



First Coast Guard District Report to the NEFMC

September 28th, 2010

Captain Pete DeCola



Enforcement

June 1st to September 25th



- **Fishing Vessel Boardings: 518**
- **Fishery Violations Issued: 14**

- **Observed Compliance Rate: 97.3%**
- **Last Reported Compliance Rate: 96.3%**
- **FY10 to date Compliance Rate: 98.2%**



Safety



☐ June 1st to September 25th

- **Fishing Vessel Boardings – 518**
- **Safety Violations Issued – 71**

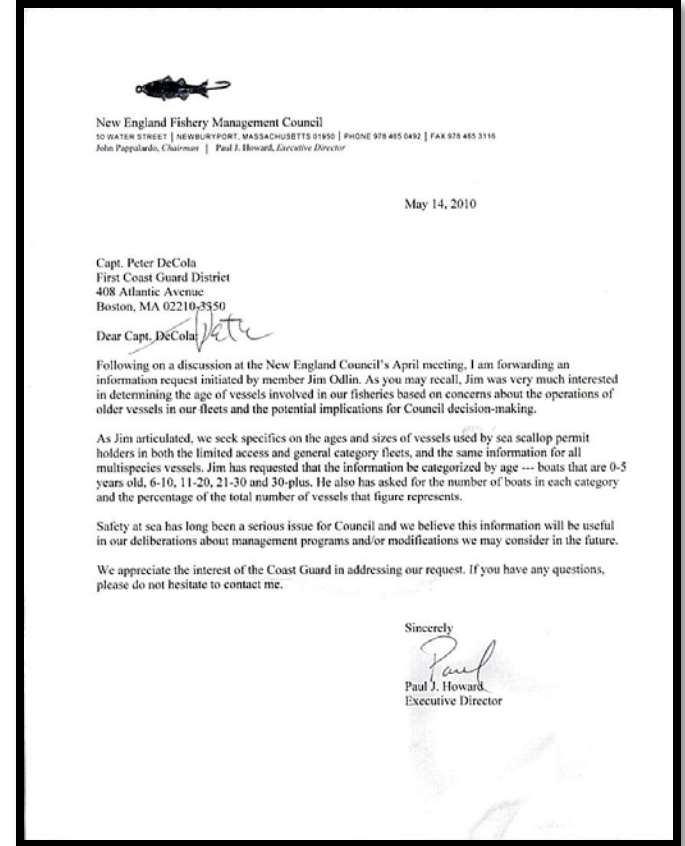
- **Observed Compliance Rate: 86.3%**
- **Last Reported Compliance Rate: 79.9 %**



Follow up to Request From the Council



- “ages and sizes of vessels used by sea scallop permit holders in both the limited access and general category fleets, and the same information for all multispecies vessels.”





Casualty Data Comparisons

- Sea Scallop and Multispecies Fleets
- Limited to Reported Casualties
- Casualties include the following types of accidents:
 - Disabled
 - Flooding
 - Aground
 - Man overboard
 - Allision
 - MEDEVAC
 - Collision
 - Injury
 - Capsize
 - Fire
 - Sinking
- Conclusions are general in Scope



Conclusions From June Report

- General correlation between vessel size and age with respect to reported casualties in the sea scallop fleet
- Multispecies vessels built between 1970-1979 appear to have a disproportionate amount of reported casualties
- Multispecies vessels between 70-79 feet have a disproportionate amount of reported casualties.
- This is a potential starting point for further study.
- Loss of stability and man overboard continue to be the leading causes for fatalities.



Additional Data

- NOAA VMS Database
 - Hours spent fishing January 1st, 2008 thru June 1st, 2010
 - Compare casualties to how much fishing was being done.
 - Normalize the casualties (casualties per 100,000 hours fishing)
 - Casualty rate vice percentage
 - Apples to apples comparison of age, size and across FMP's



Scallop Fleet Age

Year Built	Hours Fishing	% of Fleet Size	% of effort	# of Reported Casualties	% of Reported Casualties	Reported Casualty Rate (per 100 K hrs)
2000-2010	332,080 Hrs	14%	17%	11	11%	3.3
1990-1999	205,470 Hrs	10%	11%	6	6%	2.9
1980-1989	649,832 Hrs	37%	34%	35	36%	5.4
1970-1979	609,658 Hrs	29%	32%	41	42%	6.7
1900-1969	102,961 Hrs	8%	5%	4	5%	3.9

January 1st, 2008 to June 1st, 2010



Scallop Fleet Size

Vessel Size	Hours Fishing	% of Fleet Size	% of effort	# of Reported Casualties	% of Reported Casualties	Reported Casualty Rate (per 100 K hrs)
0-19	0	3%	0%	0	0%	0
20-29	0	0%	0%	0	0%	0
30-39	12,382 Hrs	5%	1%	15	15%	121.1
40-49	143,340 Hrs	19%	8%	17	17%	11.9
50-59	87,163 Hrs	8%	5%	4	4%	4.6
60-69	200,842 Hrs	11%	11%	16	16%	8.0
70-79	606,824 Hrs	25%	32%	17	17%	2.8
80-89	582,116 Hrs	19%	31%	22	22%	3.8
90+	267,333 Hrs	10%	14%	7	7%	2.6

January 1st, 2008 to June 1st, 2010



Multispecies Fleet Age

Year Built	Hours Fishing	% of Fleet	% of Effort	# of Reported Casualties	% of Reported Casualties	Reported Casualty Rate (per 100 K hrs)
2000-2010	83,504 Hrs	18%	8%	8	6%	9.6
1990-1999	129,948 Hrs	15%	12%	10	11%	7.7
1980-1989	455,221 Hrs	33%	43%	45	38%	9.9
1970-1979	334,896 Hrs	23%	32%	49	45%	14.6
1900-1969	57,224 Hrs	8%	5%	10	10%	17.5

January 1st, 2008 to June 1st, 2010



Multispecies Fleet Size

Vessel Size	Hours Fishing	% of Fleet Size	% of Effort	# of Reported Casualties	% of Reported Casualties	Reported Casualty Rate (per 100 K hrs)
0-19	0	9%	0.0 %	0	0%	0
20-29	955 Hrs	14%	0.1 %	0	0%	0
30-39	116,670 Hrs	28%	11.0 %	12	8%	10.3
40-49	228,682 Hrs	19%	21.6 %	24	19%	10.5
50-59	103,098 Hrs	6%	9.7 %	13	10%	12.6
60-69	138,328 Hrs	6%	13.1 %	13	10%	9.4
70-79	253,764 Hrs	9%	23.9 %	42	33%	16.5
80-89	197,675 Hrs	6%	18.6 %	19	15%	9.6
90+	21,621 Hrs	3%	2.0 %	5	4%	8.1

January 1st, 2008 to June 1st, 2010



Revised Conclusions

- General increase in casualty rate with respect to age in the multispecies and sea scallop fleets
- Significantly increased casualty rate with scallop vessels 30 to 39 feet in length.
- Multispecies vessels between 70-79 feet have an elevated casualty rate.
- Multispecies fleet casualty rates are generally higher than those of the scallop fleet.
- Need to incorporate VMS data into a systematic analysis
- Loss of stability and man overboard continue to be the leading causes for fatalities.