

October 15, 2009

Dungeness Crab Task Force members,

As requested by the Dungeness Crab Task Force, I have informally prepared some information to better understand the dynamics of commercial Dungeness crab landings in different regions of the state.

It required assigning commercial Dungeness crab vessel to a "region" based on a "home port" which is not a well defined term. A combination of sources were used to correct home port listed on permits, or fill in when no home port was listed. The more recent seasons have more reliable home port designations. Historic landings were not used to assign a vessel to a region when other information was lacking, and a vessel's region was not changed based on one year's landing. Some vessels regularly land only in the region opposite their home port designation. Therefore, the numbers presented here are higher than if we look at ONLY vessels that landed in both regions, as was presented at DCTF meeting 3. Additional information on home port assignment is provided with the data. Given our limited time frame we wanted to share this before the next meeting, but this is draft and is not meant for distribution beyond task force purposes.

Thanks,
Brooke

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This data has been informally prepared by California Department of Fish and Game, for the Dungeness Crab Task Force, to better understand the dynamics of commercial Dungeness crab landings in different regions of the state. It required assigning commercial Dungeness crab vessel to a "region" based on a "home port" which is not a well defined term. A combination of sources were used to correct home port listed on permits, or fill in when no home port was listed. The more recent seasons have more reliable home port designations. Historic landings were not used to assign a vessel to a region when other information was lacking, and a vessel's region was not changed based on one year's landing. Some vessels regularly land only in the region opposite their home port designation. Therefore, the numbers presented here are higher than if we look at ONLY vessels that landed in both regions, as was presented at DCTF meeting 3. Further information on home port assignment is provided below.

Vessel Region	Landing Region	Dist 10 oil spill closure		Northern start delay		2004-05	2003-04	2002-03	2001-02	2000-01	1999-00
		2008-09	2007-08	2006-07	2005-06						
District 10 vessel	District 10 landings	882,070	2,883,639	4,267,615	4,391,249	3,810,713	3,786,130	2,986,357	1,218,695	1,171,549	761,743
	Northern landings	310,420	202,051	432,057	942,168	985,113	1,105,248	793,586	97,708	330,101	806,879
Non-resident vessel	District 10 landings	98,766	245,382	276,831	613,795	792,486	345,519	304,253	29,117	56,217	27,013
	Northern landings	369,103	508,076	1,000,328	3,017,175	2,599,721	2,698,064	1,039,909	228,258	401,897	852,933
Northern vessel	District 10 landings	99,365	444,829	1,236,713	939,113	1,486,679	1,160,939	980,521	464,260	357,288	103,212
	Northern landings	4,402,566	4,092,169	6,090,771	13,751,868	15,474,637	12,116,547	7,652,460	1,545,614	3,186,859	5,940,671
#N/A	District 10 landings	11,267	1,538	193,521	40,735	26,258	56,826	92,245	7,343	89,610	54,027
	Northern landings	5,083	0	10,673	51,969	1,904	5,442	7,544	26,413	105,819	240,827
District 10 Regional Total		1,091,469	3,575,389	5,974,679	5,984,892	6,116,137	5,349,415	4,363,375	1,719,416	1,674,664	945,995
Northern area Regional Total		5,087,172	4,802,296	7,533,829	17,763,180	19,061,375	15,925,301	9,493,499	1,897,992	4,024,677	7,841,311
Vessel Region	Landing Region	% of Regional Total	% of Regional Total	% of Regional Total	% of Regional Total	% of Regional Total	% of Regional Total	% of Regional Total	% of Regional Total	% of Regional Total	% of Regional Total
District 10 vessel	District 10 landings	80.8%	80.7%	71.4%	73.4%	62.3%	70.8%	68.4%	70.9%	70.0%	80.5%
	Northern landings	6.1%	4.2%	5.7%	5.3%	5.2%	6.9%	8.4%	5.1%	8.2%	10.3%
Non-resident vessel	District 10 landings	9.0%	6.9%	4.6%	10.3%	13.0%	6.5%	7.0%	1.7%	3.4%	2.9%
	Northern landings	7.3%	10.6%	13.3%	17.0%	13.6%	16.9%	11.0%	12.0%	10.0%	10.9%
Northern vessel	District 10 landings	9.1%	12.4%	20.7%	15.7%	24.3%	21.7%	22.5%	27.0%	21.3%	10.9%
	Northern landings	86.5%	85.2%	80.8%	77.4%	81.2%	76.1%	80.6%	81.4%	79.2%	75.8%
#N/A	District 10 landings	1.0%	0.0%	3.2%	0.7%	0.4%	1.1%	2.1%	0.4%	5.4%	5.7%
	Northern landings	0.1%	0.0%	0.1%	0.3%	0.0%	0.0%	0.1%	1.4%	2.6%	3.1%

How vessel region was determined for this analysis, using the CDFG permit data for the beginning year of each season.

Three types of data used: permit's home port declaration, residency status, 2008 DCTF home port declaration/assignment.

All non-resident permits are "non-resident vessels"

Resident permits use the following:

If home port (HP) is not given, use 2008 DCTF declared/assigned homeport or #N/A

If vessel is resident but HP is listed as out-of-state, region is "non-resident vessel"

If HP code is less than 300 (and resident), region is "northern vessel"

If HP code is greater than 300 (and resident), region is "District 10 vessel"

If #N/A, search next permit year for information, if none found leave #N/A

*does not take into account transfers

* inflates "non-resident" vessel landing totals

*some vessels mostly land in Dist 10, but have northern home port

*some vessels mostly land in north, but have Dist 10 home port

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Proportion of District 10 landings taken by non-District 10 vessels

