	Poquoson	1	0	0	0	0	2	2	2	2	3	3
Providence, RI		9	11	9	8	5	6	5	4	4	4	3
	Providence	6	8	6	6	4	5	4	3	3	3	2
	Riverside	1	1	1	1	1	1	1	1	1	1	1
Somerset, MD		0	0	0	0	1	1	1	0	2	3	3
	Crisfield	0	0	0	0	0	0	0	0	0	2	2
	Smith Island	0	0	0	0	0	0	0	0	1	1	1
Strafford, NH		0	0	0	0	1	1	0	0	0	1	3
	Dover	0	0	0	0	1	1	0	0	0	0	2
	Durham	0	0	0	0	0	0	0	0	0	1	1
Brunswick, NC		1	0	0	0	0	0	2	2	2	4	2
	Shallotte	0	0	0	0	0	0	0	0	0	2	2
Isle Of Wight, VA	Carrollton	2	3	2	1	2	2	4	2	2	2	2
Mathews, VA		1	1	1	4	3	5	4	3	4	2	2
	Gwynn	0	0	0	2	2	3	3	1	3	1	1
	Mathews	1	1	1	1	1	2	1	1	1	1	1
Monroe, FL		5	4	3	3	1	0	1	1	3	2	2
	Key West	1	1	2	2	0	0	0	0	1	1	1
	Marathon	3	2	1	1	1	0	1	1	2	1	1
Northampton, VA		0	0	0	1	2	5	7	6	9	3	2
	Exmore	0	0	0	0	0	0	0	0	0	0	1
	Nassawadox	0	0	0	0	0	0	0	1	2	1	1
Pasco, FL		0	0	0	0	0	0	0	0	0	2	2
	New Port Richey	0	0	0	0	0	0	0	0	0	1	2
Pinellas, FL	Tarpon Springs	1	0	0	0	0	0	0	0	0	0	2

Richmond (City), VA	Richmond	1	1	1	1	1	1	1	1	1	1	2
Virginia Beach (City, VA	Rudee Inlet	0	0	0	0	0	0	1	1	2	2	2
Wicomico, MD		1	1	1	1	1	1	1	0	1	1	2
	Nanticoke	0	0	0	0	0	0	0	0	0	0	1
	Willards	0	0	0	0	0	0	0	0	1	1	1
Aleutians West (C, AK	Dutch Harbor	0	0	0	0	0	0	0	0	1	1	1
Aransas, TX	Rockport	0	0	0	0	0	0	0	0	0	1	1
Broward, FL	Port Everglades	0	0	0	0	0	0	0	0	0	0	1
Carroll, NH	Tamworth	0	0	0	0	0	0	0	0	0	1	1
Collier, FL	Chokoloskee	0	0	0	0	0	0	0	0	1	1	1
Dade, FL	Miami	9	6	7	5	5	4	4	3	2	1	1
Harris, TX	Houston	2	2	2	2	2	2	1	1	1	1	1
Hillsborough, NH	Nashua	0	0	0	0	0	0	0	0	0	0	1
King, WA	Seattle	0	0	0	0	0	0	2	2	2	1	1
Lee, FL		0	1	0	0	0	0	0	0	0	1	1
	Cape Coral	0	0	0	0	0	0	0	0	0	1	1
Mcintosh, GA		0	0	0	0	0	1	2	2	0	1	1
	Darien	0	0	0	0	0	1	1	1	0	0	1
Middlesex, MA		5	5	4	4	4	3	3	1	1	1	1
	Bedford	2	2	1	1	1	1	1	1	1	1	1
Middlesex, NJ		3	3	3	2	2	2	2	1	1	1	1
	East Brunswick	1	1	1	1	1	1	1	1	1	1	1
Middlesex, VA	Deltaville	0	0	0	0	0	0	0	1	1	1	1
Mobile, AL	Bayou La Batre	1	1	4	4	2	1	1	1	0	0	1
Penobscot, ME		0	2	3	2	1	1	1	1	1	1	1
	Hampden	0	1	1	1	1	1	1	1	1	1	1
Queens, NY	Broad Channel	2	2	0	0	0	0	0	0	0	0	1
Richmond, NY		2	2	1	2	2	1	1	1	1	2	1
	Staten Island	2	2	1	1	1	0	1	1	1	2	1
Sarasota, FL	Sarasota	0	0	0	0	0	0	0	0	0	0	1
St. Lucie, FL	Fort Pierce	0	0	0	0	0	0	0	0	0	1	1
Terrebonne, LA	Houma	0	0	0	0	0	0	0	0	0	0	1

Vessels land their catch at different ports at different times of the year, or at ports other than their homeports. The relation between these different geographies has significance for understanding the communities to which fishermen belong, the mutual influences between communities—as places for socialization and social organization—and the impacts of management. Table 23 and Table 24 try to gauge the spatiality of economic activity and its changes over time, by ranking ports (and counties) of landing and homeports (and counties) by dockside value and dependence. The top ten landing ports have stayed relatively consistent in recent years, with New Bedford dominating. For most of these ports, scallops account for the majority of the ports' landed value. There have been some changes, however, with Hampton VA seeing an increasingly smaller share of total landings, and other port areas—namely Cape Cod ports—seeing an increasing importance from scallops. Many of the top homeports are the same as the landing ports, with exceptions such as Fairhaven (where many vessels offload in New Bedford), and North Carolina vessels (Table 24). Over half of the ports in table 12 had a significant portion (at least 10%) of landed value of scallops from landings by general category vessels. These ports are (with percentage of scallops landed in that port by general category vessels in 2003 in parentheses): Hampton Bays (100), Wellfleet (99), Chatham (98), Rockport (95), Harwich Port (90), Provincetown (90), Sandwich (84), Gloucester (83), Newburyport (77), Ocean City (62), Chincoteague (47), Other Barnstable (29), Barnegat Light (17), Wildwood (13), Point Judith (11), Point Pleasant (10). Over one-third of top homeports also had a significant portion (at least 10%) of landed value of scallops from landings by general category vessels. These ports are (with percentage of

scallops landed in that port by general category vessels in 2003 in parentheses, unless otherwise noted): Wellfleet (100), Provincetown (100), Sandwich (100), Chatham (100), Brunswick (100), Toms River (100), Lubec (100), Bucks Harbor (100), Chincoteague (100), Tiverton (100), Morehead City (100), Newburyport (99), Engelhard (40), Gloucester (39), Owls Head (38), Belhaven (28), Wildwood (27), Barnegat Light (17), Spruce Head (13), and Barnstable (12 percent in 2004).

Table 23. Landed Value by Port of Landing, ranked by fishing year 2003.

Port and state of landing (county)	Landed Value of Scallops (in Thousands of Dollars) from FY1994-2004 Percentage of Total Landed Value from Scallops from FY1994-2004										
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
New Bedford, MA (Bristol county)	30981	36553	48436	45514	34687	70554	88491	80357	96011	104538	23501
	38.7	40.9	45.2	43.5	36.5	53.2	56.8	53.3	57.6	58.7	66.8
Newport News, VA (Newport News City county)	9289	11917	13457	11173	11275	15207	23092	25535	30494	37360	8466
	67.1	71.1	76.0	73.4	72.6	79.2	86.2	84.1	89.1	91.6	79.4
Cape May, NJ (Cape May county)	9360	8874	8656	6945	5588	9765	14158	18626	20237	28523	7095
	33.1	33.2	35.3	28.7	22.5	43.8	59.2	68.3	69.1	76.5	74.4
Hampton, VA (Hampton City county)	12425	7863	6346	3258	4557	5084	8289	9195	13803	18889	2773
	71.0	66.4	63.4	47.1	55.3	61.1	73.0	74.7	82.1	82.6	51.2
Seaford, VA (York county)	0	0	0	5553	4543	6540	11168	10465	11841	13043	3630
	.	.	.	94.9	94.4	98.1	99.3	99.7	99.5	99.6	99.9
Barnegat Light, NJ (Ocean county)	2653	2727	3007	3105	2693	3946	6733	6753	8071	10018	2250
	27.7	29.4	31.8	30.2	26.3	29.9	47.5	46.8	56.6	59.7	81.1
Stonington, CT (New London county)	0	0	232	2573	2717	3302	3459	4944	5669	6530	767
	.	.	24.4	38.8	38.2	34.7	36.1	52.0	67.4	77.1	94.2
Point Pleasant, NJ (Ocean county)	315	532	1401	2207	1590	1854	3784	3197	3530	3973	560
	2.0	5.0	9.6	13.0	9.6	10.0	21.0	16.7	18.0	18.9	22.6
Wildwood, NJ (Cape May county)	7	14	1	0	3	0	120	1246	2056	2194	402
	0.2	0.3	0.0	0.0	0.1	0.0	2.5	20.5	32.0	36.1	96.1
Chincoteague, VA (Accomack county)	2	0	0	0	1	7	210	803	1115	1957	129
	0.2	0.0	0.0	0.0	0.0	0.3	10.0	33.4	38.6	46.5	14.2
Other Barnstable, MA (Barnstable county)	113	191	666	516	309	435	1083	1616	1416	1367	276
	3.7	6.2	13.5	9.3	8.6	3.5	17.1	30.2	27.7	33.5	32.8
New London, CT (New London county)	0	0	0	0	0	843	817	943	886	996	0
	.	.	0.0	0.0	0.0	20.5	31.5	24.4	21.5	23.8	0.0
Provincetown, MA (Barnstable county)	45	24	92	97	114	57	120	2130	540	646	131
	1.9	1.2	4.1	4.0	4.2	1.6	3.2	37.6	13.5	18.7	52.9
Gloucester, MA (Essex county)	1	7	232	357	104	161	1014	1543	783	557	46
	0.0	0.0	1.0	1.5	0.4	0.6	2.4	3.9	2.0	1.4	0.7
Chatham, MA (Barnstable county)	0	0	1	0	0	0	64	588	117	409	100
	0.0	0.0	0.0	0.0	0.0	0.0	0.5	4.7	1.1	4.2	17.3
Portsmouth, NH (Rockingham county)	0	0	0	4	18	7	144	146	670	338	1
	0.0	0.0	0.0	0.1	0.6	0.2	2.6	3.0	17.2	8.2	3.4
Harwich Port, MA (Barnstable county)	0	0	0	0	0	0	0	592	110	318	94
	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.2	2.2	14.3	91.6
Beaufort, NC (Carteret county)	0	0	0	106	212	29	51	4	217	282	6
	.	.	0.0	2.8	5.8	0.9	1.5	0.1	6.1	9.3	1.3
Point Judith, RI (Washington county)	1	58	4	7	1	242	734	596	83	274	0
	0.0	0.2	0.0	0.0	0.0	0.5	1.8	1.8	0.3	0.8	0.0
Sandwich, MA (Barnstable county)	23	37	284	128	243	213	157	218	249	266	28
	0.6	1.1	8.2	3.4	9.3	6.0	2.9	3.5	3.6	4.5	43.5
Wanchese, NC (Dare county)	0	0	0	70	0	31	64	1350	1023	262	2
	.	.	0.0	0.9	0.0	0.3	0.5	12.7	10.6	2.6	0.2
Southwest Harbor, ME (Hancock county)	186	352	2109	2206	1517	1424	1803	359	450	256	8
	43.6	56.5	50.6	40.1	39.9	34.5	12.8	5.9	5.5	2.4	1.5
Ocean City, MD (Worcester county)	11	24	43	5	15	25	118	79	99	212	39
	0.1	0.3	0.5	0.1	0.2	0.4	1.8	0.9	1.3	3.4	0.1
Hampton Bays, NY (Suffolk county)	3	5	5	22	6	53	426	454	94	157	0
	0.0	0.1	0.1	0.2	0.1	0.6	4.4	5.2	1.1	2.4	0.0
Engelhard, NC (Hyde county)	0	0	0	0	0	3	2	56	0	140	0

	.	.	0.0	0.0	0.0	0.1	0.0	2.4	0.0	5.1	0.1
Newburyport, MA (Essex county)	0	0	0	35	0	6	1	4	160	134	12
	0.0	0.0	0.0	9.9	0.0	1.6	0.1	0.7	16.2	13.9	24.3
Wellfleet, MA (Barnstable county)	0	0	81	70	45	23	23	66	32	112	0
	.	0.0	16.2	23.1	35.3	30.9	7.1	33.8	11.0	25.2	0.0
Rockport, MA (Essex county)	0	0	59	60	1	0	0	0	66	109	1
	.	0.0	9.6	9.9	0.1	0.0	0.0	0.0	1.9	3.7	1.6

*Fishing years. Only shows those ports that had at least 100,000 landed value in scallops in either 2003 or 2004. 2004 landing data may be incomplete for some ports.

Table 24. Landed Value linked to Vessel Homeport, ranked by fishing year 2003.

Port and state of landing (county)	Landed Value of Scallops (in Thousands of Dollars) from FY1994-2004 Percentage of Total Landed Value from Scallops from FY1994-2004										
	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
New Bedford, MA (Bristol county)	28300	32429	39317	31568	25804	44363	59779	65543	78765	88837	20527
	38.3	45	47.2	39.3	35.7	49.4	57.8	58.5	66.8	68	72.6
Cape May, NJ (Cape May county)	6979	7453	7528	7957	5876	10546	16725	17891	23178	30264	7362
	19.8	21.4	23.1	27.8	21.7	36.8	51.4	54.7	64.6	67.7	72.4
Norfolk, VA (Norfolk City county)	14803	15818	16234	14093	10970	14765	18015	14287	16563	17341	3521
	75.2	76.6	76.1	69.9	64.1	72.5	82.8	75.8	76.4	83.2	88.6
Newport News, VA (Newport News City county)	1840	2250	2547	3263	3495	9017	12438	14089	16328	16788	3977
	93.9	94.8	94.8	91.6	80.9	89.1	95.1	94.6	97.9	97.2	94.9
Barnegat Light, NJ (Ocean county)	3041	3370	3297	2821	2335	4409	6676	6978	7811	9850	2153
	30.6	39.3	42.3	46.7	35.9	33	45.8	46.7	54.7	56.5	79.9
Fairhaven, MA (Bristol county)	2708	3245	4453	4318	3720	6776	11669	6628	7133	7214	1421
	53.6	55.4	63.6	57	46.6	66.4	78.2	68.3	70.9	70.4	75.9
New Bern, NC (Craven county)	408	186	606	249	837	2322	2650	3292	4235	6431	1675
	92.8	77.6	86.6	61.2	93.3	85	85.9	92.6	94.6	98.1	98.4
Wanchese, NC (Dare county)	46	14	3	1	485	1	816	2769	3378	4401	577
	3.1	1.1	0.2	0	12.5	0	15	35.2	42.2	46.8	32.1
Hampton, VA (Hampton City county)	4113	4413	4001	3014	2602	3704	4998	4103	4318	3742	1321
	90.6	92.7	91.5	88.3	87.4	96.3	94.9	94.8	95.3	96	90.6
Oriental, NC (Pamlico county)	385	402	174	315	890	1627	1776	1260	2059	3688	85
	86.7	76.5	49.6	64.8	69.9	57.1	62.7	67.8	78.7	78.7	13.9
Seaford, VA (York county)	235	239	304	0	0	0	0	383	2399	3452	783
	94.7	98.4	99.2	.	.	.	.	99.4	99.8	99.5	99.9
Point Pleasant, NJ (Ocean county)	953	977	1179	1504	1016	1386	2232	2374	2588	2938	761
	18.2	19.2	23	24.5	13.1	15.5	24.3	32.2	35.3	29.5	38.7
Lowland, NC (Pamlico county)	6	120	445	0	117	963	1466	1786	2176	2897	578
	1.8	72.4	75.8	0	19.5	57.9	75	80.9	85.7	91.1	84.1
Atlantic, NC (Carteret county)	0	84	550	930	971	1357	1731	2075	2008	2285	4
	0	40.5	58.2	41.8	41.7	47.8	77.2	83.8	80.8	79.9	1.6
Carrollton, VA (Isle Of Wight county)	91	363	489	403	396	1049	1315	1106	1386	1703	377
	59.7	93.9	98.3	94.2	73.3	89.2	80.9	100	99.8	99.9	100
Cape Canaveral, FL (Brevard county)	558	503	418	452	353	725	846	954	1223	1673	418
	52.4	29.7	29.8	58.5	92.4	97	98.6	99	100	99.6	99.6
Bayboro, NC (Pamlico county)	1	87	50	44	168	335	328	671	998	1512	168
	0.6	43.1	28.6	30.1	82.9	40.1	28.9	62	59.9	69.9	52.4
Poquoson, VA (Poquoson City county)	0	0	0	0	0	355	573	682	697	1248	380
	0	.	.	0	0	69.8	85.8	92.1	93.4	95.2	98.2
Aurora, NC (Beaufort county)	348	333	433	346	425	652	201	891	779	1082	224
	74.8	87.1	80.5	65.1	83.3	92.2	98.5	97.4	62.5	92.6	100
Boston, MA (Suffolk county)	265	334	454	454	162	449	512	706	880	1021	0
	4.3	4.6	5.8	5.1	2.3	5.6	6.7	10.3	10.6	12.9	0
Bedford, MA (Middlesex county)	556	571	886	798	630	662	857	1113	970	1019	401
	95.8	94.6	99	98.4	96.9	98	97.1	99.8	100	99.7	99.9
Stonington, CT (New London county)	0	1	0	536	73	0	2	698	1471	852	855
	0	0.1	0	67.8	15.4	0	0.4	61.3	77.8	71.4	89.7
Wellfleet, MA (Barnstable county)	0	71	318	287	68	126	679	841	139	848	36
	0	24.7	98.9	98.1	72.3	98.1	92.6	95.6	84.7	98.2	100
Gloucester, MA (Essex county)	171	11	317	372	251	986	636	597	757	846	168
	0.9	0.1	1.9	2.3	1.4	5	3.3	3.1	3.4	3.4	3.8

Richmond, VA (Richmond City county)	459	270	181	198	324	510	686	549	725	818	171
	99.5	84	88.5	90.3	89.7	97	96.9	96.3	98.4	96.7	60.9
Barnstable, MA (Barnstable county)	2227	1968	1368	650	396	384	891	939	970	798	176
	39.3	38.7	33.3	20.7	13.5	12.6	28.5	25.7	25.6	24	59.9
Wildwood, NJ (Cape May county)	4	5	149	196	149	522	805	1001	843	792	210
	0.1	0.1	2.1	2.5	2.7	10.2	11.8	19.1	20.2	23	88.1
New London, CT (New London county)	0	0	0	0	0	0	45	0	0	792	0
	0	0	0	0	0	0	10.1	0	0	70.7	0
Bass Harbor, ME (Hancock county)	18	134	225	338	226	340	520	299	554	787	253
	11.5	50.1	70.4	64.7	74.1	84.8	97.8	100	100	85.1	83.6
Swan Quarter, NC (Hyde county)	0	0	67	150	165	594	827	405	580	749	2
	0	0	40	40	26.8	37.8	46	61	48.2	64.7	1.1
Southwest Harbor, ME (Hancock county)	168	405	520	482	282	763	1086	590	529	674	175
	27.5	50.5	62.8	55.1	47.4	77	87.2	86.5	81.6	99.7	99.5
Portsmouth, NH (Rockingham county)	0	1	0	8	14	5	566	726	791	610	9
	0	0	0	0.3	0.4	0.1	10.9	12.3	15.9	13.6	1.9
Belhaven, NC (Beaufort county)	1	0	118	0	0	0	1	229	320	551	17
	0.3	0	25	0	0	0	0.1	22.4	21.6	37.2	9.4
Newport, NC (Carteret county)	1	178	121	155	13	261	248	211	161	535	10
	0.4	70.6	45	52.7	8.2	64.4	55.8	61.9	76.7	82.8	9
Point Pleasant Beach, NJ (Ocean county)	0	0	0	0	0	310	410	423	349	491	0
	0	0	0	0	0	42.7	51.5	57.2	42.9	48.7	0
Key West, FL (Monroe county)	0	0	0	1	0	0	0	0	377	481	162
	0.1	0	0	52.3	.	.	.		99.7	100	100
Providence, RI (Providence county)	0	0	0	0	0	0	9	347	452	458	0
	0	0	0	0	0	0	0.9	32.3	38.6	40.4	0
Vandemere, NC (Pamlico county)	6	48	42	119	79	0	0	0	2	422	62
	5.7	35	26.9	30.6	19.6	0	0	0.1	1	59.5	74.6
Owls Head, ME (Knox county)	18	235	87	8	24	17	75	516	395	371	23
	9	62.5	59.4	9	6.1	5.8	17.4	62.6	48.4	64	51
Provincetown, MA (Barnstable county)	15	27	72	86	36	72	96	2168	676	351	40
	0.7	1.4	4.2	4.5	1.9	2.5	4.2	53.3	29	18.4	43.6
Sandwich, MA (Barnstable county)	20	21	137	71	83	114	128	349	177	323	26
	1.3	1.4	7.8	3.8	4	4.2	6.8	17	8.5	14.1	17.2
Engelhard, NC (Hyde county)	0	0	0	0	0	0	0	122	136	285	0
	0	.	.		0	0	0	0	12.3	12	23.4	0
Marathon, FL (Monroe county)	469	435	172	45	51	0	156	50	154	281	35
	80.7	75.4	76.8	65.8	43.8	.		45.8	37.2	70.2	94.5	100
Chatham, MA (Barnstable county)	0	0	0	0	0	0	0	296	42	273	26
	0	0	0	0	0	0	0	3.9	0.6	3.9	8.1
Point Judith, RI (Washington county)	4	2	0	9	3	182	2099	530	78	263	0
	0	0	0	0	0	0.7	8.4	2.4	0.3	1.1	0
Virginia Beach, VA (Virginia Beach City county)	162	61	82	149	2	139	338	413	181	254	9
	67.5	31.6	47.9	40.9	0.6	24.4	36.8	46.1	27.3	48	21.2
Brunswick, GA (Glynn county)	0	0	0	0	0	0	0	0	5	220	14
	.	.	.	.	.	.	.	.	98.1	99.7	100
Toms River, NJ (Ocean county)	0	0	0	0	0	0	0	152	223	212	0
	.	.	.	.	.	.		0	54.5	66.8	49.7	0.6
Lubec, ME (Washington county)	0	0	0	43	15	0	37	54	35	149	50
	0	0	.	100	100	0	68.7	89.5	100	100	100
Spruce Head, ME (Knox county)	228	157	61	35	0	0	136	1	2	143	15
	74.2	86.3	62.7	52.6	0	1.2	92.2	13.8	8	100	100
Scranton, NC (Hyde county)	0	0	0	0	0	0	0	0	0	143	4
	.	.	.		0	0	0	0	0	0	49.6	4.9
Bucks Harbor, ME (Washington county)	4	13	40	13	1	5	5	159	58	133	50
	2	6.5	21.5	11.7	1.3	5.8	7	57.9	32.4	42.9	100
Chincoteague, VA (Accomack county)	0	0	0	0	0	75	16	0	0	130	0
	0	0	.		0	0	25.6	3.9	0	0	30.5	2.2
Tiverton, RI (Newport county)	0	0	23	0	0	0	17	1	0	127	9
	0	0	2.7	0	0	0	1.5	0	0	6.9	5.1
Newburyport, MA (Essex county)	0	0	8	11	0	4	1	143	101	124	11
	0	0	1.4	2.3	0	1.2	0.3	22	24.2	16.1	13.3
Morehead City, NC (Carteret county)	0	1	0	0	0	0	0	0	16	115	0
	0	0.8	0	0	0	0	0	0	23	59.2	0

2.3 Fishing Practices and Use of Space

Despite an image of a highly mobile fleet, many fishermen tend to fish in the same areas and in areas close to their home and landing ports. The majority of vessels—both limited access and general category vessels—caught the majority of their annual scallop pounds in just one statistical area as discussed in Section 4.4 (Affected Environment) of Framework 18. Virtually all general category vessels did so, as well as usually at least half of limited access vessels in most years. This section provides a closer look at statistical areas by their contribution to a vessel's annual scallop catch. The areas that line the coast of New England, and to a lesser extent, the Mid-Atlantic, seem to be more important in terms of annual catch dependence, though not necessarily in sheer volume. This is especially true for general category vessels (Table 26), which tend on average to be smaller, but also for some limited access vessels as well (Table 25).

Table 25. Fishing characteristics for limited access vessels* by statistical area, fishing years 1995–2004.

	Number of vessels with at least one trip in the area										Average Percentage by vessel of annual scallop landings										Total catch of scallops
AREA	'95	'96	'97	'98	'99	'00	'01	'02	'03	'04	'95	'96	'97	'98	'99	'00	'01	'02	'03	'04	10yr ave
500	1	3	9	8	1	.	.	.	.	1	12	22	16	22	16	.	.	.	.	4	8
512	10	10	7	3	3	5	3	2	1	1	47	46	42	54	72	7	34	53	100	100	51
513	3	17	14	3	3	1	1	.	.		8	24	17	8	4	5	4	.	.		6
514	38	44	41	16	5	2	22	5	4	.	20	18	27	30	26	50	17	15	14	.	20
515	4	2	6	4	6	1	3	.	2	1	6	0	10	7	21	8	4	.	5	8	6
521	55	81	81	58	60	63	74	70	53	14	18	30	35	36	21	20	30	30	29	12	24
522	21	18	23	34	52	137	33	22	33	16	7	11	15	23	16	21	17	17	17	9	15
525	43	61	52	62	66	55	44	39	48	29	13	17	24	29	15	15	16	16	17	13	16
526	32	36	45	42	51	142	45	101	43	143	11	16	24	31	24	15	27	33	21	14	20
534	3	.	.	.		1	.		1	.	12	.	.	.		15	.		47	.	6
537	10	25	16	17	7	9	6	1	4	6	16	11	10	13	26	11	6	2	7	22	11
539	5	11	13	16	5	.	1	2	5	5	3	6	9	14	9	.	0	6	21	27	9
552	.	.	1	.	4	1	.	1	.	3	.	.	2	.	30	28	.	5	.	2	7
561	22	34	36	33	38	22	26	11	47	10	10	14	27	28	19	18	15	16	24	14	18
562	17	13	12	19	180	90	10	6	10	142	10	10	14	16	35	17	19	13	15	17	15
600	5	8	12	8	6	.	.	.	.		19	15	31	16	14	.	.	.	.		8
610	6	5	4	3	7	.	.	.	.		15	28	11	7	10	.	.	.	.		6
611	6	1	5	3	2	3	2	2	2	1	18	10	10	11	7	8	10	10	3	0	7
612	10	21	46	45	25	29	19	31	40	28	12	13	17	21	10	13	12	18	19	17	14
613	86	103	101	80	68	78	88	86	62	41	15	23	27	34	15	22	26	24	24	12	21
614	5	8	4	3	4	7	4	10	5	10	8	21	19	3	3	13	9	11	9	8	10
615	117	108	96	77	116	148	177	189	168	236	22	21	24	20	21	26	30	30	28	22	22
616	126	136	95	54	54	89	105	74	100	145	27	28	25	21	13	22	26	18	26	28	21
621	87	66	48	89	93	102	114	139	189	219	24	22	18	27	29	31	28	41	43	29	27
622	122	97	63	46	94	81	192	148	143	208	35	35	31	27	23	25	33	25	23	24	25
623	10	14	8	2	3	7	6	1	6	12	13	39	21	6	4	9	14	10	9	8	12
624	.	1	.	1	.	.	2	2	1	2	.	6	.	21	.	.	7	8	29	9	8
625	7	3	8	12	5	5	2	4	9	4	21	16	10	16	6	10	7	5	7	9	9
626	108	70	46	83	80	93	75	88	106	140	36	32	19	36	32	35	29	34	35	29	28
627	5	9	1	4	5	3	4	2	3	11	11	11	5	6	7	20	7	15	10	10	9
629	1	1	.	.	.		1	1	.	1	15	11	.	.	.		23	7	.	40	8
631	6	3	4	13	1	1	4	6	2	3	24	39	4	17	10	60	0	8	6	0	14
632	48	30	39	34	21	14	25	7	11	11	27	16	22	19	9	16	9	11	7	7	12
633	3	.	.		1	1	.		1	2	11	.	.		7	1	.		13	26	5
636	1	.		1	1		1		2	3	100	.		7	0		0		45	12	6

* NB: Only shows those areas that had an annual total scallop landing of at least 50,000 pounds, at least one of year during the period 1995-2004. Source: 1994-2005 logbooks.

Table 26. Fishing characteristics for General Category vessels* by statistical area, fishing years 1995–2004.

AREA	Number of vessels with at least one trip in the area										Average Percentage by vessel of annual scallop landings										Total catch of scallops
	'95	'96	'97	'98	'99	'00	'01	'02	'03	'04	'95	'96	'97	'98	'99	'00	'01	'02	'03	'04	10yr ave
511	29	22	26	38	26	26	20	12	12	10	65	70	73	73	77	83	74	76	62	68	32513
512	36	56	43	37	28	16	23	17	8	14	83	81	82	79	81	69	58	62	90	51	65314
513	14	22	26	16	21	15	17	31	18	18	47	53	58	63	55	51	43	39	48	48	17903
514	36	49	65	39	37	44	78	90	89	59	92	94	96	89	92	92	85	82	82	63	514933
521	5	3	9	12	8	19	56	42	62	88	63	100	48	29	43	55	63	62	68	70	160200
525	6	14	12	24	22	24	18	16	14	57	55	83	67	86	79	84	61	69	72	38	10896
526	2	1	2	1	.	5	6	5	2	12	29	50	51	2	.	11	27	61	21	15	6256
533	.	.	.	.	.	.	.	.	.	2	.	.	.	.	.	.	.	.	.	51	2290
537	7	4	3	.	5	8	12	4	8	38	73	55	71	.	76	80	77	74	49	36	14259
538	.	.	2	1	3	2	4	5	3	8	.	.	33	100	100	51	53	42	34	29	10835
539	5	3	2	5	3	4	7	4	2	42	100	100	79	74	100	53	67	77	24	44	13006
561	2	.	1	.	3	4	4	.	6	1	76	.	1	.	47	35	88	.	50	9	1733
562	2	4	9	8	11	11	6	4	11	76	77	35	70	53	61	49	43	80	64	72	8327
611	.	2	1	1	2	2	4	5	5	14	.	100	100	100	100	41	35	44	22	19	2615
612	4	2	5	1	1	4	7	8	17	42	93	50	43	100	62	38	49	32	53	49	31142
613	7	8	10	8	17	24	25	21	25	63	78	73	76	90	97	78	88	73	67	52	39472
614	.	.	.	.	.	3	5	3	3	20	.	.	.	.	.	38	14	10	30	10	4342
615	1	.	1	.	.	2	12	14	22	44	100	.	28	.	.	79	83	82	66	69	167373
616	10	6	5	1	3	6	8	19	16	28	62	91	37	10	100	72	40	64	62	35	32581
621	1	1	.	1	1	6	7	19	31	77	17	100	.	100	100	62	55	51	62	54	75291
622	3	.	.	.	.	4	5	7	19	41	42	.	.	.	.	74	53	60	48	22	15605
625	1	.	.	.	.	2	3	3	4	17	82	.	.	.	.	43	30	5	67	18	2714
626	1	.	1	2	2	4	9	19	32	56	100	.	100	92	100	71	80	66	57	66	49823
635	.	.	.	.	1	1	1	4	3	2	.	.	.	.	100	100	63	42	81	1	4601

* NB: Only shows those areas that had an annual total scallop landing of at least 10,000 pounds, at least one year during the period 1995-2004. Source: 1994-2005 logbooks.

The different permits that scallop vessels hold is another indication of the range of fishing activities that they either do or may participate in, given changing biological or regulatory conditions. Table 27 shows the other fishery permits held by scallop vessels. Actual fisheries participated varies considerably by scallop permit type. For full-time vessels, scallops account for 96% of catch value in 2003(Fig. 1). This drops to 60% for part-time vessels (though scallops are of increasing importance) and 2% for occasional vessels in 2003 (Fig. 2, 3). The general category, scallops accounted for 13% of their catch value in 2003 (Fig. 4). All these vessels, with the exception of the full-time limited access vessels, show the kind of flexible pattern of fishing often associated with "traditional" or smaller-scale.

Table 27. Other Fishery Management Plan permits held, by scallop fishing category

Scallop Permit Category	Bluefish	Black Sea Bass	Dogfish	Summer Flounder	Herring	Lobster	Multi-species	Monk-fish	Ocean Quahog	Scup	Surf Clam	Squid-Mackerel-Butterfish	Tilefish	Red Crab	Skates
General Category	79	28	76	30	62	56	80	76	53	28	54	75	51	37	62
Fulltime Dredge	85	30	95	85	65	67	94	100	75	28	78	89	80	57	79
Part-time Dredge	75	75	100	100	50	100	100	100	25	75	25	100	75	25	100
Occasional Dredge	50	0	50	0	0	100	100	50	50	0	50	50	50	0	100
Fulltime Small Dredge	89	60	89	81	72	60	96	98	66	66	64	91	68	64	74
Part-time Small Dredge	87	74	91	91	65	35	83	91	65	70	70	91	78	61	83
Fulltime Net	93	86	93	86	79	43	93	100	50	57	57	86	57	57	64
Part-time Net	100	67	100	100	67	33	67	100	33	33	67	100	67	67	67
Occasional Net	80	100	80	100	100	100	80	100	100	100	100	100	80	60	80

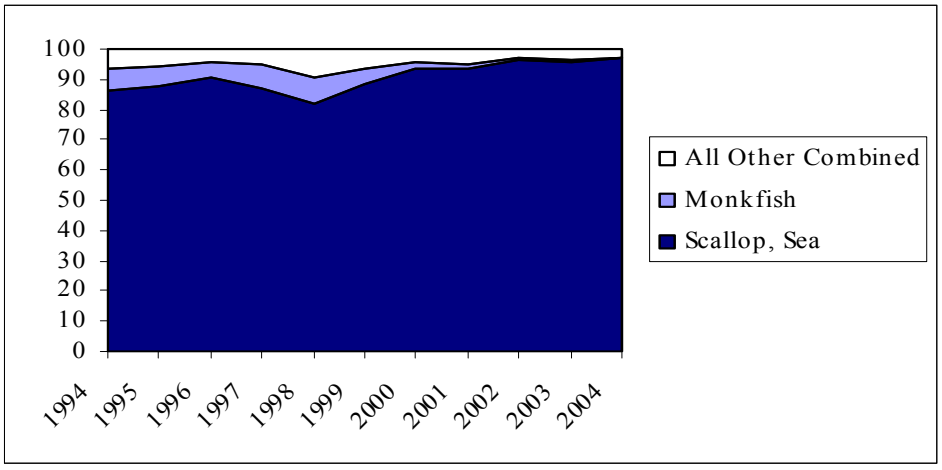

Figure 9. Value of species landed by full-time limited access vessels in 1994 -2004 fishing years.

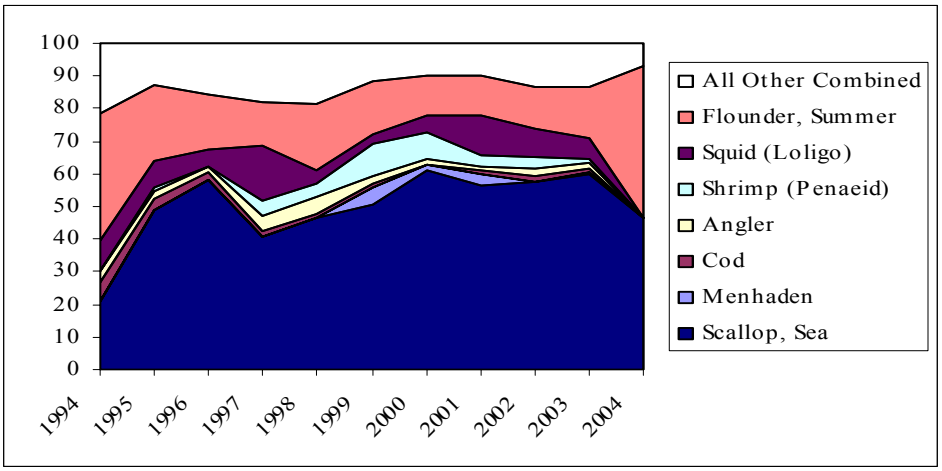

Figure 10. Value of species landed by part-time limited access vessels in 1994 -2001 fishing year

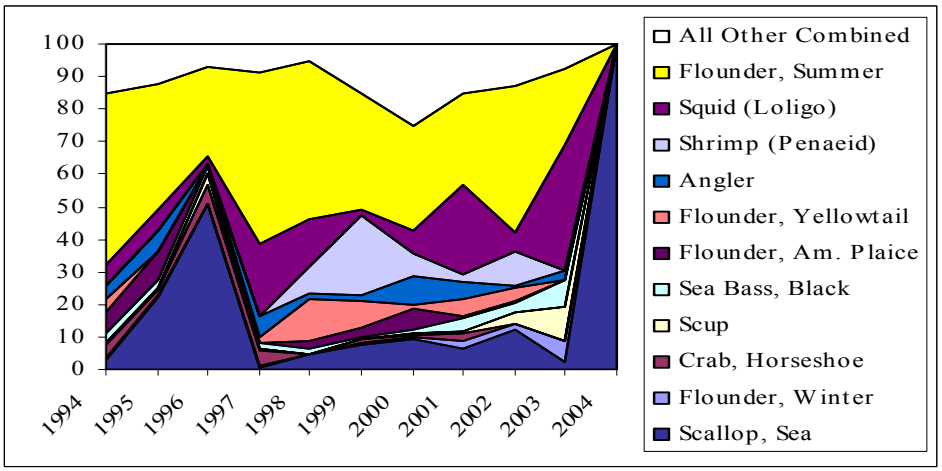

Figure 11. Value of species landed by occasional limited access vessels in 1994 -2001 fishing year

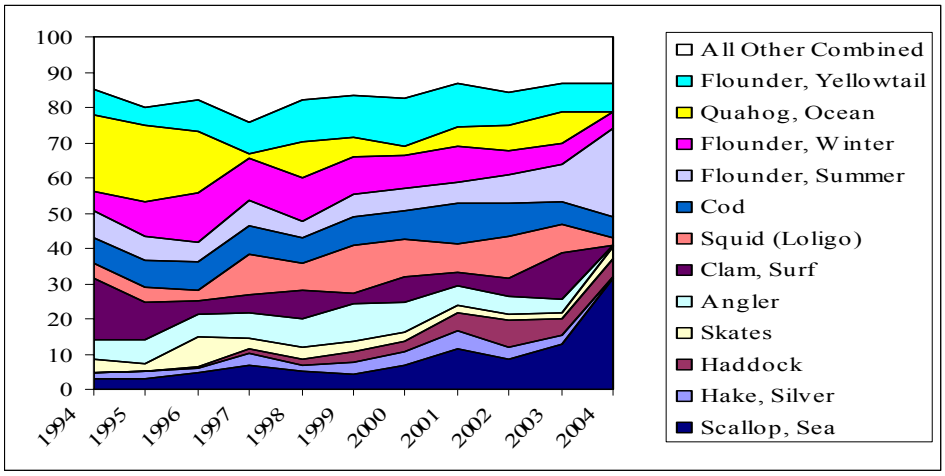

Figure 12. Value of species landed by general category vessels in 1994 -2001 fishing year

References:

Edwards, Steve
2001 Rent-seeking in the Scallop Fishery. Marine Resource Economics 16(4):263–75.